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19 Phalguna, 1931 (Saka)

PARLIAMENTARY DEBATES  
**RAJYA SABHA**  
OFFICIAL REPORT

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## RAJYA SABHA

*Wednesday, the 10th March, 2010/19 Phalguna, 1931 (Saka)*

The House met at eleven of the clock,

MR. CHAIRMAN in the Chair.

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### Re. REQUEST FOR REVOCATION OF SUSPENSION AGAINST SEVEN MPs

MR. CHAIRMAN: Question No. 182.

**श्री वृजभूषण तिवारी** (उत्तर प्रदेश) : सभापति जी, कृपया आप एक मिनट मेरी बात सुन लीजिए। मेरा आपसे यह अनुरोध है कि हमारे जिन संसद सदस्यों को इस पूरे सत्र के लिए सदन से निष्कासित किया गया है, आप उनका निलंबन वापस लीजिए और अगर निलंबन वापस नहीं होगा, तो हम लोग भी इस सदन की कार्यवाही में हिस्सा नहीं लेंगे ...**(व्यवधान)**

**श्री सभापति** : आप लोग कृपया एक मिनट के लिए बैठ जाइए ...**(व्यवधान)** मैं आपको factual position बता देता हूँ। कल हाउस में एक मोशन मूव हुआ था और हाउस ने उसको एपूव किया था। अगर उस मोशन को अमेंड करना है या चेंज करना है, तो वह बिना मोशन के नहीं हो सकता। गवर्नमेंट ने वह मोशन मूव किया था। आप लोग यह बात अलग से कीजिए, यहां मत कीजिए।

THE LEADER OF OPPOSITION (SHRI ARUN JAITLEY): Sir, I have suggested, and, I think, Mr. Yechury has also suggested to the hon. Parliamentary Affairs Minister that there were peculiar circumstances and the Members should separately meet the Chair and make amends for what happened. Therefore, the Government should bring a Motion today itself and withdraw the suspension as far as the Members are concerned.

MR. CHAIRMAN: This is something that can be discussed with the Minister of Parliamentary Affairs.

SHRI ARUN JAITLEY: We have already requested him, Sir.

SHRI SITARAM YECHURY (West Bengal): Sir, we have discussed with the Minister for Parliamentary Affairs and it appears that they are in agreement with that. If that is the case, then, they should move a Motion here which will be approved by all of us. *(Interruptions)*

MR. CHAIRMAN: No, no. Please. ...*(Interruptions)*

PROF. P.J. KURIEN: The only thing is that the Members should individually approach the Chairman and they should apologise also. That also should be done. *(Interruptions)*

MR. CHAIRMAN: Let us discuss that after the Question Hour.

**श्री सत्यव्रत चतुर्वेदी** (उत्तराखंड) : सभापति जी, उन्हें कम से कम इस बात पर खेद व्यक्त करना चाहिए, उस गलती को महसूस करना चाहिए और आइंदा ऐसा व्यवहार न करने का विश्वास दिलाना चाहिए।

MR. CHAIRMAN: Thank you, very much. Question No. 182.

**प्रो. राम गोपाल यादव** (उत्तर प्रदेश) : सभापति जी, Leader of Opposition ने जो कहा और जो येचुरी जी ने कहा, मैं उनसे सहमत हूँ, लेकिन जिस तरह की बातें बाद में कही गईं, मैं उनसे सहमत नहीं हूँ। सदन यह बात तय करे और जब तक यह तय नहीं होता है, तब तक मेरा निर्णय है कि हमारी पार्टी का कोई आदमी इस सदन की कार्यवाही में भाग नहीं लेगा।

**श्री सभापति** : देखिए, जैसा मैंने कहा कि हम इसके बारे में सदन के बाहर बात करेंगे ... (व्यवधान) आप प्रश्न काल चलने दीजिए, प्लीज़ .... (व्यवधान)

**प्रो. राम गोपाल यादव** : सॉरी .... (व्यवधान)

(तत्पश्चात् कुछ माननीय सदस्य सदन त्याग कर चले गए)

**श्री प्रेम चन्द गुप्ता** (बिहार) : सभापति जी, जो Leader of Opposition ने कहा, येचुरी साहब ने कहा और हाउस के दूसरे सदस्यों ने कहा, यह ठीक है, लेकिन इस तरह से माफीनामा करवाना ठीक नहीं है .... (व्यवधान) जो कुछ भी हुआ है, वह peculiar circumstances में हुआ है, लेकिन अगर इसको लेकर माफी मंगवाने के चक्कर में पड़ेंगे, तो यह ठीक नहीं है ... (व्यवधान)

**श्री सभापति** : देखिए, यह बहस यहां नहीं होगी ... (व्यवधान)

(तत्पश्चात् कुछ माननीय सदस्य सदन त्याग कर चले गए)

**श्री तारिक अनवर** (महाराष्ट्र) : Regret करना जरूरी है।

SHRI Y.P. TRIVEDI (Maharashtra): They must say sorry. (Interruptions)

**श्री रामदास अग्रवाल** (राजस्थान) : सभापति जी, इस पर सरकार को तुरंत विचार करना चाहिए और इसे बहस का विषय नहीं बनाना चाहिए। किन शब्दों में, उनसे क्या लेना है, क्या देना है, सरकार कैसा मोशन लाए, यह तत्काल करना चाहिए, ताकि सदन की जो गरिमा थी, वह वापस प्रतिष्ठित हो सके।

MR. CHAIRMAN: Thank you. Question No. 182.

#### ORAL ANSWERS TO QUESTIONS

\*181. The question was cancelled.

**मुंबई-गोवा राष्ट्रीय राजमार्ग का नवीकरण और इसे चौड़ा किया जाना**

\*182. **श्री वाई.पी. त्रिवेदी**: क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या महाराष्ट्र सरकार ने मुंबई-गोवा राष्ट्रीय राजमार्ग (एनएच) के नवीकरण हेतु और इसे चौड़ा किए जाने के लिए केन्द्रीय सरकार के समक्ष चार हजार करोड़ रुपये का प्रस्ताव भेजा है;

(ख) यदि हां, तो कब;

(ग) उस प्रस्ताव की वर्तमान स्थिति क्या है; और

(घ) केन्द्रीय सरकार इसे कब तक अनुमोदित कर देगी?

**सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री आर.पी.एन. सिंह):** (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

(ग) प्रश्न नहीं उठता।

(घ) प्रश्न नहीं उठता।

**Renovation and widening of Mumbai-Goa NH**

†\*182. SHRI Y.P. TRIVEDI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government of Maharashtra has sent a proposal of Rs. four thousand crore to the Central Government for renovation and widening of Mumbai-Goa National Highway (NH);

(b) if so, when;

(c) the current status of that proposal; and

(d) by when the Central Government is going to approve it?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

(d) Does not arise.

SHRI Y.P. TRIVEDI: Sir, in view of the fact that Goa is emerging as an important tourist destination, does the Government have any plan on their own to renovate and widen this road?

SHRI R.P.N. SINGH: Sir, this stretch from Mumbai to Goa is divided into three stretches. The National Highways Authority of India is going to develop the first stretch from Panvel to Indapur which is 84 kilometres into four-lane facility. The RFQ is under evaluation and the PPAP approvals are awaited. From Indapur to Zarap which is 370 kilometres, it is not under any National Highways Development Programme. But, seeing the traffic on this road and the demand for development of this highway into four lanes, the Ministry has decided to go for a feasibility study in this stretch of the road. From Zarap to Patradevi which is 21.5 kilometres, the work for construction of this section as a four-laning facility including a bypass to Sawanti Town of 16.5 kilometres was sanctioned for Rs.99 crores on 23.3.2006. After the revised estimate based on tender approved for Rs.183 crores, the construction work has started and the target date of completion as per contract agreement is 25.10.2010.

SHRI Y.P. TRIVEDI: Sir, my second supplementary is: Has the Government got any statistics of how many vehicles negotiate this road and how many accidents take place annually over this stretch?

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†Original notice of the question was received in Hindi.

SHRI R.P.N. SINGH: Sir, the Ministry has decided to do a feasibility study on this stretch. As soon as we will get the feasibility report, we will take further action.

DR. K. MALAISAMY: There are umpteen numbers of highways throughout the length and breadth of the country. I need fundamental information. *(Interruptions)* How many roads are taken up for widening? How much work has been done? How much time they will take to finish?

SHRI KAMAL NATH: Sir, this is out of the scope of the question. But, if there is any specific information which the hon. Member wants, he can write to me. I will be happy to provide him with the details.

SHRI RAJEEV SHUKLA: Sir, I want to know from the hon. Minister that in the same State, the Central Government has given some money to the Maharashtra Government for widening of the Nashik-Shirdi road. What has happened to that project? Last time also, I had asked the same question.

SHRI R.P.N. SINGH: Sir, this is out of the scope of the question. The road is from Mumbai to Goa. If the hon. Member gives it to me in writing, I would try to answer.

SHRI RAJEEV SHUKLA: Last time also, I had asked this question. But, you have not given anything in writing. ...*(Interruptions)*

SHRI KAMAL NATH: Sir, I appreciate the Member's concern and his drawing attention to this fact. This is an important road. In the Ministry, it is being processed for expeditious taking up.

DR. PRABHAKAR KORE: Sir, Goa is a very important tourist centre in our country. If you want to go to Goa, either you have to go by flight or by sea. Goa borders are in Karnataka and Maharashtra. None of the roads is in good condition. Even Karnataka and Goa are hardly 130 kilometres. There is NH-4. The whole business of Goa goes from Karnataka. But, there, not even one car can be driven. Whether the Minister knows about the National Highway no.4A. There is a Goa-Karnataka border. When are you going to take it up?

SHRI R.P.N. SINGH: Sir, about the road from Mumbai to Goa, I can tell you right up to the stretch which is up to Karnataka. The total length of National Highway in the State of Goa between Patradevi which is on the Maharashtra-Goa border to Pollem which is on Goa-Karnataka border, is 139 kilometres. This stretch is maintained by the State PWD in a traffic-worthy condition. But, I would like to tell the House that this stretch has been included in the NHDP Phase-III for four to six-laning at an estimated cost of Rs.872 crores. The RFP to five shortlisted bidders were issued. The bid submission date for this project is 15th March 2010 and we will be taking it up as soon as the RFP is completed.

#### **Migration of labourers**

\*183. DR. E.M. SUDARSANA NATCHIAPPAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government has any system to assess the number of labourers migrating from one State to another, more so from neighbouring countries; and

(b) if so, the number of migrating labourers from different States and from different neighbouring countries?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) and (b) A statement is laid on the Table of the House.

***Statement***

(a) and (b) The Government has enacted the Inter-State Migrant Workmen (Regulation of Employment and Conditions of Service) Act, 1979 (ISMW) to regulate the employment of inter-state migrant workmen and to provide for their conditions of service and for matter connected therewith. As per ISMW Act the contractor who recruits any person in a state for the purpose of employing in establishment situated in another state, a licence needs to be obtained from the Licensing Officer who has jurisdiction in relation to that area wherein the recruitment is made. The contractor also needs to take a license from the Licensing Officer who has the jurisdiction where the establishment is situated. As per Census, 2001, the State-wise number of migrant workers is given in Statement-I (*See below*).

In case of labourer migrating from neighbouring countries, Indian Mission may grant an employment Visa to a foreigner desirous of coming to India for the purpose of employment subject to certain conditions. As per requirement under the Registration of Foreigners Rules, 1992, all foreign national who enter India on a visa valid for a stay in India for a period of more than 180 days are required to register themselves with the FRRO (Foreigners Regional Registration Office)/FRO (Foreigners Registration Officer) within 14 days of arrival. Information is not compiled on the basis of number of labourers migrating from neighbouring countries. However, as per information compiled by Bureau of Immigration, the total number of registered neighbouring foreigners-country and profession-wise as on 31.12.2008 is given in Statement-II.

***Statement-I***

*Number of Migrant Workers (State-wise) as per Census 2001*

Sl. No.	Name of the State/UTs	No. of Migrant Workers
1	2	3
1.	Andhra Pradesh	1,22,16,818
2.	Arunachal Pradesh	2,25,768
3.	Assam	29,86,859
4.	Bihar	71,76,727
5.	Chhattisgarh	42,67,932

1	2	3
6.	Goa	3,00,067
7.	Gujarat	91,25,305
8.	Haryana	36,44,364
9.	Himachal Pradesh	13,82,382
10.	Jammu and Kashmir	7,56,768
11.	Jharkhand	35,29,242
12.	Karnataka	82,25,307
13.	Kerala	28,01,353
14.	Madhya Pradesh	1,01,21,017
15.	Maharashtra	2,07,81,152
16.	Manipur	2,08,189
17.	Meghalaya	1,95,321
18.	Mizoram	1,78,687
19.	Nagaland	1,79,646
20.	Orissa	46,63,274
21.	Punjab	35,42,268
22.	Rajasthan	91,57,667
23.	Sikkim	1,14,009
24.	Tamil Nadu	77,86,130
25.	Tripura	4,03,830
26.	Uttar Pradesh	1,41,28,362
27.	Uttarakhand	15,12,050
28.	West Bengal	96,31,648
29.	Delhi	28,07,258
30.	Andaman and Nicobar Islands	87,224
31.	Chandigarh	2,78,187
32.	Dadra and Nagar Haveli	50,107
33.	Daman and Diu	43,891
34.	Lakshadweep	7,966
35.	Puducherry	1,65,681
	TOTAL	14,26,82,456

**Statement-II**

*Number of registered foreigners, country and profession-wise as on 31.12.2008*

Country	Students	Foreign officials	Employees	Tourists	Tech. Experts	Doctors and Nurses	Business *	Journalists	Others **	Total	Refugees
Bangladesh	1391	3	99	58	5	14	15	161	2838	4584	30081
Bhutan	0	2	0	0	0	0	0	0	0	2	0
China	1150	0	761	21	165	31	136	41	939	3244	0
Myanmar	377	0	40	10	0	1	13	0	292	733	1604
Nepal	5	5	0	2	0	0	0	0	19	31	0
Sri Lanka	2685	75	743	487	32	25	38	2	7744	11831	73615
TOTAL	5608	85	1643	578	202	71	202	204	11832	20425	105300

\*Business includes figures of Owners and Proprietors and Petty Traders also.

\*\*Others includes figures of Housewives, children, Casual Visitors, Artists, Teachers, Evangelists, Social Workers, Admn. Personnel, Etc.

DR. E.M. SUDARSANA NATCHIAPPAN: Sir, there are two parts of my question concerning migrant labourers within India and migrant labourers from neighbouring countries. The figure given according to the 2001 Census is 14,26,82,456 for the internal migrant labourers, and more than 1,25,000, for migrant labourers from the neighbouring countries. Sir, in 20 years, there is a huge change in the migration of labourers from one State to another. Is there any calculation made? On that basis, the welfare of migrant workers is looked after by the Government of India with the help of State Governments.

MR. CHAIRMAN: Thank you.

SHRI MALLIKARJUN KHARGE: Sir, concerning part one, as the hon. Member already knows, the Government of India is keen to help the migrant workers and it is a little bit difficult to identify some of the migrant workers. Anyway, the Government of India has constituted a Task Force, and that Task Force is going to give some suggestions. As soon as we receive the suggestions, we will try to help the migrant workers.

MR. CHAIRMAN: Thank you. Second supplementary.

DR. E.M. SUDARSANA NATCHIAPPAN: Sir, in China, the authorities are encouraging the migration of workers from rural areas to urban areas and they are creating the infrastructure on the basis of migration every year. I want to know whether the Government is having such a proposal to look after the welfare of migrant labourers.

SHRI MALLIKARJUN KHARGE: Sir, as far as the inter-State migration is concerned, I have already told that we have constituted a Task Force Committee and that Task Force Committee is looking after the social security, their health problems and other things. They are considering all that. So, definitely, as soon as their report is received, we will take action.

Regarding the Chinese example that the hon. Member has quoted, I do not have any information about that. If he furnishes that information to me, we will try to help, according to that, our migrant workers.

MR. CHAIRMAN: Thank you. Shri Prakash Javadekar.

**श्री प्रकाश जावेडकर :** सभापति महोदय, यह बहुत महत्वपूर्ण मुद्दा है कि देश के एक कोने से दूसरे कोने में रोजगार के लिए लोग जाते हैं, जैसे महाराष्ट्र में 2 करोड़ 7 लाख दूसरी जगहों के लोग काम करते हैं, आंध्र प्रदेश में 1 करोड़ 22 लाख लोग काम करते हैं या मध्य प्रदेश में 1 करोड़ से ज्यादा लोग काम करते हैं, तो ये जो आंकड़े हैं, इनका एक कारण यह है कि इंटर-लैंड में यानी जिस प्रदेश से लोग आते हैं, खासकर अकुशल कारीगर, unskilled workers, वहां अगर अर्थव्यवस्था ठीक नहीं होती है, वहां अगर प्रोग्रेस नहीं होती है, तो वहां से लोगों को दूसरे प्रदेशों में जाना पड़ता है। महोदय, हर आदमी अपने गांव में ही काम करना चाहता है, अपने क्षेत्र में ही काम करना चाहता है, तो मेरा specific सवाल यह है कि उसके लिए सरकार की क्या योजना है? साथ ही बांग्लादेश से केवल वैध लाइसेंस लेकर, valid visa पर जो लोग आए हैं, वे तो 4,000 हैं, लेकिन जो visa लेकर नहीं आते हैं, अवैध घुसपैठ करते हैं, उनके बारे में सरकार क्या कर रही है?

**श्री मल्लिकार्जुन खरगे :** सर, जो माइग्रेंट वर्कर्स एक स्टेट से दूसरे स्टेट में काम करने के लिए जाते हैं, बहुत ही कमजोर आर्थिक हालत होने की वजह से वे जाते हैं, लेकिन आपको यह मालूम है कि recently, यानी दो साल से हमने नरेगा की जो स्कीम चलाई है, इससे हर स्टेट में कम से कम सौ दिन का काम उन कामगारों को, उन वर्कर्स को मिल रहा है, इसलिए अगर हम पिछले दो साल के आंकड़े देखेंगे, तो पाएंगे कि माइग्रेशन में कमी हो रही है। दूसरी जो स्कीम्स हैं, जैसे भारत निर्माण योजना, प्रधान मंत्री ग्रामीण सड़क योजना, स्वर्ण जयंती शहरी रोजगार योजना - ऐसी जो अनेक योजनाएं हैं, इनसे भी बहुत से वर्कर्स को rural employment में भी फायदा हो रहा है।

जहां तक माइग्रेशन का सवाल है, यह ग्रेजुअली कम हो रहा है। दूसरी चीज, जहां तक बंगला देश का सवाल है, उसको होम मिनिस्ट्री डील करती है कि उनके कितने लोग आए तथा कितने लोगों का इमिग्रेशन हुआ और उस इलाके की पूरी देखभाल करने के बारे में मेरे पास ज्यादा मालूमात नहीं है। आपके जो सजेसंस हैं, मैं उनको होम डिपार्टमेंट को भिजवा दूंगा।

**श्री आर०सी० सिंह :** सर, माइग्रेंट लेबर को एक कम्प्रहेंसिव आई० कार्ड देने की बात थी। इसमें क्या प्रगति हुई है, मैं जानना चाहता हूँ?

**श्री मल्लिकार्जुन खरगे :** अभी यह शुरू नहीं हुआ है, क्योंकि जैसा आप जानते ही हैं कि हर कांट्रेक्ट पर माइग्रेंट वर्कर को रजिस्टर करना चाहिए तथा हर लेबर का नाम रजिस्टर में दर्ज करना चाहिए। लेकिन बहुत सी जगह इसकी कमी है। इस एक्ट को किस ढंग से मजबूत करना चाहिए, इसके बारे में भी हम सोचेंगे। रिसेंटली जो हमने डिपार्टमेंट में टास्क फोर्स कंस्टीट्यूट की है, उनको भी मैं इस बारे में कहूंगा कि आपकी सलाह ठीक है। लेकिन इससे एक बात है कि राष्ट्रीय स्वास्थ्य बीमा योजना के कारण अगर डिस्ट्रिब्यूट हो गए तो यह माइग्रेंट वर्कर्स की भी समस्या थोड़ी कुछ हल हो सकती है और हम आइडेंटिफाई कर सकते हैं। सारे माइग्रेंट वर्कर्स को कार्ड देने का कार्य अभी पूरा नहीं है, तो इसके बारे में हम सोचेंगे।

**श्री राजीव प्रताप रूडी :** सर, इस प्रश्न को तथा इसके जवाब को आप स्वयं देखें। इसमें सवाल के जवाब में कुछ न कुछ एक विरोधाभास है। यह जो माइग्रेंट वर्कर्स की सूची यहां दी गई है, इसमें दिया है कि 1 करोड़ 22 लाख लोग आंध्र प्रदेश में जाकर काम करते हैं, 77 लाख लोग बिहार में जाकर काम करते हैं। यही मैं समझना चाहता हूँ कि मंत्री जी इस प्रश्न का जवाब स्पष्ट बताएं। मुझे तो समझ में ही नहीं आ रहा है कि 77 लाख लोग बिहार में जाकर कैसे काम करते हैं?.....(व्यवधान) सवाल उल्टा है। एक मिनट जरा इसको ध्यान से देखा जाए। अगर मेरा लौजिक सही है तो इसका मतलब है कि दो करोड़ लोग महाराष्ट्र से निकल करके बाहर जाते हैं। सर, इसको सही तरह से समझाएं कि जो लोग उस राज्य में जाकर काम करते हैं तथा जो लोग उस राज्य से बाहर जाकर काम कर रहे हैं? कृपया इसको मंत्री जी स्पष्ट करें। इसका मतलब है कि महाराष्ट्र से दो करोड़ लोग बाहर जाते हैं। इस सवाल का जवाब भी बताइए। मंत्री जी, It is impossible. There is something erroneous in this answer. (Interruptions). 77 लाख लोग बिहार में बाहर से आकर काम करते हैं।.....(व्यवधान)

MR. CHAIRMAN: Let us hear the clarification. (Interruptions).

**श्री राजीव प्रताप रूडी :** सर, पढ़ कर देख लीजिए, इस क्वेश्चन का जो आंस्वर है। आंध्र प्रदेश में 1 करोड़ 22 लाख लोग बाहर से कहां से आएंगे।.....(व्यवधान) There is some error in this answer. Will the Minister explain it? (Interruptions).

MR. CHAIRMAN: Let us hear the explanation. (Interruptions). आप बैठ जाइए.....(व्यवधान) पाणि जी, प्लीज।.....(व्यवधान) एक मिनट बैठ जाइए, बात तो सुन लीजिए।.....(व्यवधान)

**श्री रामदास अग्रवाल :** इनका उत्तर स्पष्ट होना चाहिए।.....(व्यवधान)

**श्री रवि शंकर प्रसाद :** आपसे मैं आग्रह करूंगा कि मंत्री जी जिम्मेदारी से जवाब दें।.....(व्यवधान)

SHRI RAJIV PRATAP RUDY: How is it possible? ...*(Interruptions)*.

MR. CHAIRMAN: Please don't intervene. ...*(Interruptions)*.

SHRI RAJIV PRATAP RUDY: It means 2 crore people from Maharashtra are going out.

**श्री रामदास अग्रवाल :** सही उत्तर तभी माना जाएगा.....*(व्यवधान)*

MR. CHAIRMAN: Let us hear the clarification.

**श्री मल्लिकार्जुन खरगे :** सर, मुझे जो जानकारी दी गई है.....*(व्यवधान)*

**श्री रवि शंकर प्रसाद :** किसने जानकारी दी है आपको?

**श्री मल्लिकार्जुन खरगे :** जो सेंसेस के आंकड़े हैं, उनके मुताबिक हमने यह इंफार्मेशन दी है। अगर इसमें कुछ त्रुटियां हैं.....*(व्यवधान)*

**श्री सभापति :** प्लीज, आप बात तो सुन लीजिए, पूरी।

**श्री मल्लिकार्जुन खरगे :** सेंसेस के जो आंकड़े माइग्रेंट वर्कर्स के बारे में दिए गए हैं, वे ही हमने यहां पर पेश किए हैं।

SHRI RAJIV PRATAP RUDY: That means 2 crore people from Maharashtra are going outside. *(Interruptions)*.

MR. CHAIRMAN: Mr. Rudy, please...*(Interruptions)*

SHRI RAJIV PRATAP RUDY: Two crore people from Maharashtra go outside...*(Interruptions)* Sir, this answer means that two crore people from Maharashtra go outside. Then, why are people in Mumbai getting agitated? *(Interruptions)*

MR. CHAIRMAN: Rudyji, please...*(Interruptions)*

SHRI RAJIV PRATAP RUDY: This is a stunning revelation...*(Interruptions)*

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

**श्री रवि शंकर प्रसाद :** आपके कर्णाटक में 82 लाख लोग जाते हैं। ...*(व्यवधान)*..

**श्री सभापति :** आप बैठ जाइए। ..*(व्यवधान)*..

**श्री राजीव प्रताप रूडी :** सर, आप इसको पढ़कर देख लीजिए। ..*(व्यवधान)*..

**श्री तारिक अनवर :** ये कौन-से आंकड़े हैं ? ..*(व्यवधान)*..

**श्री मल्लिकार्जुन खरगे :** सर, ..*(व्यवधान)*.. सर, माइग्रेंट वर्कर्स आने वाले भी होते हैं और जाने वाले भी होते हैं। ..*(व्यवधान)*.. आप सुनिए। ..*(व्यवधान)*..

**श्री सतीश चन्द्र मिश्र :** आप मिक्स करके मत बताइए। आप अलग-अलग करके बताइए। ..*(व्यवधान)*..

**श्री तारिक अनवर :** ये कौन-से आंकड़े हैं, आने वालों के हैं या जाने वालों के हैं ? ..*(व्यवधान)*..

**श्री मल्लिकार्जुन खरगे :** सर, यह census की फिगर्स हैं। ये authentic हमको दी गई हैं। ..*(व्यवधान)*.. हमने उनसे पूछा है। उनके देने के बाद ही हमने authentic आंकड़े यहां पर पेश किए हैं। ..*(व्यवधान)*.. माइग्रेंट वर्कर्स means आने वाले भी होते हैं और जाने वाले भी होते हैं। ..*(व्यवधान)*..

**श्री सभापति :** आप बैठ जाइए। ..(व्यवधान).. प्लीज आप बैठ जाइए। ..(व्यवधान).. Let us hear the Minister...(Interruptions) Please, let us hear the clarification...(Interruptions) Silence, please...(Interruptions)

**श्री मल्लिकार्जुन खरगे :** सर, ये census के आंकड़े हैं।..(व्यवधान)..यह आंकड़ा आने वाले और जाने वाले दोनों का है।..(व्यवधान)..

**श्री तारिक अनवर :** सर, इस पर डिसकसन होना चाहिए। ..(व्यवधान).. सर, इस मसले पर हाउस में डिसकसन होना चाहिए।..(व्यवधान)..

**श्री सभापति :** आप नोटिस दीजिए। ..(व्यवधान).. आप लिखकर दीजिए। ..(व्यवधान)..

**श्री सतीश चन्द्र मिश्र :** आप इस पर क्लेरिफिकेशन दीजिए कि कितने आने वाले वर्कर्स हैं और कितने जाने वाले वर्कर्स हैं? ..(व्यवधान).. सर, इस पर डिसकसन होना चाहिए। ..(व्यवधान)..

**श्री सभापति :** A suggestion has been made that there should be a discussion on this. Let the hon. Member give a notice, and it can be slated for a discussion. These points can be clarified...(Interruptions) They will all be clarified in the discussion.

SHRI S.S. AHLUWALIA: Sir, I just want to make one submission. Kindly instruct the Government that Ministers should come prepared...(Interruptions) They are not doing their homework...(Interruptions)

MR. CHAIRMAN: Please resume your places...(Interruptions) Let us get on with the Question Hour...(Interruptions) Now, Question No.184...(Interruptions) This Question is over.

SHRI MALLIKARJUN KHARGE: Sir, I want to clarify this.

MR. CHAIRMAN: No, no. This question is over. We will have a discussion on this and clarifications can be given then.

#### **Freedom fighters receiving pension**

\*184. SHRIMATI KUSUM RAI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of freedom fighters who are alive and receiving pension from Central Government;

(b) the number of freedom fighters who are receiving pension from State Governments but not from Central Government, State-wise;

(c) whether there is a difference in criteria adopted by Central and State Governments to recognize a person as freedom fighter;

(d) if so, the details thereof; and

(e) the details of programmes being run by his Ministry for welfare of freedom fighters who sacrificed their lives for the country?

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

### ***Statement***

(a) Since the inception of the Freedom Fighters Pension Scheme in 1972 (revised as Swatantrata Sainik Samman Pension Scheme in 1980) till 31.1.2010, pension has been sanctioned to 1,70,693 freedom fighters and their eligible dependents. State-wise break-up of freedom fighters/dependents who have been sanctioned pension is given in Statement-I (*See below*). Since pension is disbursed through Treasuries and Public Sector banks spread all over the country, and the power to release dependent family pension to eligible dependents of deceased freedom fighters has been delegated to the pension disbursing authorities, data relating to the total number of freedom fighters who are alive and receiving pension is not centrally maintained.

(b) Data relating to pensions sanctioned to freedom fighters by the State Governments is not centrally maintained.

(c) and (d) The eligibility criteria under the Central “Swatantra Sainik Samman Pension Scheme, 1980”, *Inter-alia*, includes imprisonment/underground suffering of at least six months (three months in case of women and SC/ST freedom fighters), internment in homes/externment from districts for at least six months, confiscation of properties, permanent incapacitation or loss of job, which a claimant should have undergone in connection with the national freedom struggle. The eligibility criteria adopted by different States for grant of freedom fighters pension under States/UT schemes, vary from State to State.

(e) Apart from pension, various facilities are provided to the freedom fighters. The details of these facilities are given in Statement-II (*See below*)

### ***Statement-I***

*State-wise break-up of freedom fighters/dependents who have been sanctioned pension*

Sl. No.	Name of State/ Union Territory	Number of freedom fighters/their eligible dependents who have been sanctioned pension (as on 31.01.2010)
1	2	3
1.	Andhra Pradesh	14,682
2.	Arunachal Pradesh	0
3.	Assam	4,438
4.	Bihar	24,878
5.	Jharkhand	
6.	Goa	1,498
7.	Gujarat	3,599
8.	Haryana	1,688

1	2	3
9.	Himachal Pradesh	625
10.	Jammu and Kashmir	1,807
11.	Karnataka	10,091
12.	Kerala	3,304
13.	Madhya Pradesh	3,475
14.	Chhattisgarh	
15.	Maharashtra	17,909
16.	Manipur	62
17.	Meghalaya	86
18.	Mizoram	04
19.	Nagaland	03
20.	Orissa	4,190
21.	Punjab	7,021
22.	Rajasthan	812
23.	Sikkim	0
24.	Tamil Nadu	4,110
25.	Tripura	888
26.	Uttar Pradesh	17,993
27.	Uttarakhand	
28.	West Bengal	22,489
29.	Andaman and Nicobar Islands	03
30.	Chandigarh	91
31.	Dadra and Nagar Haveli	83
32.	Daman and Diu	33
33.	Lakshadweep	0
34.	NCT of Delhi	2,046
35.	Puducherry	317
	Indian National Army (INA)	22,468
	TOTAL	1,70,693

## ***Statement-II***

### *Facilities provided to freedom fighters*

- Free railway pass (1st Class/AC Sleeper) for freedom fighter and widow, along with a companion, for life;
- Free medical facilities in all Central Government hospitals and in hospitals run by Public Sector Undertakings (PSUs) under the control of the Bureau of Public Enterprises. C.G.H.S. facilities have also been extended to freedom fighters and their dependents;
- Telephone connection without installation charges on payment of only half the rental subject to feasibility;
- General pool residential accommodation (within the overall 5% discretionary quota) to freedom fighters in Delhi and
- Accommodation in the Freedom Fighters' Home set up at New Delhi for freedom fighters who have no one to look after them.
- In addition to the above facilities, ex-Andaman Freedom fighters are also entitled to the following facilities.
- Free air travel facility for freedom fighter and to the widows of deceased freedom fighters to visit Andaman and Nicobar Islands once a year along with a companion.

**श्रीमती कुसुम राय :** सर, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहती हूँ कि उत्तर प्रदेश में स्वतंत्रता सेनानियों एवं उनके परिवार को पेंशन नियमावली 1975 के नियम, 2 के अनुसार कोई भी व्यक्ति, जिसने राष्ट्रीय स्वतंत्रता संग्राम में भाग लेने के कारण दो माह के कारावास की सजा काटी हो या जो तीन माह के लिए घर में नजरबंद या जेल में विचाराधीन कैदी रहा हो, उसे स्वतंत्रता सेनानी माना गया है। जबकि केन्द्रीय गृह मंत्रालय ने कम से कम 6 महीने के समय का मापदंड निर्धारित किया है। मैं मंत्री जी से यह पूछना चाहती हूँ कि राष्ट्र की स्वतंत्रता के लिए अपना जीवन न्योछावर करने वाले सेनानियों के साथ केन्द्र और राज्य के कानूनों के आधार पर सरकार क्यों भेदभाव करती है और उसका क्या कारण है? क्या राज्य सरकारों द्वारा मान्यता प्राप्त सेनानियों की ....(व्यवधान)।

**श्री सभापति :** आपने प्रश्न पूछ लिया है।

**श्रीमती कुसुम राय :** सर, एक और प्रश्न है।

**श्री सभापति :** दूसरा प्रश्न इसके बाद पूछ लीजिए।

SHRI P. CHIDAMBARAM: Sir, the Central Government scheme was made many years ago. It has been revised from time to time. Under the Central Government scheme, the person should have suffered a minimum imprisonment of six months. There are several other categories. State Governments have got their own criteria. This is not something that we have done now. For many years, this has been the position. The Central Government scheme has certain criteria and each State Government has its own criteria. We are granting Central Government pension according to the criteria laid down by the Central Government. I agree State Governments may

have criteria which may appear to be more liberal. They are granting pension under their criteria. But there is no proposal now to try to have a common criteria throughout the country. I think that will be very difficult at this stage.

**श्रीमती कुसुम राय :** सर, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहती हूँ कि क्या सरकार राज्य सरकारों द्वारा मान्यता प्राप्त सेनानियों की सीमित संख्या को देखते हुए, उन्हें मान्यता देगी, यदि नहीं तो क्यों नहीं देगी, मैं इसका कारण जानना चाहती हूँ?

**SHRI P. CHIDAMBARAM:** Actually, this answer follows from the previous answer. If the criteria are different in State Governments, the number of pensioners in the State Governments would necessarily be different from those who come under the Central Government criteria. Since there is no proposal to have a common criteria, I am afraid the numbers cannot be exactly the same.

**PROF. SAIF-UD-DIN SOZ:** Mr. Chairman, Sir, one can hardly find fault with the criteria that has been laid down by the Home Ministry for granting freedom fighters pension. I am satisfied with that. But the unfortunate situation is that there are some genuine freedom fighters who are living in poverty in their old age. They have not been able to get this pension so far and there are situations, I must say, in Jammu Kashmir, that, not because of wrong criteria but because of some fake recommendations, some people have received the freedom fighters pension. It creates a heartburning. Sir, I am not for hon. Home Minister going into fake cases and withdrawing pension. But where there are genuine freedom fighters, their cases have to be examined here. He has to lay down a criteria for that. Will he explain to the House the mechanism he will adopt for reaching genuine freedom fighters, applying a criteria and the strictest test, but leave the door open for genuine freedom fighters.

**SHRI P. CHIDAMBARAM:** Sir, all my predecessors, and I can certainly say for myself, have instructed the department that it does not matter if a wrong person may have got freedom fighters pension, but it must be ensured that a right person is not excluded. That is the broad guideline we have given to the department. I have asked my colleague, the Minister of State for Home Affairs, to take personal interest in these applications. We have, in fact, people applying again and again. Once or twice their cases are rejected but we still entertain their applications. There is a very set procedure; primary evidence is there; secondary evidence is there; then, there is a recommendation of the State Government; then we examine it. If any one brings to my notice or my colleague's notice a case which, according to them, is a deserving case and which has not been dealt with properly, I am willing to look into it again.

It is my intention to ensure that no genuine freedom fighter is denied the pension.

**SHRI PENUMALLI MADHU:** Sir, in Telangana Armed Struggle, the freedom fighters' applications are pending with the hon. Minister. There are several applications sanctioned by the Home Ministry. They were all sanctioned and the letters were issued to them, but the money disbursement is pending for nearly eight years. For the last eight years, such people...

MR. CHAIRMAN: What is the question?

SHRI PENUMALLI MADHU: So, my request is whether the Government is going to look into the cases of those people who were sanctioned pension by the Government of India and provide them pension, and whether there is any assurance from the hon. Home Minister in this regard. Regarding the pending applications also, I would like to know...

MR. CHAIRMAN: All right. Thank you. ...*(Interruptions)*

SHRI P. CHIDAMBARAM: Sir, you kindly bear with me, if I take a minute or two. This is a long history to the Hyderabad Liberation Movement Pensions. As hon. Members are aware, there was the Shroff Committee which looked into the matter between 1985 to 1996. It recommended 7,000 cases. All of them were given pension and are being given pension. Then, there was the Ch. Rajeshwar Rao Committee, from 1997 to 1998. They recommended 13,500 cases, additional cases, of course. The Government approved the enhancement of the estimated number of beneficiaries from 11,000 to 15,000, and that set of applications were processed. Now, there were difficulties. You are aware of the difficulties. It ran into all kinds of problems. The State Government said that these are not verified properly. Finally, as you are aware, we constituted a Screening Committee of eminent freedom fighters in May, 2009, under the Chairmanship of Shri Bonepalli Venkat Rama Rao to scrutinize all the verified cases. They have started scrutinizing. They have re-verified 1,790 cases and have recommended 924 cases up to February, 2010. I have met with the Committee. They are very senior people. Some of them are very old. Nevertheless, we have provided them every facility to meet. We are sending a Joint Secretary to sit at the meeting. My colleague has met with them. They are very old people. But, only they can be entrusted with the job. So, I have requested them to please verify. Every case they verify and recommend, we are sanctioning pension. Just be a little more patient with me. We will get this job done. ...*(Interruptions)*...

श्री नंदी येन्नैया : सभापति जी, सुनिए..*(व्यवधान)*..लोक नायक बिल्डिंग में देखिए..*(व्यवधान)*..लोग इंतजार कर रहे हैं..*(व्यवधान)*..जाकर देखिए..*(व्यवधान)*..लोक नायक बिल्डिंग में..*(व्यवधान)*.. क्या हो रहा है..*(व्यवधान)*..कितने केसेज़ पेंडिंग हैं..*(व्यवधान)*..

MR. CHAIRMAN: Only three supplementaries can be asked. ...*(Interruptions)*...

SHRI V. HANUMANTHA RAO: Sir, some of them are very old people. ...*(Interruptions)*...

MR. CHAIRMAN: If there are questions, raise them with the hon. Home Minister. ...*(Interruptions)*... No, no; please raise those questions with the hon. Home Minister. ...*(Interruptions)*... Sardar Tarlochan Singh.

**सरदार तरलोचन सिंह :** थैंक यू चेयरमैन साहब। होम मिनिस्टर साहब ने अभी कहा है कि बहुत एप्लीकेशन्स अभी भी पेंडिंग हैं, लेकिन जवाब में नंबर नहीं बताया है कि कितनी एप्लीकेशन्स पेंडिंग हैं। I have a particular question that there was one Kuka Movement. This is the only incident in India where people were blown by canons and the Government of India did not recognise them as freedom fighters. It was the Kuka Namdhari Movement. So, I want to know from the hon. Minister whether this movement has now been recognised as a freedom movement. Secondly, how many of those families have been given credit and given compensation for that?

SHRI P. CHIDAMBARAM: What movement is this? ...*(Interruptions)*... Sir, I confess that I do not have information about what he is saying. But, I will certainly find it out. ...*(Interruptions)*...

MR. CHAIRMAN: Thank you. Question No. 185. ...*(Interruptions)*... Question No. 185.

**श्री भगत सिंह कोश्यारी :** आप कूका को स्पष्ट करें.. *..(व्यवधान)..*

MR. CHAIRMAN: No, the Minister will collect the information. ...*(Interruptions)*... नहीं, नहीं ठीक है। ...*..(व्यवधान)..* देखिए, इससे कोई फायदा नहीं है, वक्त जाया होता है।

**श्री नंदी येल्लैया :** वहां पर कितने केसेज़ पेंडिंग हैं...*..(व्यवधान)..*

MR. CHAIRMAN: If you want a discussion, please give notice through an appropriate procedure. *(Interruptions)*

#### **पथकर नियम, 2008 में संशोधन**

\*185. **श्री रवि शंकर प्रसाद :** क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि सड़क मार्गों संबंधी पथकर नियम, 2008 में संशोधन करने के प्रस्ताव पर विचार किया जा रहा है;

(ख) यदि हां, तो इस प्रस्ताव का ब्यौरा क्या है;

(ग) इस प्रस्ताव पर विचार करने के लिए सरकार द्वारा क्या व्यवस्था की गई है;

(घ) क्या इस व्यवस्था में आम आदमी के हितों के संरक्षण के लिए उनके प्रतिनिधियों को शामिल किया गया है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं?

**सड़क परिवहन और राजमार्ग मंत्री (श्री कमल नाथ):** (क) से (ङ) जी हां। नियमावली लागू किए जाने के दौरान प्राप्त अनुभवों, प्रयोक्ताओं सहित हितधारियों से प्राप्त फीड बैक और संसद के दोनों सदनों में चर्चा के दौरान माननीय सदस्यों द्वारा उठाए गए बिंदुओं को ध्यान में रखते हुए राष्ट्रीय राजमार्ग फीस (दरों का निर्धारण और संग्रहण) नियमावली, 2008 की विस्तृत समीक्षा की गई है। तदनुसार, एक प्रस्ताव, सरकार के समक्ष विचाराधीन है।

#### **Amending Toll Tax Rules, 2008**

† \*185. SHRI RAVI SHANKAR PRASAD: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

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†Original notice of the question was received in Hindi.

- (a) whether it is a fact that a proposal to amend Toll Tax Rules, 2008, relating to roads is being considered;
- (b) if so, the details of the proposal;
- (c) the mechanism evolved by Government for consideration of this proposal;
- (d) whether representatives of common people have been included in this mechanism for protection of their interests; and
- (e) if not, the reasons therefor?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) to (e) Yes, Sir. A comprehensive review of the National Highways Fee (Determination of Rates and Collection) Rules, 2008 has been undertaken taking into account experiences gained during the implementation, feedback from the stakeholders including users, and points raised by Hon'ble Members during discussions in both houses of Parliament. A proposal is accordingly under consideration of the Government.

SHRI RAVI SHANKAR PRASAD: Sir, I really appreciate, without impinging upon the ability of the MOS, if the Cabinet Minister would reply to my query. These toll tax collection rules, as we call them, is basically a by product of the business, public-private partnership. You are coming with a rule. Obviously, it could be that a subordinate legislation may not come to the Parliament. I would be grateful if you share with us fundamental features of the review which you are undertaking and, more particularly, with reference to the fact that there are serious complaints that large stretches of roads where construction was completed long, long ago, and yet the toll collection goes on to the great detriment of the people. How you are going to resolve this?

SHRI KAMAL NATH: Sir, firstly, I would like to tell the hon. Member that toll is not necessarily collected on the BOT projects. It is also being collected; we are looking at OMT. One is the capital cost of building the road. Then there is the cost of maintaining the road. A road has to be maintained. So, the roads which have been built, are being built, are built under a BOT pattern where the toll is inherent in it, and then there are roads which have been built in the past by NHAI. And, toll is also being collected on there roads which are outside the BOT pattern. I am just correcting that aspect.

The hon. Member is right in saying that this has major ramifications and there are various issues. As we move on in the road building programmes, as has been done in the past ten years, we gain experiences. There are a lot of issues which are coming up which were not the issues 5-7 years ago. The issues which are being looked at, as the hon. Member asked to share with him, is tolling in perpetuity and what should be the tolling after the capital cost is recovered, what should be the issues regarding maintenance because the road has to be maintained. Every seven years, it has got to be relaid, or whatever it is. Then the issue is that the roads require upgradation after 10 or 11 years and how do we deal with that? What should be the toll policy for

two-lane, two-lane with paved shoulders, which means a ten-metre road, which has been a single-lane now. There is the capital cost which can vary between Rs. 1.5 crores to almost Rs.4.5 or 5 crores depending on the structures. Certain roads have to be corrected because of the safety features. The bends are sharp and safety features have to be built in. We are looking at issues on which are the exempted categories. We are looking at what should be the discounted fees for the local traffic. There are some large districts, and there are some small districts. In a large district, should we have a larger area which is exempt from toll? There are some small districts, inter-district issues which arise. Then there are issues when there is a bypass. There are issues when there is an elevated highway. There are issues when there is tunneling. So, all these are issues which we are looking at. We are looking at three axle-ten wheels as a separate category.

So, there is a series of issues which are being examined based on the experience gained over the last several years since more roads are coming under toll.

SHRI RAVI SHANKAR PRASAD: Sir, I appreciate the elaborate reply of the hon. Minister. Mr. Minister, one thing should be looked at. It becomes a kind of collection of toll tax in perpetuity. For maintenance also, you are outsourcing to the companies maintaining the roads. Therefore, the people of the country wherever they move on a national highway or any highway, which you have in contemplation, will have to always pay the toll. Will it be right? Will it be legal? Because you also collect tax from the people of the country. That is a very fundamental issue. And it will become a kind of permanent road cess. Is it fair and just? That is the question on which I seek an answer.

SHRI KAMAL NATH: Sir, the maintenance cost is a recurring cost and one of the issues is toll in perpetuity. As I have mentioned to the hon. Member, there is a capital cost. Now, a capital cost is not recovered in perpetuity, a capital cost may be recovered in 15 years or 20 years.  
...(Interruptions)

SHRI RAVI SHANKAR PRASAD: You have mentioned the maintenance cost. You have said that maintenance cost has to be recovered. In that context, it should be.

SHRI KAMAL NATH: I am coming to that. So, there is a capital cost and there is a maintenance cost. One is the routine maintenance and the other one is required after 9 years or 10 years, depending on the kind of road which is there, the need to relay the road with increased traffic, etc. So, Sir, as the hon. Member is saying, these are the issues which require serious consideration. I completely agree with him that this requires serious consideration. This is exactly what we are doing. We are holding discussions with various stakeholders and we are seeing how best we can do it because this programme must go on. We do not want this programme to get frustrated in any way for the next ten or twenty years because this deficit which we have, infrastructure deficit, especially in roads is something which we need to bridge because it

impacts both agriculture and trade, impacts industry and economic activity. So, there are several dimensions to it all of which we are looking at.

**डा. राम प्रकाश:** मैं माननीय मंत्री जी से यह जानना चाहूंगा कि क्या यह उनकी जानकारी में है कि कई जगह सड़कों पर टोल टैक्स इतने ज्यादा हैं जैसे कुरुक्षेत्र से करनाल जाते वक्त उतने का तेल नहीं लगता, जितना टोल टैक्स लग जाता है, उससे बचने के लिए भारी वाहन, लदे हुए ट्रक साइड की सड़कों से अपना रास्ता बनाते हैं। इस तरह पैसा तो टोल टैक्स वालों को जा रहा है, लेकिन प्रदेश की सड़कें टूट करके बुरी हालत में पहुंच गई हैं। यह क्या बात हुई कि पैसा एक एजेंसी कमाए और उसका बोझ प्रदेश पर पड़े। क्या मंत्री महोदय की जानकारी में यह है? अगर है तो वे इसका क्या उपाय सोचते हैं?

**श्री कमल नाथ :** माननीय सदस्य जिस बात का जिक्र कर रहे हैं, मैं उन्हें यह जानकारी देना चाहता हूं कि अलग-अलग जगह पर टोल टैक्स का रेट अलग-अलग नहीं है। इसका रेट किलोमीटर पर निर्भर करता है और किलोमीटर के आधार पर जो रेट चार लेन और छः लेन का है, वही सब जगह लागू होता है। इसलिए यह करनाल से कुरुक्षेत्र की ही बात नहीं है, अगर करनाल से दिल्ली तक की भी बात हो, तब भी उसका रेट प्रति किलोमीटर एक ही होता है। यह डिस्क्रिमिनेशन कहीं नहीं है कि किसी जगह पर रेट ज्यादा होगा और किसी जगह पर कम होगा।

**डा. राम प्रकाश:** सर, मेरे सवाल का जवाब नहीं आया। मैंने यह पूछा है कि इसकी वजह से जो प्रदेश की सड़कें टूट रही हैं, उनके बारे में मंत्री महोदय क्या कहना चाहते हैं?

**श्री सभापति:** देखिए यह सवाल टोल टैक्स पर है।

**डा. राम प्रकाश:** सर, मैंने भी टोल टैक्स के बारे में ही पूछा है कि टोल टैक्स की वजह से ही ट्रक दूसरी साइड से निकल जाते हैं...(व्यवधान)

**श्री सभापति:** यह सवाल ट्रकों की कंडीशन पर नहीं है। आप बैठ जाइए, प्लीज़...(व्यवधान)

**डा. राम प्रकाश:** सर, मेरे सवाल का जवाब नहीं आया...(व्यवधान)

**श्री कमल नाथ:** सर, माननीय सदस्य ने यह बहुत ही अच्छा सवाल पूछा है। मैं तो माननीय सदस्य से यह कहना चाहूंगा कि जो ट्रक टोल टैक्स न देने के लिए राज्य सरकार की सड़कों से गुजरते हैं, उन पर राज्य सरकारों को रोक लगानी चाहिए, क्योंकि यह टोल टैक्स के एवॉएडेंस का मामला है और इससे टोल...(व्यवधान)

**डा. राम प्रकाश:** यह संभव ही नहीं हो सकता...(व्यवधान)

**SHRI KUMAR DEEPAK DAS:** Sir, it is known to everybody that collection of road tax is going high day by day because of inclusion of entry tax and other taxes like agriculture tax imposed by the various States. On other hand, our region is very much underdeveloped. I am talking about the North Eastern Region. I would like to know whether the Government is considering those aspects in the comprehensive review of the Toll Tax Rules 2008.

**SHRI KAMAL NATH:** Sir, we have a very special programme for the development of the North Eastern roads which is receiving very substantial Budgetary support and the North East is a priority sector, a priority area of our road-building programme. If there are any specific issues which the hon. Member has, I will be happy to look at them.

SHRI RANJITSINH VIJAYSINH MOHITE-PATIL: How many roads have been sanctioned under BOT and how much toll tax are you collecting? I would also like the hon. Minister to give me details of the projects.

SHRI KAMAL NATH: This question is rather a broad question. But, I will be happy to tell the Member that in the year 2009-2010 we will be collecting a toll of Rs. 1495 crores and the total number of kilometers for which we are collecting toll is 5434 kilometres of the total stretches of 141 and eight bridges amounting to 8510 kilometres which includes 42 stretches under BOT, six stretches under SPVs and there are some bridges on some stretches. So, the total toll collection budgeted for 2009-1010 is Rs. 1495 crores.

#### **श्रम कानूनों में संशोधन**

\*186. श्री कप्तान सिंह सोलंकी : क्या श्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार श्रम कानूनों में संशोधन करने पर विचार कर रही है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) श्रम कानूनों में संशोधन करने हेतु सरकार को कुल कितने सुझाव मिले हैं; और

(घ) क्या सरकार इन सुझावों पर विचार कर रही है?

**श्रम और रोजगार मंत्री (श्री मल्लिकार्जुन खरगे):** (क) से (घ) एक विवरण सभा पटल पर रख दिया गया है।

#### **विवरण**

(क) और (घ) श्रम कानूनों को अर्थव्यवस्था की उभर रही जरूरतों के अनुरूप बनाने के उद्देश्य से उनकी समीक्षा/अद्यतन किया जाना एक सतत प्रक्रिया है। सरकार को समय-समय पर विभिन्न पणधारियों से सुझाव प्राप्त होते हैं। सरकार द्वारा पणधारियों के हितों के साथ सामंजस्य स्थापित करने के उद्देश्य से उनके साथ विस्तृत विचार-विमर्श के पश्चात श्रम कानूनों में अपेक्षित परिवर्तन किए जाते हैं, जहां इन सुझावों पर भी विचार किया जाता है।

तदनुसार, मजदूरी संदाय अधिनियम, 1936, बोनस संदाय अधिनियम, 1965, प्रशिक्षु अधिनियम, 1961, उपदान संदाय अधिनियम, 1972 तथा कर्मकार प्रतिकर अधिनियम, 1923 जैसे अधिनियमों में संशोधन किए गए हैं और असंगठित कामगार सामाजिक सुरक्षा अधिनियम, 2008 नामक एक नया अधिनियम भी बनाया गया है। इसके अलावा, श्रम कानून (कतिपय प्रतिष्ठानों द्वारा विवरणियों को प्रस्तुत करने और रजिस्ट्रों के रख-रखाव से छूट) अधिनियम, 1998, कर्मचारी राज्य बीमा अधिनियम, 1948, औद्योगिक विवाद अधिनियम, 1947 तथा बागान श्रम अधिनियम, 1951 जैसे अधिनियमों में संशोधन हेतु संसद में विधेयक प्रस्तुत किए गए हैं।

#### **Amending labour laws**

†\*186. SHRI KAPTAN SINGH SOLANKI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government is contemplating amendments in labour laws;

(b) if so, the details thereof;

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†Original notice of the question was received in Hindi.

(c) the total number of suggestions received by Government for amendments in labour laws; and

(d) whether Government is considering these suggestions?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) to (d) A Statement is laid on the Table of the House.

#### ***Statement***

(a) to (d) Review/updation of labour laws is a continuous process in order to bring them in tune with the emerging needs of the economy. The Government receives suggestions from various stake holders from time to time. The required changes in the labour laws are accomplished by the Government after detailed consultation with the stake holders with a view to harmonize their interests, where these suggestions are also considered.

Accordingly, amendments to Acts like the Payment of Wages Act, 1936, the Payment of Bonus Act, 1965, the Apprentices Act, 1961, the Payment of Gratuity Act, 1972 and the Workmen's Compensation Act, 1923 have been carried out and a new Act, namely, the Unorganized Workers' Social Security Act, 2008 has been enacted. Besides, Bills to amend Acts like the Labour Laws (Exemption from Furnishing Returns and Maintaining Registers by Certain Establishments) Act, 1988, the Employees' State Insurance Act, 1948, the Industrial Disputes Act, 1947 and the Plantations Labour Act, 1951 have been introduced in the Parliament.

**श्री कप्तान सिंह सोलंकी:** मान्यवर सभापति महोदय, प्रश्न का उत्तर तो काफी समाधान कारक है, लेकिन उसका परिणाम नहीं दिखता। श्रम कानून से संबंधित जो प्रश्न है, यह देश की 1/3 आबादी से ज्यादा, जो लगभग 40 करोड़ है, पर असर करता है। कानून जिनके लिए बनाये गए हैं, उनकी स्थिति सुधरनी चाहिए। जो समय-समय पर आर्थिक व्यवस्था उभर रही है, उसके अनुसार मंत्री महोदय का कहना है कि कानून में परिवर्तन हुए हैं, लेकिन देखने को यह मिलता है कि श्रम कानून 1998, कर्मचारी राज्य बीमा अधिनियम 1948, औद्योगिक विवाद अधिनियम 1947 तथा बागान श्रम अधिनियम 1951 जैसे अधिनियम संशोधन हेतु अभी भी संसद में पड़े हुए हैं। इससे यह विरोधाभास सामने आता है कि समय के परिवर्तन के साथ आर्थिक परिस्थितियों के कारण जो चीज मिलनी चाहिए, उसके लिए कानून नहीं बन रहे हैं।

**श्री सभापति:** आप सवाल पूछिए।

**श्री कप्तान सिंह सोलंकी:** सर, मेरा प्रश्न यह है कि इतने अधिनियम जो संशोधन के लिए पड़े हुए हैं, उनकी स्थिति क्या है और उनमें योग्य परिवर्तन कब तक होगा?

**श्री मल्लिकार्जुन खरगे:** सर, हमने जो चन्द कानून इस सदन में amendment के लिए पेश किए हैं, वे तो अभी आये नहीं हैं, लेकिन हमारी यह कोशिश रहेगी और हम pursue कर रहे हैं कि वे amendments जल्द से जल्द होकर आएँ ताकि हमारे वर्कर्स को उनका benefit मिले। आपने जो बात कही, वह सही है कि जो भी कानून होते हैं, वे वर्कर्स की भलाई के लिए होते हैं और वे जल्द से जल्द परिवर्तित होने चाहिए, खास कर जब आर्थिक सुधार होता है या जब आर्थिक परिस्थिति बदलती है तो कानून में भी समय-समय पर थोड़ा परिवर्तन आना चाहिए। उसी लिहाज से हमने जो चन्द कानून अमेंड किए हैं, उनकी जानकारी मैंने दी है। दूसरे बहुत से कानूनों के बारे में भी हम यह कोशिश कर रहे हैं कि time to time इनमें amendment किया जाए। इसके लिए दोनों पार्टियाँ और गवर्नमेंट, अगर इन तीनों के सुझाव एक होते हैं तो उसी वक्त वे कानून के रूप में बाहर

निकलते हैं। हम यह पूरी-पूरी कोशिश करेंगे कि एक तरफ ट्रेड यूनियन लीडर्स जो कि वर्कर्स के रिप्रेजेन्टेटिव्स होते हैं और दूसरी तरफ एम्प्लायर्स तथा गवर्नमेंट, इन तीनों संस्थाओं को मिलकर इन कानूनों में सुधार लाना है और इसके लिए हम पूरी कोशिश करेंगे।

**श्री कप्तान सिंह सोलंकी :** सभापति महोदय, इस उत्तर से हमारी लाचारी प्रकट होती है कि श्रमिकों को न्याय दिलाने के लिए हमें जो गंभीरता से विचार करना चाहिए, हम वह नहीं कर पा रहे हैं। इसी प्रकार से आज देश भर की अदालतें श्रमिकों के साथ जो अन्याय हुए हैं, ऐसे मामलों से भरी पड़ी हैं। दुर्घटनाएं होती हैं, श्रमिकों की मौत होती है, लेकिन उनको मुआवजे नहीं मिलते, उनके प्रकरण लम्बित पड़े रहते हैं। हम सोच सकते हैं कि इसके कारण उन परिवारों को कितनी कठिनाइयों से गुजरना पड़ता होगा। कठिनाइयां हो सकती हैं, क्योंकि अदालत है, लेकिन हम सरकार हैं ...

**श्री सभापति :** आप प्रश्न पूछिए।

**श्री कप्तान सिंह सोलंकी :** तो सरकार ने इस प्रकार की परिस्थितियों से निबटने के लिए, ताकि मुकदमों का जल्दी निबटारा हो सके, क्या किया है, कोई नीति बनाई है या इस प्रकार की समस्याओं में भी हम अपनी लाचारी के कारण श्रमिकों को इसी प्रकार परेशानी में पड़ा रहने देंगे? कृपया इसे बताने की कृपा करें।

**एक माननीय सदस्य :** Maiden question.

**श्री मल्लिकार्जुन खरगे :** सर, यह ट्रिब्यूनल से संबंधित क्वेश्चन है और कोर्ट के बारे में मेरे पास अभी इन्फॉर्मेशन नहीं है, अगर माननीय सदस्य इसके लिए सेपरेट क्वेश्चन करेंगे तो मैं उसका जवाब दूंगा।

दूसरी बात इन्होंने जो कही कि हम लोग लाचार हैं और कानून में कोई सुधार नहीं हो रहा है, तो मैं कहना चाहता हूँ कि ऐसी बात नहीं है। बहुत से कानूनों में हमने अमेंडमेंट्स किए हैं। आप जानते हैं कि Payment of Wages Act में, Payment of Bonus Act में, Apprentices Act में, Maternity Benefit Act में, Workmen's Compensation Act में, Payment of Gratuity Act में और बहुत से Acts में हमने अमेंडमेंट्स किए हैं। इससे यह सिद्ध होता है कि गवर्नमेंट वर्कर्स के बारे में बहुत कंसर्न है, जितने आप कंसर्न हैं, उतनी ही कंसर्न गवर्नमेंट भी है और मैं यह आश्वासन देता हूँ कि मैं पूरी कोशिश करूंगा कि जो पेंडिंग हैं, उनको जल्द से जल्द अमल में लाने की हम कोशिश करेंगे।

**श्रीमती विप्लव ठाकुर :** सभापति महोदय, मंत्री जी ने कहा कि कानून बन रहे हैं और उनमें अमेंडमेंट्स आएंगे और सभी से बातचीत की कोशिश हो रही है। मैं मंत्री जी से जानना चाहती हूँ कि क्या मंत्री जी इस बात से अवगत हैं कि गवर्नमेंट ऑफिसिज में छोटे-छोटे काम करने के लिए जो कांट्रैक्ट पर लोग रखे जाते हैं, उनको सेलरी नहीं मिलती है, उनको वे सारी सुविधाएं नहीं मिलती हैं, जो एक पार्ट-टाइम या डेली वेजिस गवर्नमेंट इम्प्लॉई को दी जाती हैं? क्या मंत्री जी इस बारे में ध्यान देंगे? कई बार कह दिया जाता है कि बजट नहीं है, इसलिए कांट्रैक्टर पेमेंट नहीं कर रहा। क्या मंत्री जी इसके बारे में इंस्ट्रक्शंस देंगे कि जब तक कानूनों में सुधार नहीं हो सकता, अमेंडमेंट्स नहीं हो सकते, तब तक उनको यह कहा जाए कि इनको टाइम पर सेलरी मिले और बाकी सारी सुविधाएं मिलें? क्या इस बारे में मंत्री जी सोचेंगे?

**श्री मल्लिकार्जुन खरगे :** यह एक अच्छा सुझाव है, इसके बारे में मैं जरूर कोशिश करूंगा, क्योंकि Minimum Wages Act है या दूसरे Acts हैं, Social Security Act है, इनके तहत इनको कुछ मिलेगा। लेकिन parity के बारे में इन्होंने जो बात की, उस बारे में मैं इतना ही कहूंगा कि हम पूरी-पूरी कोशिश करेंगे कि कांट्रैक्ट लेबर को भी न्याय मिले। यह अच्छा सुझाव है, मैं स्वीकार करता हूँ।

SHRI TAPAN KUMAR SEN: Sir, the hon. Minister in the first sentence of his reply said, Review/updation of labour laws is a continuous process in order to bring them in tune with the

emerging needs of the economy. I think the problem starts here. I would say, rather the approach should be, the labour laws review/updation is a continuous process to take care of the labour in view of the changes in the economic situation, because labour is the most vulnerable section of the society. That is precisely because some of the Bills that are pending are not in the interest of the labour. That is why my sister has just asked the question that contract labour, in spite of being clearly defined in the Contract Labour (Regulation and Abolition) Act, are not being paid same wages for same and similar kind of job and the Government departments are the highest violators of the Act.

MR. CHAIRMAN: Question, please.

SHRI TAPAN KUMAR SEN: So, my question is: Whether the Government is considering a change in the approach that the labour laws are meant for protecting the most vulnerable section of the society and not to meet the needs of your economy which is basically suppressing labour and increasing the margins.

SHRI MALLIKARJUN KHARGE: Sir, our intention is to protect the worker. That is the first priority. Their welfare, their health, their safety is most important for the Government. What the hon. Member has said is not true. But, wherever the necessity arises, we will try to amend the Act. And, whatever Acts are pending, they are also in the interest of labours only. They are not against the labours. They should not carry a wrong notion that the amendments, which have been brought forward by the Government, are against the labours. And, whatever we have amended, the hon. Member has himself congratulated, as far as gratuity is concerned, compensation is concerned. I hope, in future also, he will cooperate. So, I don't think that the Government is against the labour workers. We are for their welfare and safety.

MR. CHAIRMAN: Now, Shri Karimpuri. Put your question very quickly. We are left with only a few minutes.

**श्री अवतार सिंह करीमपुरी :** सभापति जी, मैं मंत्री महोदय से यह निवेदन करना चाहता हूँ कि अभी कुछ समय पहले migrant labour के ऊपर अलग-अलग स्टेट्स में attacks हुए हैं, जिनमें काफी casualties भी हुई हैं। मैं आपके माध्यम से मंत्री जी से यह जानना चाहता हूँ कि ... (व्यवधान)

**श्री सभापति :** सवाल labour laws पर है ... (व्यवधान)

**श्री अवतार सिंह करीमपुरी :** यह सवाल मैं labour के बारे में ही पूछ रहा हूँ।

**श्री सभापति :** Labour नहीं, labour laws पर सवाल पूछिए।

**श्री अवतार सिंह करीमपुरी :** सभापति जी, जब हम labour laws बना रहे हैं, तो उनकी life security के लिए क्या प्रावधान करेंगे? जो migrant labour दूसरे स्टेटों में जाकर काम कर रहे हैं, उनके ऊपर attacks हो रहे हैं, उनको वहां से भागने पर मजबूर किया जा रहा है, इसके लिए क्या preventive measures लिए जा रहे हैं, यह मंत्री जी बताएं।

**श्री मल्लिकार्जुन खरगे :** सभापति जी, अगर माननीय सदस्य इस बारे में separate question पूछेंगे, तो मैं Home Ministry से और दूसरी concerned Ministries से information लेकर इनको भेजूंगा।

### Children working in carpet/glass industry

\*187. 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 5,758 children in glass industry;

(b) the statistics at present of child labour, in carpet, glass and fireworks industries in the country;

(c) whether Section 14 of the Child Labour (Prohibition and Regulation) Act 1986, prohibits the employment of children below the age of 14 years in 16 occupations and 65 processes; and

(d) if so, what punitive action has been taken during the last five years and how many offenders were punished with jail sentence?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) to (d) A Statement is laid on the Table of the House.

#### ***Statement***

(a) Yes, Sir. As per 2001 Census 32,467 children in the age group of 5-14 years were working in Carpet industry and 5,758 children in Glass industry.

(b) Authentic data on child labour is generated during the decennial census conducted by the Registrar General of India. Data on year to year basis is not compiled by Registrar General of India. Next census will be conducted in 2011.

(c) Yes, Sir.

(d) During the last five years, 14346 prosecutions have been launched and 987 convictions have been obtained. As per reports available, in five cases, offenders have been sentenced with jail term.

DR. GYAN PRAKASH PILANIA: Sir, I put this question to elicit information regarding plight of child labour. But the reply, given by the hon. Minister, hardly reveals anything about it. We do not have any authentic data on child labour. Our child labour data is outdated. It is eleven years old. We do not know how much child labour is there, in which industries they are employed, how they are abused, how they are exploited. It is one of the most vulnerable groups. My first query is whether any survey has been conducted during the last ten years by any Government agency or the National Sample Survey or any NGO. What is the total number of child labour employed in glass industry? What is the total number of child labour employed in carpet industry, in fireworks industry, and in *bidi* industry? If we don't have data how will you take care of their welfare?

SHRI MALLIKARJUN KHARGE: We have taken the data from the census and also from the National Sample Survey. If the hon. Member is interested to know the child workers in different industries, I will read out for him. In the carpet-making industry there are 32,647 child workers; in

glass industry, 5,758; domestic workers, 1,85,505; *dhabas* 70,934; *aggarbatti*, 13,583; *Paan*, *bidi* and cigarette, 2,52,574; spinning and weaving 1,28,984; construction, 2,08,833; brick and tiles, 84,972; gem cutting and jewellery, 37,487; auto workshops, 49,893. (*Interruptions*) So, Sir, the total is about 12,19,470.

MR. CHAIRMAN: Question Hour is over.

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## WRITTEN ANSWERS TO STARRED QUESTIONS

### Organisations having links with banned Maoists

†\*188. SHRI SHREEGOPAL VYAS: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) names of the Human Rights Organisations which have been found to be having links with people of banned Maoist outfits;
- (b) whether some trade unions are also helping them; and
- (c) action taken by Government against such people?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) Available inputs indicate that organisations such as People's Union for Democratic Rights (PUDR), People's Union for Civil Liberties (PUCL) and Association for Protection of Democratic Rights (APDR) take up issues of the CPI (Maoists).

There are no inputs to indicate that independent Trade Unions are helping the CPI (Maoist).

Both the Central and State Governments keep a close watch on the activities of these organisations.

### Patrolling of major trade routes by Indian Navy

\*189. SHRI BHAGAT SINGH KOSHYARI: Will the Minister of DEFENCE be pleased to state:

- (a) the details of the total forces of Indian Navy patrolling the important trade routes in different regions of the world;
- (b) the steps taken by Government for protecting Indian vessels worldwide; and
- (c) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) Government has deployed an Indian Naval warship in the Gulf of Aden (GoA) for anti-piracy patrols since October, 2008 considering the threat of piracy in the region which happens to be major trade route for Indian vessels.

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†Original notice of the question was received in Hindi.

Considering the importance of Indian Ocean Region where important trade routes are located, Indian Navy warships are also being deployed in the region for various purposes which also facilities protection of Indian vessels.

**Financial aid from UK to build a modern infrastructure**

\*190. SHRI BHARATKUMAR RAUT: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that his Ministry will be getting financial aid from UK's financial markets to build a modern infrastructure in India;
- (b) the details of the proposed modern infrastructure;
- (c) whether Government is going to sign a Memorandum of Understanding (MoU) with British Government which will include partnership in areas like construction, investment, road safety, training, licensing and inspections; and
- (d) what will be the impact on our economy of signing of this MoU and what type of benefits will be there for the citizens of our country?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) and (b) No, Sir. There is no such proposal for getting financial aid from UK's financial markets to build Highways. However, 100% Foreign Direct Investment (FDI) is permitted under the automatic route for the Highways sector projects.

(c) and (d) There is a proposal for Memorandum of Understanding (MoU) on co-operation in the road transport and road sector between the Government of India and Government of the United Kingdom seeking co-operation with U.K. in the areas of motor vehicle testing, driver training, maintaining Highways networks, professional training etc. benefiting our economy and citizens.

**Checking terrorist activities from across the border**

†\*191. SHRI MANGALA KISAN: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) the measures taken by Indian Government for checking terrorist activities being carried out from across the border;
- (b) the number of terrorists apprehended and killed by the security forces during last three years, separately; and
- (c) the number of Jawans of security forces of the country martyred and number of civilians killed by terrorists during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) The Government has been, on a continuing basis, reviewing the security arrangements in the light of the emerging challenges, and a number of important decisions and measures have been taken. These measures, *inter-alia*, include

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†Original notice of the question was received in Hindi.

augmenting the strength of Central Para-Military Forces; amendment of the CISF Act to enable deployment of CISF in joint venture of 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-organizing 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; tighter immigration control; effective border management through round the clock surveillance and patrolling on the borders; establishment of observation posts, border fencing, flood lighting, deployment of modern and hi-tech surveillance equipment; upgradation of Intelligence setup; and coastal security. 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 specified in the Schedule. As a part of steps to counter terrorists threats, the National Counter Terrorism Centre and National Intelligence Grid (NATGRID) are also envisaged.

(b) and (c) As per available information, details of the number of incidents, casualties of civilians, security personnel and number of terrorist/extremist killed and arrested in the State of Jammu and Kashmir and North-Eastern States are as under:-

#### **Jammu and Kashmir**

Year	No. of Incidents	No. of SFs Killed	No. of Civilians Killed	No. of Terrorist Killed	No. of Terrorist Arrested
2007	1092	110	158	472	400
2008	708	75	91	339	305
2009	499	64	78	239	187
2010 (Upto 31st January)	28	4	4	15	6*

\*Figures of terrorist arrested upto 15.2.2010

#### **North Eastern States**

Year	No. of Incidents	No. of SFs Killed	No. of Civilians Killed	No. of Extremist Killed	No. of Extremist Arrested
1	2	3	4	5	6
2007	1489	79	498	514	1837
2008	1561	46	466	640	2566

1	2	3	4	5	6
2009	1297	42	264	571	2162
2010 (Upto 31st January)	85	2	12	31	149

Besides the above, as per available information, in areas other than those mentioned above in the year 2007, major terrorist incidents/bomb blasts occurred, explosion in two unreserved coaches of Samjhauta/Attari Express at Diwana near Panipat, bomb explosion at Mecca Masjid in Hyderabad, bomb blasts at Lumbini Park and Gokul Chart Bhandar, Hyderabad, bomb blast at Ajmer Sharief, Ajmer. Rajasthan, bomb blast at Srinagar Cinema Hall, Ludhiana and 5 bomb blasts in local premises in 3 cities in UP, namely, Varanasi, Faizabad and Lucknow. In these incidents 143, persons lost their lives. Further, in the year 2008, major terrorist incidents/bomb blasts occurred at CRPF Group Centre, Rampur (U.P.), Jaipur, Bangalore, Ahmedabad, Delhi, Malegaon (Maharashtra) and Modasa (Gujarat). In these incidents, 168 persons lost their lives. In the terrorist attack in Mumbai in November, 2008, 164 persons lost their lives. There was no major terrorist attack in the year 2009. However, a bomb blast took place at Pune on 13.02.2010 wherein 17 persons were killed.

#### Export of fruits and vegetables

†\*192. SHRI RAJ MOHINDER SINGH MAJITHA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- whether it is a fact that fruits and vegetables are exported from the country on a large scale;
- if so, the quantity of fruits and vegetables exported from the country during 2007, 2008 and 2009, separately;
- the value of exports of said items, separately; and
- the percentage of fruits and vegetables exported from out of the total quantities produced in the country during each of the above said years?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): (a) to (c) The export of fruits and vegetables in the last three years has been as under:

(Quantity: lakh MTs; Value: Rs. crores)

Particulars	2006-07		2007-08		2008-09	
	Quantity	Value	Quantity	Value	Quantity	Value
1	2	3	4	5	6	7
Onions	13.78	1163.31	10.09	1035.78	16.70	1827.52

†Original notice of the question was received in Hindi.

1	2	3	4	5	6	7
Other Veg	2.77	433.14	2.50	489.49	5.05	680.20
TOTAL Veg	16.55	1596.45	12.59	1525.27	21.75	2507.72
Grapes	0.86	301.92	0.97	317.83	1.25	408.61
Mangoes	0.79	141.94	0.54	127.42	0.84	170.71
Walnuts	0.05	118.04	0.07	162.08	0.06	141.24
Other Fruits	1.78	309.97	2.08	304.53	2.57	408.61
TOTAL Fruits	3.48	871.87	3.66	911.86	4.72	1151.43

Source: APEDA

(d) The export of vegetables and fruits as compared to production is small. The details for years 2006-07, 2007-08 and 2008-09 are as under:—

	2006-07	2007-08	2008-09
% share of exports vis-a-vis production			
Vegetables	1.44	0.98	1.69
Fruits	0.58	0.56	0.69

Source: Production (Estimates): NHB, Export figures: APEDA

#### Gainful employment for skilled labourers

†\*193. SHRI PRABHAT JHA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government is formulating any policy to provide gainful employment to the skilled labourers;

(b) if so, the details thereof;

(c) by when this policy will come into force and the details of the benefits to be accrued from it; and

(d) the efforts made/being made by Government for creating skilled manpower in view of global competition?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) to (c) Ministry of Labour and Employment have prepared a draft National Employment Policy with an objective to accelerate employment growth particularly in the organized sector and improve the quality of jobs in terms of productivity, average earning and protection of workers, specially in the unorganized sector. Under the Policy,

†Original notice of the question was received in Hindi.

macro economic policy issues, sectoral policy issues, Labour Policy, micro and small enterprises' issues, skill development issues, issues relating to women and other vulnerable workers have been considered and steps suggested for improving avenues of employment. The proposed policy is under consideration of the Government.

(d) The Ministry offers a range of 114 training courses through a network of 7984 Industrial Training Institutes/Centres (ITIs/ITCs) under Craftsmen Training Scheme (CTS) and 78 Central Institutes to about 1.2 million persons every year. Ministry also has seating capacity of 0.27 million in 24900 establishments under Apprenticeship Training Scheme. These two schemes form the backbone of the National Vocational Training System of the country.

In order to train skilled workforce of international standards, all the 1896 Government ITIs are being modernised at a cost of Rs. 5291 crore under three schemes. In addition, 1500 new ITIs and 5000 Skill Development Centres are proposed to be set up in public private partnership mode to train larger number of youth to meet the growing requirement of industry.

In addition, a new scheme titled 'Skill Development Initiative' has been started with effect from 2007-08 to impart training under short term Modular Employable Skills (MES) courses. The objective of the scheme is to train one million persons in five years and thereafter one million every year in demand driven trades.

#### **Implementation of Unorganized Workers' Social Security Act**

\*194. SHRI D. RAJA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government has made any assessment about the implementation of the Unorganized Workers' Social Security Act which has come into force in May, 2009;

(b) if so, at what stage is its implementation at Centre as well as at State levels; and

(c) the steps being taken to ensure that the provisions of the Act are implemented effectively?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) to (c) The Government has framed 'Unorganised Workers' Social Security Rules, 2009 under the Unorganised Workers' Social Security Act, 2008 and constituted the National Social Security Board under the Chairmanship of Union Labour Minister on 18.8.2009. The Board held two meetings and discussed issues relating to social security of workers. The Board recommended extension of social security schemes viz.; Rashtriya Swasthya Bima Yojana (RSBY), life and disability cover and old age pension to other categories of unorganised workers. In the Budget Speech for the year 2010-11, the Finance Minister has proposed to extend benefits of RSBY to all such Mahatma Gandhi NREGA beneficiaries who have worked for more than 15 days during the preceding financial year. He also announced setting up of National Social Security Fund for unorganized sector workers with initial allocation of Rs. 1,000 crore. This fund will support

schemes for weavers, toddy tappers, rickshaw pullers, bidi workers etc. The Railway Minister in her Budget speech for 2010-11, has proposed to extend the RSBY to all licensed porters, vendors and hawkers, who are from the unorganized sector and are socially challenged.

The issue of implementation of the Act by the State Governments has been impressed upon by the Government through written communications. It was also taken up as a prominent topic of discussion during State Labour Ministers' Conference held in January, 2010.

#### **Development of disputed area in Karnataka bordering Maharashtra**

\*195. DR. JANARDHAN WAGHMARE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government is aware of the fact that the disputed area in Karnataka bordering Maharashtra is going through traumatic and most humiliating experiences caused by utter indifference and apathy of the successive Governments of Karnataka towards the developmental problems of the linguistic minority; and

(b) if so, what steps have been taken so far to develop the disputed area by providing proper infrastructural facilities necessary for agriculture, industry, roads, education and the Marathi language?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) Government of Maharashtra has alleged that people of disputed areas in Karnataka bordering Maharashtra are suffering humiliating and traumatic experience because of apathy of Government of Karnataka towards the developmental problems of linguistic minority. However, the State of Karnataka has denied the allegations.

(b) The details of department-wise developmental work carried out in these disputed areas as per the information received from the Government of Karnataka, are given in Statement.

#### ***Statement***

##### ***Infrastructure Development works taken up in Belgaum District***

#### **AGRICULTURE DEPARTMENT**

1. Like in other parts of the State, Raitha Samparka Kendras (RSKs)- the basic functioning units of the department at Hobli level are being strengthened in these areas also. Further, the critical inputs like quality seeds, bio-fertilizers, bio-pesticides, PP chemicals, machineries and all other facilities available under the schemes of the department are also being extended to these areas. In addition to these, Seed Processing units are being established to cater the needs of the farmers of the border areas.

2. For construction of 5 Raitha Samparka Kendras in Belgaum District Rs. 75.00 lakhs was allocated during 2008-09. Under Rashtriya Krishi Vikas Yojana Rs. 3.40 crores has been spent in Belgaum for farm mechanization, bio-fertilisers and PP chemicals.
3. Rs. 1.02 crores has been spent during 2008-09 for farm mechanization in Belgaum District. Rs. 1.02 crores is allocated in 2009-10 under RKVY. Besides this Rs. 1.26 crores is allocated for enrichment of soil fertility in Belgaum District under the Special Development for redressal of regional imbalances.

#### **WATERSHED DEVELOPMENT DEPARTMENT**

1. During 2008-09 a pilot project namely "Development of saline, alkaline and water logged lands through surface drainage at village Ugar badruk in Athani Taluk of Belgaum District" has been sanctioned. The cost of the project is Rs. 4.99 crores and is implemented by sharing project cost in the ratio of 60:20:20 by GOI, State Government and beneficiaries respectively.
2. Watershed Development programme like
  - a. River Valley project
  - b. National Watershed Development Programme in rural area (NWDPR)
  - c. Sujala (RIDF)
  - d. Integrated Wasteland Development Project
  - e. Draught Prone Area Development Programme and
  - f. Western Ghat Development Programmes have been implemented from 2001-02 to March 2009. The above schemes are being implemented in the entire State including all the taluks of Belgaum District. In Belgaum District an amount of Rs. 80.40 crores has been spend by creating 10291 structures under the above schemes thereby developing an area of 1.69 lakh hectares.

#### **MINOR IRRIGATION DEPARTMENT**

1. During 2008-09 seven percolation tanks are being constructed with an estimated cost of Rs. 3.91 crores, 1 MI tank is being constructed with estimated cost of Rs. 1.71 crore and a bridge cum barrage across Agrani Nala is being constructed with an estimated cost of Rs. 1.69 crore. The designed atchkat for all these major projects will be 1209 hectares in Belgaum District.
2. During 2009-10, five Bridge cum Barrages are being constructed with an estimated cost of Rs. 4.68 crores, 2 percolation tanks with an estimated cost of Rs. 1.50 crores, 3 bandaras with an estimated cost of Rs. 1.50 crores are being taken up and an LIS near Bendwad in Raibagh taluk is also taken at an estimated cost of 2.95 crores. In all 14 major works have been taken at an estimated cost of Rs. 12.68 crores under the designed atchkut is about 900 hectares in Belgaum District.

### **HORTICULTURE DEPARTMENT**

1. Approval has been accorded under National Horticulture Mission for the establishment of Modern Wholesale Markets for fruits and vegetable in Belgaum District. Measures are being initiated to take possession of 60 acres of land from KIADB for this purpose. In this connection, the said scheme has been approved in the Single Window Committee Meeting held under the Chairmanship of Hon'ble Chief Minister.
2. For the development of Horticulture a biotechnology center is being established as a cost of Rs. 2.00 crores to create facilities for production of bio-fertilizers, bio-pesticides, tissue culture planting materials, mushroom seeds and solid and water analysis under one roof.
3. Horticulture College at Arabhavi in Gokak taluk of Belgaum district has been brought under the jurisdiction of the newly established University of Horticulture Sciences, Bagalkot. This will ensure the improvement of the Horticulture College.
4. Under RKVY for production and supply of quantity planting material of horticulture crops Rs. 52.45 lakhs has been allocated during 2008-09 and 2009-10 and for development cost effective storage techniques and processing of onion Rs. 150.00 lakhs is allocated and Rs. 2.00 lakhs is allocated for mechanization of horticulture in Belgaum District.

### **TRANSPORT DEPARTMENT**

For creating infrastructure facilities like bus stands, depots, CC roads within bus stands, waiting rooms, toilets, high mask light etc. Rs. 5.96 crores during 2007-08 and Rs. 7.96 crores during 2008-09 and Rs. 4.49 crores is allocated during 2009-10 under Special Development Plan for redressal of regional imbalances.

### **PUBLIC WORKS DEPARTMENT**

1. In Belgaum District 284 road works at an estimated cost of Rs. 158.60 crores and 43 Bridges at an estimated cost of Rs. 31.00 crores have been completed under NABARD since RIDF II to XIV.
2. During 2008-09 and 2009-10 152 road works measuring 326.75 KMs have been taken up at a cost of Rs. 58.74 crores in Belgaum District alone. Similarly in another border district of Bijapur District 61 road works have been taken measuring 250 KMs at cost of Rs. 26.22 crores under CRF, Suvarna Rasthe Yojana and other road formation schemes.

### **EDUCATION AND THE MARATHI LANGUAGE**

1. Out of 756 lower primary schools in Belgaum District 181 schools belong to Marathi medium and in Chikkodi out of 1064 lower primary schools 79 are Marathi Schools.

2. Out of 978 higher primary schools in Belgaum District 231 schools belong to Marathi medium and in Chikkodi out of 1285 higher primary schools 183 are Marathi Schools.

Out of 476 high schools in Belgaum District 125 schools belong to Marathi medium school and in Chikkodi out of 397 high schools 53 are Marathi medium Schools.

3. During 2008-09 Rs. 1.34 crores has been spent on pancha soulabya scheme for providing basic infrastructure facilities in Belgaum District.
4. Rs. 2.10 crores has been spent for construction of high school buildings in Belgaum District under NABARD assistance. Rs. 3.50 crores is earmarked for construction of PU college buildings in Belgaum.
5. Rs. 1.14 crores is earmarked for construction of Teachers's quarter for primary school teachers in Belgaum District during 2008-09 and 2009-10 out of which Rs. 46.88 lakhs has been spend up end of March 2009 under Special Development Plan for redressal of regional imbalance.
6. In the last three years 12 Marathi High Schools and 1 Marathi Primary Schools have been sanctioned Grant-in-aid by the Government in Belgaum. Similarly a High School and a primary schools in Chikkodi also have been admitted to Grant-in-Aid by the State Government.

#### **POWER**

Rs. 11.07 crores has been spent in Belgaum for Rural Load Management System Works during 2007-08 by Energy Supply company (HESCOM). During 2008-09 Rs. 13.25 crores is spent for creating power infrastructure in Belgaum District. During 2009-10 Rs. 19.87 crores is allocated for creating power infrastructure and Niranthara Jyothi Scheme in Belgaum District.

#### **RURAL DEVELOPMENT**

1. Under the Special Development Plan for redressal of regional imbalances an expenditure of Rs. 3.91 crores is incurred during 2008-09 for rural roads and Rs. 1.35 crores is spent on Rural Water Supply schemes in Belgaum. Rs. 4.01 crores is allocated to Belgaum district for rural water supply and Rs. 6.52 crores for rural roads which are under progress.
2. Under the district sector programmes of various development departments as against total district plan outlay including central share of Rs. 4416.76 crores Rs. 683.91 crores has been allocated to four border district of Belgaum, Bidar, Bijapur and Gulbarga during 2008-09. Similarly during 2009-10 out of Rs. 4762.28 crores Rs. 811.27 crores was allocated for various development programmes of these 4 border districts.

## INDUSTRIES DEPARTMENT

Successive Industrial Policies brought out by Government of Karnataka have focused on the balanced growth of industries in all areas of Karnataka.

Industrial Areas and Estates are developed by Karnataka Industrial Area Development Board and Karnataka Small Scale Industries Development Corporation in the districts bordering Maharashtra for promotion of industries on par with other districts in the State.

The most backward taluks of the district bordering Maharashtra viz. Belgaum, Bijapur, Gulbarga and Bidar have been classified into zone-1 and 2 in the New Industrial Policy 2009-14, which provides for more incentives compared to other areas. The entrepreneurs of Gulbarga and Bidar district which are bordering Maharashtra are eligible to get additional 5% investment subsidy (Hyderabad- Karnataka).

The Government of Karnataka is taking all possible steps to promote industries in the areas bordering Maharashtra.

### **Tripartite agreement with striking jute workers in West Bengal**

\*196. SHRI R.C. SINGH: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government has made a tripartite agreement with the striking jute workers in West Bengal to settle their demands; and

(b) if so, the recommendations made in the agreement and the steps being taken to implement them?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) As per section 2(a) of the Industrial Disputes Act, 1947, Government of West Bengal is the appropriate Government in this case. They have informed that a Memorandum of Settlement was signed on 12.02.2010 between the workers represented by their trade unions and employers represented by the Indian Jute Mills Association before the Labour Commissioner of Government of West Bengal.

(b) The terms of settlement as per the Memorandum signed on 12.02.2010 are given in Statement (See below) This Settlement is enforceable by the State Government of West Bengal which is the "appropriate Government" in this case.

### ***Statement***

*Terms of Memorandum of Settlement signed on 12.02.2010 between the workers represented by their trade unions and employers represented by the Indian Jute Mills Association before the Labour Commissioner of Government of West Bengal*

1. The Management shall make payment of 277 points of DA @ Rs. 1.90 out of 627 points of arrear. DA (Rs. 1191/- for 208 hours) w.e.f. 1st February, 2010 and the remaining 350 points of DA shall be paid in five installments as mentioned hereunder:

- (a) 50 points of DA @ Rs. 1.90 *w.e.f.* 01.08.2010
- (b) 75 points of DA @ Rs. 1.90 *w.e.f.* 01.02.2011
- (c) 75 points of DA @ Rs. 1.90 *w.e.f.* 01.08.2011
- (d) 75 points of DA @ Rs. 1.90 *w.e.f.* 01.02.2012
- (e) 75 points of DA @ Rs. 1.90 *w.e.f.* 01.08.2012

In cases of retirement/resignation/death of workers etc. during the above period the workers who are entitled to 627 points of arrear DA or part there of shall get the balance arrear point of DA @ Rs. 1.90 as on-time-payment.

2. The management has also agreed to pay 169 points of DA @ Rs. 1.90 which is due *w.e.f.* 1st February, 2010.
3. The future DA as per rise or fall of CPI @ Rs. 1.90 per point shall be paid in four quarters *i.e.* on 1st February, 1st May, 1st August and 1st November every year.
4. For new entrants who will be enrolled after this agreement, shall be paid Rs. 157/- only per day in lieu of Rs. 100/- as the entry level minimum payment. They will also be entitled to future DA.
5. Gratuity shall be paid as per Law.
6. The management agreed to pay last drawn wages to the retired workers in cases of re-employment.
7. That the question of maintenance of strength of permanent and special badlies in the ratio of 90% and 20% respectively of the average daily compliment of each mill will be examined by the Labour Department in depth to arrive at a final settlement in consultation with the parties preferably within a period of one year from the date of this settlement.

For the time being, it is, however agreed to by the parties that 375 workmen (three hundred and seventy five) over the existing permanent strength in each mill shall be made permanent from amongst the special badlies and a similar number of badlies will be promoted to the category of special badlies. This process shall be completed within three months from the date of settlement.

8. That in cases of absenteeism, the management shall take steps as per Certified Standing Orders applicable to Jute Industry.
9. That the Unions/workmen gave solemn assurance to maintain strict discipline at all levels in the Mills and shall not support/encourage any indisciplined activities of the workmen.

10. That the Unions/all workers agreed to extend their unstinted cooperation: utmost and sincere efforts to eliminate all wasteful practices in order to make the mill economically viable and increase production productivity in terms of clause 5(iii) of the agreement dated 05.01.2002. In case of any dispute, the matter relating to productivity norms will be referred to the third party/Productivity Council by the State Government. for submission of its report within a period of one month which will be binding on both the parties.
11. It has been agreed that there shall be no contractual services in perennial jobs in jute mills.
12. That the demand for grades and scales of pay for the workers and related matters shall be referred to a Wage Board to be constituted by the State Government within a period of three months from the date of this settlement.
13. In view of the above, the unions and the workmen agreed to call off the strike w.e.f. 6 AM on 14.02.2010. The Management agreed to lift lockout/suspension of work of the mill from the same date and time. The Management and the unions agreed that normal work in the jute mills shall resume from 6.00 a.m. on 14.02.2010 in a phased manner and such phases shall be completed by 28.02.2010. Out-station workers will be granted 15 days' time for reporting back to work/duty.
14. It has also agreed that there shall be no victimization of any workmen for participation in the strike and the strike period shall be treated on the basis of "no work, no pay" without, however, affecting continuity of their services for the purpose of eligibility towards all statutory entitlements.
15. It has been agreed that this settlement shall remain in operation for a period of three years from the date of settlement and shall continue to remain in operation thereafter till it is terminated by statutory notice in accordance with the provisions of the Industrial Disputes Act, 1947.
16. The other pending issues shall be discussed before the Labour Directorate to avert any further strike during the period of this settlement.
17. The management agreed to provide Identity card and Service record for all workmen. The Workmen shall carry the same.

#### **Investigation into Mumbai blast by NIA**

\*197. SHRI P. RAJEEVE: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether the Mumbai blast case has been taken over for investigation by the National Investigation Agency (NIA);
- (b) if not, the reasons for the same; and
- (c) whether the investigation carried by the State police is satisfactory?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS  
(SHRI AJAY MAKEN): (a) to (c) The investigation into the Mumbai terrorist incidents which

occurred on 26.11.2008 was conducted by the Crime Branch, Mumbai Police. As per available information, the consolidated charge sheet in this case was submitted on 25.2.2009 and the case was committed to Sessions Court on 09.03.2009. The trial is underway. Therefore, the question of the National Investigation Agency taking over the investigation does not arise.

#### **Funds under MPF to Gujarat**

\*198. SHRI NATUJI HALAJI THAKOR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government has released or plans to release funds to the States including Gujarat under the Modernisation of Police Forces (MPF) for 2009-10 and funds earmarked for the State Government as on date during the last three years;

(b) whether allocation of funds to Gujarat has been reduced in the recent years;

(c) if so, the reasons therefor;

(d) whether Government is aware that Gujarat is a sensitive State, adjoining the international border, both coastal and inland, with Pakistan and security of border is not strengthened due to lack of funds;

(e) whether his Ministry would earmark adequate funds to the State; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) Yes Sir. Funds have been released to all States including Gujarat for the financial year 2009-10. Rs. 1038.58 crore has been released during the year to various States out of an allocation of Rs. 1230 crore. Release of the remaining funds to the States is under way. A statement regarding the funds released during the current year and during the last three years for all the States is given in Statement (*See below*).

(b) and (c) No Sir. The funds released to Gujarat have not been reduced in the recent years because the allocation to each State is a pre-determined percentage of the total funds available for the Modernisation of Police Force (MPF) Scheme which has been approved by the Union Cabinet and in all the previous three years Gujarat has drawn its full allocation. This would be apparent in the table given below:

(Rs. in crore)

2006-07		2007-08		2008-09	
Allocated	Released	Allocated	Released	Allocated	Released
45.52	45.52	51.9	51.9	48.02	48.02

All the funds allocated on a pro-rata basis have been released to the State of Gujarat.

(d) to (f) Yes Sir. The total length of the border with Pakistan is 508 km. of which the land border is 310 km and the water border is 198 km. Owing to the sensitive nature of the border a “Composite Border Fencing Scheme” had been initiated in the year 2000 for the land border. Fencing and road construction for 240 km. and flood lighting for 219 km. was completed out of the 340 km. identified, 36 out of the 70 Border Outposts (BOP) sanctioned have also been completed. In all Rs. 708 crore had been expended till March 2009 for the scheme and it is expected that Rs. 137 crore would be expended in the current financial year. A comprehensive “Coastal Security Scheme” provides for assistance to the tune of Rs. 5842.6 lakh in which 10 coastal police stations, 25 check-posts and 46 outposts would be constructed and 30 interceptor boats would be procured. Rs. 842.6 lakh has already been released to Gujarat for the construction activities and the remainder would be paid to Goa Shipyard for the interceptor boats.

***Statement***

*Funds Released to all States under MPF*

(Rs. in crore)

**(a) Funds Released to all the State under MPF in the Financial Year 2009-10**

State	Allocation	Released
1	2	3
Andhra Pradesh	103.05	90.48
Bihar	66.11	40.69
Chhattisgarh	20.93	17.04
Goa	1.78	6.78
Gujarat	44.55	44.55
Haryana	19.98	43.21
Himachal Pradesh	6.1	6.06
Jammu and Kashmir	111.17	105.52
Jharkhand	32.03	13.72
Karnataka	66.81	63.96
Kerala	28.06	25.6
Madhya Pradesh	47.22	31.17
Maharashtra	84.05	70.49
Orissa	49.18	25.22

1	2	3
Punjab	28.6	23.98
Rajasthan	54.43	51.17
Tamil Nadu	60.67	59.37
Uttar Pradesh	114.04	110.89
Uttarakhand	5.86	4.66
West Bengal	56.34	48.81
Arunachal Pradesh	10.93	10.92
Assam	68.54	49.93
Manipur	26.6	24.44
Meghalaya	10.45	8.55
Mizoram	13.3	9.98
Nagaland	29.93	29.68
Sikkim	4.94	4.16
Tripura	21.85	17.55
Contingency Fund	42.5	Already Distributed Rs. 28.23 crore to Haryana and Goa
TOTAL	1230	1038.58

(Data related to releases made is up to 25th February 2010)

**(b) Releases to all the States under MPF in the Financial Year 2006-07, 2007-08 and 2008-09**

(Rs. in crore)

Sl. No.	Name of State	2006-07 Central funds Released	2007-08 Central funds Released	2008-09 Central funds Released
1	2	3	4	5
1.	Andhra Pradesh	88.12	87.34	83.83
2.	Arunachal Pradesh	11.53	10.70	14.72
3.	Assam	52.18	87.82	68.11

1	2	3	4	5
4.	Bihar	51.62	16.24	41.57
5.	Chhattisgarh	57.06	41.72	26.54
6.	Goa	1.00	2.00	4
7.	Gujarat	45.52	51.90	48.02
8.	Haryana	19.69	35.75	27.51
9.	Himachal Pradesh	3.92	10.27	9.99
10.	Jammu and Kashmir	88.13	115.34	109.65
11.	Jharkhand	47.00	50.95	69.85
12.	Karnataka	64.15	78.13	69.61
13.	Kerala	24.53	40.01	22.9
14.	Madhya Pradesh	43.24	57.68	40.37
15.	Maharashtra	105.10	78.87	75.86
16.	Manipur	14.09	32.07	39.23
17.	Meghalaya	8.59	15.44	10.81
18.	Mizoram	10.48	11.00	12.69
19.	Nagaland	22.68	30.72	38.42
20.	Orissa	38.00	45.80	42.54
21.	Punjab	15.00	34.94	21.56
22.	Rajasthan	40.47	49.60	49.1
23.	Sikkim	3.46	4.42	6.12
24.	Tamil Nadu	61.65	75.74	50.1
25.	Tripura	11.34	14.47	20.66
26.	Uttar Pradesh	94.28	115.44	102.31
27.	Uttarakhand	5.28	9.89	19.39
28.	West Bengal	37.11	44.45	32.18
TOTAL		1065.22	1248.70	1157.64

**Deemed foreign territory status to SEZs**

\*199. SHRI M.V. MYSURA REDDY: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether it is a fact that 'deemed foreign territory' status given to Special Economic Zones (SEZs) undermined the institutions set up under Panchayats (Extension of Scheduled Areas) Act, 1996;

(b) whether it is also a fact that once an SEZ is declared as an industrial township area, it will cease to be under the jurisdiction of any local body;

(c) if so, whether it is a fact that the Committee on State Agrarian Relations and Unfinished Task in Land Reforms has taken strong exception to this; and

(d) if so, how the Ministry is planning to address the issue?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): (a) In terms of the Section 53 of the SEZ Act, 2005, a Special Economic Zone is deemed to be a territory outside the customs territory of India for the purposes of undertaking authorised operations. All the Central and State laws are applicable in respect of SEZs.

(b) Under the SEZ Act, 2005, there is no provision for declaring an SEZ as an industrial township area. It is for the concerned State Governments to take a decision on such proposals keeping the relevant provisions of the Panchayats (Extension to the Scheduled Areas) Act 1996, in view.

(c) and (d) The Committee on State Agrarian Relations and Unfinished Task in Land Reforms has cited the SEZ Act, 2005 for providing the status of industrial townships to SEZs and as mentioned in Part (b) of the reply, SEZ Act 2005, has no such provision.

#### **Need to amend IPC**

\*200. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Indian Penal Code (IPC) does not have any provision for child victims of sexual molestation, and this has resulted in gross miscarriage of justice in a 19 year old case where the accused was given imprisonment only for six months and a fine of Rs. 1000/- even when the victim, a 14 year girl, had committed suicide;

(b) whether Law Commission in its 172nd Report in 2000, had recommended a provision recognizing and penalizing child sexual abuse; and

(c) if so, when the existing 150 years old Indian Penal Code would be copiously amended so that the accused are given deterrent punishments in consonance with the gravity of their crime?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) The provisions provided under section 354 of IPC do not make any distinction between an adult or a minor victim of sexual abuse. The case being referred to in the Question is still *sub-judice*, therefore, it would not be appropriate to make any observation about alleged gross miscarriage of justice.

(b) 172nd Report of the Law Commission focuses on the need to review the rape laws in the light of increased incidents of custodial rape and crime of sexual abuse. The Report aims at attainment of these objectives and has recommended changes for widening the scope of the offence in the Section 375 and to make it gender neutral. Various changes have also been recommended in the Sections 376, 376A to 376 D and insertion of a new Section 376E dealing with unlawful sexual contact, deletion of Section 377 IPC and enhancement of punishment in Section 509 of IPC. Ministry of Women and Child Development is considering a “Bill on offences against children”, but no final view has yet been taken regarding subsuming provisions relating to children in the new law.

(c) The Indian Penal Code, 1860 has been amended a number of times in the last 150 years as and when the need arose to amend the IPC.

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**WRITTEN ANSWERS TO UNSTARRED QUESTIONS**

**Products patents to pharmaceutical inventions**

1360. SHRI PRAKASH JAVADEKAR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether India is granting products patents to pharmaceutical inventions/innovations; and

(b) if so, how many products patents are granted to the pharmaceutical inventions/innovations from 1st January, 2007 to 31st March, 2009?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) and (b) Yes, Sir. The Indian Patent Officer granted 2880 product patents in the field of pharmaceuticals from 1st January, 2007 to 31st March, 2009.

**Registration of Bhagalpur tussar silk under Geographical Indication Act**

†1361. SHRI SHIVANAND TIWARI:  
SHRI RAVI SHANKAR PRASAD:

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

(a) whether it is a fact that action has been taken for registration of Bhagalpur Tussar Silk under Geographical Indication Act;

(b) if so, the facts in this regard;

(c) whether any time-frame has been fixed for completion of this action;

(d) if so, the details thereof; and

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†Original notice of the question was received in Hindi.

(e) the scope for growth and expansion of this industry in the country and abroad after completion of said action?

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

(b) Geographical Indication Application was filed on 15.07.2009 for registration of Bhagalpur Tussar Silk under Geographical Indications of Goods (Registration and Protection) Act, 1999 and examination has been completed.

(c) and (d) Under the Geographical Indications of Goods (Registration and Protection) Act, 1999 an application has to undergo various stages including scrutiny, examination and publication. Objections if any are also dealt with before it is registered. Time frames have been fixed under the rules for completion of these stages.

(e) Registration of a Geographical Indication gives exclusive rights to the applicants, enables product differentiation which is related to the characteristics of a particular geographical region and facilitates access to markets. The applicants can also seek similar protection in the member countries of WTO.

#### **Allocation of funds to land locked States**

1362. SHRI BHAGAT SINGH KOSHYARI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government has plans to review of criteria for the allocation of funds to land locked States under the Assistance to States for Developing Export Infrastructure and Allied Activities (ASIDE) scheme;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) to (c) This Department is operating Assistance to States for Developing Export Infrastructure and Allied Activities (ASIDE) Scheme as per two components. 80% of total funds (State Component) available under ASIDE for disbursement are allocated amongst all States/UTs on the basis of an allocation criteria. Balance 20% is retained at Central Level (Central Component) for taking up the projects related to Special Economic Zones (SEZs), Central Agencies and inter-State projects. At this point of time no proposal to review criteria for allocation of funds to Land Locked States under ASIDE Scheme is pending with this Department.

#### **Effect of P.M.'s call to set up industry**

†1363. DR. GYAN PRAKASH PILANIA:

SHRI LALIT KISHORE CHATURVEDI:

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

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†Original notice of the question was received in Hindi.

(a) whether Prime Minister's call to the Resident and the Non-Resident Indians to set up industries in the country has not had the desired effect;

(b) whether red-tapism does not allow for a conducive atmosphere for industrialization in spite of single window system being in place;

(c) whether corruption by officials and the politicians has also been cited as bottlenecks in complaints by industrialists;

(d) whether the projects of Mittal, Tata and other industrialists are languishing due to non-acquisition of lands for the same;

(e) whether these industrialists have apprised the Prime Minister of the same; and

(f) if so, the action being taken thereupon?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) Under the liberalized economic environment, investment decisions are taken by the entrepreneurs based on techno-economic considerations, which in turn depend on State Governments in creating conducive environment by way of providing infrastructural facilities and other incentives. The Central Government supplements their efforts to the extent possible by providing support/incentive under its various schemes. India is emerging as an attractive option for foreign investment. Year-wise Foreign Direct Investment inflows including Non-Resident Indian investment is given in Statement (*See below*). Further, industrial units intimate their intention for investment in setting up of industries by way of filing an Industrial Entrepreneur Memorandum. Industrial Licenses are issued to certain specified industries as per the new industrial policy. The investment proposed in terms of Industrial Entrepreneur Memoranda (IEMs) filed and Letters of Intent (LOIs)/Direct Industrial Licences (DILs) issued during the last five years by this Department is Rs. 43,48,686 crore.

(b) and (c) This Department is not in possession of reports/surveys that corroborate red-tapism and/or corruption. However, DIPP has undertaken an e-governance initiative namely, eBiz, a Mission Mode Project under the National e-Governance Plan (NeGP) with a vision of transforming the business environment by providing efficient, convenient, transparent and integrated electronic services to investors, industries and businesses throughout the business life-cycle.

(d) to (f) Acquisition of land being a State subject, this Department has not received any complaint regarding holding up of projects of few industrialists due to non acquisition of land.

**Statement**

*Financial year-wise FDI inflow (including NRI investment) from  
April 2004 to December 2009*

(Amount in million)

Sl.No.	Year (Apr-Mar)	FDI in Rs.	FDI in USD
1	2	3	4
1.	2004-05	171,378.73	3,758.94

1	2	3	4
2.	2005-06	246,127.37	5,545.94
3.	2006-07	706,300.62	15,726.19
4.	2007-08	986,643.94	24,580.95
5.	2008-09	1,230,240.80	27,330.82
6.	2009-10 (Apr-Dec)	1,005,394.18	20,920.56
	TOTAL	4,346,093.64	97,863.39

#### WTO ministerial conference in Geneva

1364. SHRI N.K. SINGH: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Union Minister of Commerce and Industry visited Geneva and attended WTO ministerial conference recently;

(b) if so, the details of discussions held in the conference;

(c) whether Government has been assured at WTO that the country's farmers and industry would be protected properly; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) to (d) Yes Sir. The Union Minister of Commerce and Industry visited Geneva during 30 November to 2 December, 2009 to attend the 7th Session of the World Trade Organisation (WTO) Ministerial Conference. The theme of this year's Conference was "The WTO, the Multilateral Trading System and the Current Global Economic Environment." India expressed the need for putting the development agenda back firmly into the negotiations to incentivise developing countries. India and its coalition partners were steadfast and united in their commitment to protect vulnerable industries, safeguard livelihood concerns, of the poor, subsistence farmers in their respective countries.

#### Assistance to States under ASIDE Scheme

†1365. SHRIMATI MAYA SINGH: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether any proposal under Central assistance to States for developing export infrastructure and other allied activity (ASIDE) scheme has been received from Madhya Pradesh Government in the financial year 2009-2010; and

(b) if so, the details thereof and whether any time limit has been fixed for disposal of this proposal?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) No new proposal has been received for financial assistance under Central Component of ASIDE scheme from Government of Madhya Pradesh during 2009-10.

(b) Does not arise.

#### **Unbalanced development of Industries**

1366. SHRI DHIRAJ PRASAD SAHU: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether it is a fact that there is unbalanced development of industries in the country like some part having more industries and other parts do not have any industry; and

(b) if so, whether Government has any plan to develop those areas, which are left out presently?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) and (b) In a deregulated industrial environment, decisions to set up industries are taken by the entrepreneurs. The State Governments are primarily responsible for industrial development in their respective States. The Union Government supplements the efforts of the State Governments through various schemes to provide incentives and/or to improve infrastructure facilities. The Union Government implements packages of incentives for the special category States of the North East (including Sikkim) and the States of Jammu and Kashmir, Himachal Pradesh and Uttarakhand in view of the adverse geographical locations and other specificities of these areas. Besides, Transport Subsidy Scheme is applicable to all these 11 States to provide subsidy on transport cost incurred on movement of raw materials and finished goods from the designated rail heads/ports upto the location of the industrial units and *vice-versa* for a period of five years from the date of commencement of commercial production. The Transport subsidy scheme is also applicable to the Andaman and Nicobar Islands, Lakshadweep Islands and the Darjeeling district of West Bengal.

#### **Namak Mazdur Avas Yojana**

1367. SHRI VIJAYKUMAR RUPANI:

SHRI KANJIBHAI PATEL:

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

(a) whether Government is considering to provide more number of dwelling units under the Scheme "Namak Mazdur Avas Yojana" to the Gujarat State in the Eleventh Five Year Plan;

(b) whether it has also been emphasized by the Government of Gujarat that the cost of dwelling unit should be increased from the existing cost of Rs. 50,000/- to

Rs. 1,00,000/- and also that the plinth area of house be increased to at least 30 sq. m from the present level of 22.2 sq. m; and

(c) if so, the time by which the request of Government of Gujarat will be considered and funds will be released for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) to (c) During the Tenth Five Year Plan, the Government of India had sanctioned a scheme called Namak Mazdoor Awas Yojana (NMAY) for construction of dwelling units for salt workers. The Scheme was implemented in various States including Gujarat. Construction of 5,000 dwelling units was sanctioned under the scheme.

Presently, there is no decision on the continuation of NMAY scheme or enhancement of the unit cost.

#### **Resuming WTO dialogue**

1368. 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 Government is trying to resume the held up dialogue of World Trade Organization;

(b) if so, how far it is justified for the farmers of the country; and

(c) justification for eagerness to resume the World Trade Organisation dialogue when cotton growing farmers are committing suicide in the country due to import of the cotton on cheap rates owing to more subsidy for agriculture in developed countries because of unfriendly policy of World Trade Organisation?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) India is committed to a rule-based, multilateral trade regime which is fair and equitable and an early conclusion of the Doha Round of trade negotiations at the World Trade Organisation (WTO); however, the core concerns of the Round, namely, the development concerns of developing countries, have to be addressed.

(b) The principal aim of India's negotiating strategy in 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.

(c) India is a net exporter of cotton. Textile industry imports cotton mainly of extra long staple variety such as Savin and Pima which is not grown domestically.

### Availability of initial Capital for new enterprises

1369. SHRI BALAVANT ALIAS BAL APTE:

SHRI PRABHAT JHA:

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

(a) whether Government believes that the availability of initial capital for new enterprise in the country is almost negligible;

(b) if so, the details of the capital invested in new enterprises during the last five years;

(c) the provision of the Government to provide initial capital for new enterprise; and

(d) whether Government is going to take any step to encourage the availability of initial capital for new enterprise?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) and (b) In the deregulated Industrial environment, decision to make investment are made by the entrepreneurs. The industrial units intimate their intention for investment in setting up of industries by way of filling an Industrial Entrepreneur Memorandum. Industrial Licences are issued to certain specified industries as per the new industrial policy. The investment proposed in terms of Industrial Entrepreneur Memoranda (IEMs) filed and Letters of Intent (LOIs)/Direct Industrial Licences (DILs) issued during the last five years is Rs. 43,48,686 crore.

(c) and (d) The Department of Industrial Policy and Promotion is implementing a Central Capital Investment Subsidy Scheme, 2007 for the Industrial Development in the North Eastern Region, under the North East Industrial and Investment Promotion Policy (NEIIPP), 2007. The Policy provides for subsidy @30% of the investment in plant and machinery, without any upper ceiling. Year-wise releases for the last five years are given in Statement-I (See below).

Further, Incentive packages of subsidy for entrepreneurs of Jammu and Kashmir, Himachal Pradesh and Uttarakhand are offered under Special Package Scheme. The Capital Investment Subsidy released for the last five years under this scheme is given in Statement-II.

#### ***Statement-I***

*Year-wise release of funds under the Central Capital Investment subsidy scheme for the North East Region during the last five years*

(Rupees in crore)

Name of the Scheme	2005-06	2006-07	2007-08	2008-09	2009-10
Capital Investment Subsidy	15.00	5.28	12.50	48.17	8.31

**Statement-II**

*Year-wise release of funds under the Central Capital Investment Subsidy Scheme under special packages scheme during the last five years*

(Rupees in crore)

Name of the Scheme	2005-06	2006-07	2007-08	2008-09	2009-10
Capital Investment Subsidy	14.00	21.00	29.00	45.57	37.50

**Strategy of increasing exports of labour intensive engineering goods**

1370. SHRI KALRAJ MISHRA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether Government has lately evolved and adopted a strategy of increasing exports of labour intensive engineering goods;
- (b) if so, the details thereof; and
- (c) the steps so far taken in implementation of the strategy?

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

(b) and (c) Under the Reward/Incentive Schemes in the Foreign Trade Policy (FTP) 2009-14, incentives for labour intensive engineering goods have been announced as under:

- (i) 112 new products added under Focus Product Scheme (FPS), eligible for incentives in the form of Duty Credit Scrip @2% of FOB value of exports to all markets.
- (ii) 113 new products given higher incentives in the form of Duty Credit Scrip @5% of FOB value of exports under Special FPS on exports to all markets.
- (iii) 1837 new products added under Market Linked Focus Product Scheme (MLFPS) eligible for incentive in the form of Duty Credit Scrip @ 2% of FOB value of exports to specified markets.
- (iv) Export of labour intensive engineering goods to 110 countries notified under Focus Market Scheme under FTP is eligible for incentive in the form of Duty Credit Scrip @ 3% of FOB value of exports. Details of the countries are available at DGFT website: <http://dgft.gov.in>
- (v) Under the Focus Product Scheme, there is a provision that to promote investment in upgradation of technology of specified sectors, additional Duty Credit Scrips shall be given to Status Holders @ 1% of the FOB value of past exports. This facility, in addition to other specified sectors, will also be available for engineering sector

(excluding iron and steel, non-ferrous metals in primary or intermediate form, automobiles and two wheelers, nuclear reactors and parts and ships, boats and floating structures). The duty credit scrips can be used for procurement of capital goods with Actual User condition. This facility shall be available upto 31.3.2011.

- (vi) In order to enable access to cheaper dollar credit, RBI has reduced rate of interest for Dollar credit at LIBOR plus 2% (instead of LIBOR plus 3.5%)
- (vii) Continuation of Interest Subvention of 2% provided to labour intensive sectors that include the Micro, Small and Medium Enterprises (MSME) sector which is the most labour intensive segment of Indian industry.

#### **Project development fund for DMIC**

1371. SHRI B.S. GNANADESIKAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether our country and Japan have agreed to set up a project development fund for the ambitious Delhi Mumbai Industrial Corridor (DMIC);
- (b) if so, whether the projects once completed will reduce the Delhi Mumbai transit time;
- (c) whether both the countries contribute equally for the fund and the estimated amount required for the project; and
- (d) if so, the details thereof?

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

(b) The DMIC project is conceptualized to take benefit of the high speed connectivity offered by the Delhi-Mumbai Dedicated Rail Freight Corridor (DFC).

(c) and (d) A provision of Rs. 330 crore has been made in the Eleventh Five Year Plan as Indian contribution to the Project Development Fund. The Japanese contribution of an equivalent amount (*i.e.* US\$ 75 million) to the PDF is in the form of a commercial loan from the Japan Bank for International Cooperation (JBIC).

#### **Multiple entry visa for Saudi Arabian traders**

†1372. SHRI RAJIV PRATAP RUDY: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether it is a fact that Government is considering to provide multiple entry visa to the Saudi Arabian traders;
- (b) if so, the details thereof;
- (c) whether Government has formulated any new policy to promote economic and commercial exchange between the two countries; and
- (d) if so, the details thereof?

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†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) and (b) The grant of Multiple Entry Visas to the business persons of both the countries already exists. This process is being further facilitated. Both the sides agreed to grant six months Multiple Entry Visas to the business persons on production of a letter from the concerned Chambers of Commerce and Export Promotion Councils of the country of the applicants.

(c) and (d) No new policy has been formulated to promote economic and commercial exchange between the two countries. However, it is a constant endeavour of the Government to enhance trade with all the countries.

#### **Toxic chemical substance in plastic toys**

†1373. MISS ANUSUIYA UIKEY: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether Government is aware of the fact that toxic chemical thylet has been found in excess in the plastic toys being sold in the market for the children;
- (b) if so, the steps taken by Government in this regard;
- (c) if not, whether Government will take action after getting such toys examined; and
- (d) the provisions of Government to control manufacturing and sale of toys?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) to (d) The Centre for Science and Environment (CSE), a non-governmental organization has conducted a study which shows the presence of phthalates in the toys sold in the Indian market. Government has examined the matter. At present there are no BIS standards in India for regulating the content of phthalates in toys. In the absence of such standards, a system of compulsory registration of toys and toy products has been found to be a possible mechanism for the purpose of regulating manufacture and sale of toys at this stage.

#### **Transfer of MMTC share in NINL to RINL**

1374. SHRI PYARIMOHAN MOHAPATRA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether there is any proposal to sell the share of Minerals and Metals Trading Corporation (MMTC) in M/s. Neelachal Ispat Nigam Ltd. (NINL) to M/s. Rashtriya Ispat Nigam Ltd. (RINL), Vishakhapatnam;
- (b) if so, the justifications thereof;
- (c) the steps taken by Government to make NINL a fully integrated steel plant of at least three million tonne capacity in phases; and

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†Original notice of the question was received in Hindi.

(d) the impact of the proposal for transfer of shareholding on the management of NINL in achieving integration into a full fledged steel plant from the present big iron production?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) and (b) Committee of Secretaries recommended the merger of NINL with SAIL and appointment of merchant banker for valuation of NINL. While the proposal of merger of NINL with SAIL could not progress, in the meanwhile, RINL had shown interest to have stake in NINL as a strategic investor. The issue is under discussion stage at present.

(c) NINL was promoted by MMTC, IPICOL and MECON for setting up an integrated steel plant with installed capacity of 1.1 tonnes per annum. There is a plan for expanding the capacity upto 3 million tonnes per annum. The project is envisaged to be completed in two phases. Phase-I of the project has since been completed and work on Phase-II of the project for steel making facility is under progress and scheduled to be completed by July, 2010.

(d) Does not arise.

#### **Implementation of 6th Pay Commission in CECI**

1375. SHRI P. RAJEEVE: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the recommendations of the Sixth Central Pay Commission has been implemented for the employees of Cashew Export Council of India under the Commerce Ministry;

(b) if not, the reasons therefor; and

(c) whether the Ministry has any plan to implement the recommendations of the Pay Commission in a time bound manner?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) No, Sir.

(b) The Cashew Export Promotion Council of India (CEPCI) is a company registered with the Registrar of Companies under Section 26 of the Indian Companies Act, 1913 and is governed as per the Memorandum and Articles of Association of the Council. The CEPCI has not implemented the 6th Pay Commission Recommendations to its employees due to budgetary constraints as they are managing their administrative expenses on their own resources. In this regard, this Ministry is not providing any budgetary support.

(c) Does not arise.

#### **Impact of Chinese products on Indian industries**

1376. SHRI BALAVANT ALIAS BAL APTE:  
SHRI PRABHAT JHA:

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

- (a) whether it is a fact that Chinese products are destroying Indian Industries;
- (b) if so, the details thereof;
- (c) whether Government has any assessment about the loss suffered by Indian industries due to Chinese products;
- (d) if so, the details thereof; and
- (e) the steps taken so far to save Indian industries from the loss caused by Chinese products and to what extent these steps have proved effective?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) to (d) The imports from China during last three years is given below.

#### Imports from China

(in Rs. Crore)

Year	Imports
2007-08	1,09,116
2008-09	1,47,606
2009-10 (April-September)	72,395

(e) Trade defence measures are available to the domestic industry to counter unfair trade practices followed by exporters of goods from other countries. In case a product is imported into the country at less than its normal value, and it causes injury to the domestic industry, the domestic industry can make an application to Directorate General of Anti-Dumping and Allied duties (DGAD) in the Department of Commerce for imposition of anti-dumping duty. Similarly, an application for imposition of safeguard duty can be made by the domestic industry to Directorate General of Safeguards under Ministry of Finance, in case there is serious injury/market disruption, or threat of series injury/threat of market disruption to the domestic industry, as a consequence of increased imports of an article into India. On the basis of fully documented petitions submitted by the domestic industry with *prima-facie* evidence of dumping injury to the domestic industry, fifteen fresh antidumping investigations are currently being undertaken by Director General (Anti-Dumping) against imports from China. In nine out of fifteen anti-dumping investigations preliminary findings recommending for imposition of provisional duty have since been issued. At present definitive safeguard duty is imposed on two products under the Customs Tariff (Transitional Product Specific Safeguard Duty) Rules 2002 namely Aluminium flat Rolled Product, Foil and Soda Ash.

#### Imports from China

1377. SHRI TARIQ ANWAR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether it is a fact that imports from China has been increased during the last three years;
- (b) if so, the details of imports during the last three years; and
- (c) the steps taken by Government to safeguard small and medium scale enterprises from Chinese goods?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) and (b) Yes, Sir. Imports from China have increased during the last three years. The imports from China during the last three years viz. 2006-07, 2007-08 and 2008-09 were US\$ 17.4 billion US\$ 27.1 billion and US\$ 32.4 billion respectively.

(c) A number of Anti-dumping actions have been initiated in the last three years and from April 2006 to 20th February, 2010. Anti-dumping duties have been imposed on 35 goods imported from countries including China. The Directorate General of Foreign Trade (DGFT), vide their notification date 24th November, 2009 has restricted import of radial tyres for buses/lorries. Only toys which conform to the international standard and are accompanied by certificate of conformity with these standards, are allowed for import into India. Import of 'Mobile Handsets' without International Mobile Equipment Identity (IMEI) No. or with all Zeroes has been prohibited. All these steps, though not China specific, have been taken in the public interest and will safeguard the interest of Indian producers including the Small and Medium Enterprises.

#### **SEZs in Punjab and Haryana**

1378. SARDAR TARLOCHAN SINGH: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) how many SEZs were sanctioned in Punjab and Haryana and whether any of them has withdrawn from the list;
- (b) how many of these SEZs completed their works and what are the SEZ-wise details of achievement in terms of employment and earning of foreign exchange; and
- (c) how long will it take for these SEZs to fully operationalise as per sanction by the Ministry?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) A total of eight proposals from Punjab regarding setting up of Special Economic Zones (SEZs) have been accorded formal approval out of which two have been notified. A total of 45 proposals from Haryana regarding setting up of Special Economic Zones (SEZs) have been accorded formal approval out of which 32 have been notified. Out of these, three SEZs are already exporting. One SEZ in Haryana has been de-notified.

(b) As on 31st December, 2009, the position of employment and investment has been indicated below:

	Punjab	Haryana
Employment	475	9,492
Investment (in crore)	459.24	3,851.59

Exports of Rs. 706.97 crores have been made by the SEZs in Haryana during the first three quarters of the current financial year.

(c) In terms of Rule 6 of the SEZ Rules, 2006, validity of approval is for a period three years within which time effective steps are to be taken by the developer to implement the approved proposal. On a request received from the developer the Board of Approval can extend the validity period upto two years.

#### SEZs de-notified

1379. SHRI SHANTARAM LAXMAN NAIK: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the total number of Special Economic Zones (SEZs) proposed by various State Governments, after the SEZ Act came into force;

(b) the State-wise details thereof;

(c) the State-wise number of SEZs notified, so far;

(d) the State-wise number of SEZs de-notified or in the process of being de-notified and broad reasons therefor;

(e) number of proposals received from Government of Goa and number of proposals de-notified/withdrawn/dropped etc. till date;

(f) whether Government of Goa has requested to de-notify any SEZ proposed; and

(g) by what date these proposals will be de-notified?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) to (c) In addition to seven Central Government Special Economic Zones (SEZs) and 12 State/Private Sector SEZs set up prior to the enactment of SEZ Act, 2005, formal approval has been accorded to 575 proposals out of which 348 SEZs have been notified. A total of 105 SEZs have commenced export given in the *Statement* (See below).

(d) Requests for de-notification by the developers have been received from 13 SEZs located in the States/UT of Delhi, Orissa, Gujarat, West Bengal, Haryana, Maharashtra, Tamil Nadu and Andhra Pradesh out of which 12 have been approved by the Board of Approval. The final denotification is allowed only on refund of duties/benefits, if any, availed by the Developer.

(e) to (g) The Government of Goa had recommended 15 proposals for setting up of SEZs. Out of these, seven proposals were accorded formal approval by the Board of Approval and

notifications were issued in respect of three cases. Subsequently, a request was received from the Government of Goa withdrawing the recommendations of the State Government. In respect of three notified SEZs, it was noted that the earlier approvals were granted only after the recommendation and allotment of land by the State Government. Now, if at this stage, the State Government requests to de-notify these SEZs, the State Government may have to compensate the Developers. Moreover, the question of refund of duties/exemptions, already availed by the Developers for authorized activities, would also arise. Meanwhile, the developers of three notified SEZs have approached judiciary and the matter is *sub-judice*. However, no SEZ in Goa has been de-notified.

### ***Statement***

#### *State-wise Distribution of approved Special Economic Zones*

State	Formal Approvals	In-principle approvals	Notified SEZs	Operational SEZs
1	2	3	4	5
Andhra Pradesh	103	4	72	21
Chandigarh	2	0	2	1
Chhattisgarh	1	2	0	0
Delhi	3	0	0	0
Dadra and Nagar Haveli	4	0	2	0
Goa	7	0	3	0
Gujarat	48	11	30	10
Haryana	45	17	32	3
Himachal Pradesh	0	3	0	0
Jharkhand	1	0	1	0
Karnataka	52	10	29	15
Kerala	26	0	15	5
Madhya Pradesh	14	6	6	1
Maharashtra	110	38	57	15
Nagaland	2	0	1	0
Orissa	10	3	5	1
Puducherry	1	1	0	0

1	2	3	4	5
Punjab	8	7	2	0
Rajasthan	8	11	7	3
Tamil Nadu	69	20	55	19
Uttar Pradesh	34	5	16	6
Uttarakhand	3	0	2	0
West Bengal	24	13	11	5
GRAND TOTAL	575	151	348	105

#### Trade centres in HP

1380. SHRIMATI VIPLOVE THAKUR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government has set up trade centres in the country to involve the State Governments more actively in export promotion efforts;

(b) if so, the number of trade centres set up in the State of Himachal Pradesh and the details of amount allocated to Government of Himachal Pradesh during the year 2007-08, 2008-09 and 2009-10 to achieve the desired objectives;

(c) whether Government proposes to set up more trade centres in the country;

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

(e) the time by when these trade centres are likely to be functional?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) To facilitate exports, the India Trade Promotion Organisation (ITPO), a Public Sector Company under the Department of Commerce has established the Pragati Maidan Complex in New Delhi. Central Government have provided partial financial assistance for establishment of trade and exhibition centres in Chennai, Bengaluru, Kolkata and Guwahati.

(b) A proposal of the Government of Himachal Pradesh for setting up of a Trade Centre at Baddi was approved under 'Assistance to States for creating Infrastructure for the Development and growth of Exports (ASIDE)' Scheme during 2008-09. The estimated cost of the project is Rs. 1081 Lakh out of which contribution from central component is Rs. 540 lakh. The balance fund has been leveraged from State Government and private partners. Entire Central Government contribution of Rs. 540 lakh has been released to the State Government during 2008-09.

(c) to (e) An International Trade Centre has also been approved to be set up at Pampore, Jammu and Kashmir by the State Government with partial assistance from Government of India. The Trade Centres set up at Chennai, Bengaluru, Kolkata and Guwahati are already functional.

**Assistance for upgradation of industrial infrastructure projects in H.P.**

1381. SHRIMATI VIPLOVE THAKUR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government has received any proposal from various State Governments including Government of Himachal Pradesh for granting them financial assistance for upgradation of infrastructure projects in their States;

(b) if so, the details thereof and the State-wise assistance released for the purpose so far; and

(c) the status of projects started in the State of Himachal Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) State-wise list of proposals received under recast Industrial Infrastructure upgradation Scheme (IIUS), approved by Cabinet Committee on Economic Affairs (CCEA) in February, 2009 is given in Statement-I (*See below*).

(b) The IIUS has been in operation since 2003 and the amount of Central grant released to different States under the IIUS, 2003 (pre-recast) is given in Statement-II (*See below*).

(c) The project for Pharmaceuticals and Allied Industries Cluster, Baddi Barotiwala, District-Solan (HP) has been approved "In Principle", Under the recast IIUS, with a cost of Rs. 70.54 crore, including Central grant of Rs. 58.20 crore.

**Statement-I**

*State-wise Project Proposals received under  
Recast Industrial Infrastructure Upgradation Scheme*

Sl.No.	State	Name of the Cluster	Location
1	2	3	4
1.	Bihar	Handloom Cluster	Bhagalpur
2.	Assam	Bamboo Based Cluster	Jagiroad, Distt-Morigaon
3.	Gujarat	Petrochemical/Dyes Intermediates Cluster	Vadodara
4.		Textile Cluster	Narol, Ahmedabad
5.	Himachal Pradesh	Pharmaceuticals and Allied Industries Cluster	Baddi Barotiwala, District Solan
6.	Karnataka	Printing Cluster	Bangalore
7.	Maharashtra	Automobile Cluster	Aurangabad

1	2	3	4
8.	Maharashtra	Kolhapur Foundry and Engineering Cluster	Kolhapur
9.		Dall Mill Cluster	Nagpur
10.		Baramati Industrial Cluster	Baramati
11.	Orissa	Industrial Cluster	Mancheswar
12.		Plastic, Polymers and Allied Cluster	Balasore
13.	Punjab	Knitwear and Appare Cluster	Ludhiana
14.		Hand Tools Cluster	Jalandhar
15.	Tamil Nadu	Engineering Industrial Cluster	Hosur
16.		Engineering Cluster	Trichy
17.		Sivakasi Printing Cluster	Sivakasi
18.	Tripura	Multi-Industry Cluster Bodhjungnagar, Tripura	Agartala
19.	Uttar Pradesh	Engg. and Sports Goods Indl. Cluster	Meerut

**Statement-II**

*State-wise central grant released under  
Industrial Infrastructure Upgradation Scheme, 2003*

(Rs. in crore)

Sl.No.	State	Amount
1	2	3
1.	Andhra Pradesh	70.45
2.	Chhattisgarh	30.81
3.	Gujarat	160.59
4.	Haryana	13.63
5.	Jharkhand	15.93
6.	Karnataka	65.67
7.	Kerala	28.40

1	2	3
8.	Madhya Pradesh	76.15
9.	Maharashtra	104.84
10.	Orissa	45.59
11.	Punjab	12.31
12.	Rajasthan	26.77
13.	Tamil Nadu	187.09
14.	Uttar Pradesh	6.50
15.	West Bengal	53.60
TOTAL		898.33

#### **Requests for scrapping of IT sector SEZs**

1382. SHRI A. ELAVARASAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government has received any representation to scrap Special Economic Zone status by some companies due to global financial melt down mainly from IT sector; and

(b) if so, the details thereof and steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) and (b) Requests for de-notification by the developers have been received from 13 SEZs located in the States/UT of Delhi, Orissa, Gujarat, West Bengal, Haryana, Maharashtra, Tamil Nadu, Kerala and Andhra Pradesh out of which 12 have been approved by the Board of Approval. This includes nine IT SEZs. The final de-notification is allowed only on refund of duties/benefits, if any, availed by the Developer.

#### **Registration of Tobacco Barns by Tobacco Board in A.P.**

1383. SHRI SYED AZEEZ PASHA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Tobacco Board has registered all the Tobacco Barns in Andhra Pradesh and Karnataka;

(b) if so, the number of Tobacco Barns in Andhra Pradesh in the years 2007, 2008, 2009 and 2010 respectively;

(c) how many lapsed licences of Tobacco growers are there in Andhra Pradesh; and

(d) the steps proposed for revival of lapsed Tobacco permits or growers' licences in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) All the barns, which are eligible and fulfilled the criteria as per Production Policy laid down under The Tobacco Board Act, 1975 read with Tobacco Board, Rules, 1976 for Andhra Pradesh and Karnataka and applied for renewal, have been registered.

(b) and (c) The number of Tobacco barns existing and lapsed in Andhra Pradesh during 2007, 2008, 2009 and 2010 are as follows:

Crop season	No. of barns existing	No. barns lapsed
2006-07	41451	1117
2007-08	41717	1762
2008-09	41204	1140
2009-10	41204	1484
		(as on 05.02.2010)

(d) For revival of lapsed licences *i.e.* renewal of registration as grower, curers of Virginia Tobacco etc., the growers/curers have to apply for their renewal to the Tobacco Board. The Board lays down policy with a view to regulating the production and curing a Virginia Tobacco having regard to factors specified in clause (a) of sub section (2) of section (8) [of the Tobacco Board Act, 1975]. Such policy is published for wide circulation/notification in news papers. The Tobacco Board, in each year, considers proposal for revival of lapsed licences as per this published policy.

#### Export of flowers

1384. SHRI NAND KUMAR SAI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the export of flowers was increased during the year 2008-09 as compared to the year 2007-08;

(b) if so, the details thereof;

(c) the name of new countries included in the list of flower importers during the said period; and

(d) the details of the area in which flowers is cultivated in the country during 2008-09 and 2009-10?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) and (b) During the period the export has increased in value terms whereas it declined quantitatively. The details of export of flowers for the year 2007-08 and 2008-09 are as under:

Quantity in MTs; Value: Rs. lakhs			
2007-08		2008-09	
Quantity	Value	Quantity	Value
33485	27879	29362	29639

Source: APEDA

(c) The name of new countries importing flowers during the period are Guatemala, Bosnia-Herzegovina, Nigeria, Mauritius, Tonga, Ghana, Kazakhstan, Fiji Islands, Trinidad, Mozambique, Rwanda, Mali, etc.

(d) As per information from National Horticulture Board, the area under flowers cultivation in the country during 2008-09 and 2009-10 is 165.5 thousand hectares and 170.2 thousand hectares advance estimates) respectively. Cultivation of flowers is being done in almost all States of the country.

#### Trade with Arab World

1385. SHRI MOHD. ALI KHAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether India aims to double trade with Arab world;
- (b) if so, the pacts signed, so far;
- (c) the benefit to our country in future area-wise especially in the remaining Eleventh Five Year Plan; and
- (d) the trade took place in the Eleventh Five Year Plan, year-wise, with Arab countries?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) to (c) It is a constant endeavour of the Government to enhance trade with all the countries for mutual benefit. So far, no pacts have been signed with Arab world.

(d) The total trade during first two years of the Eleventh Five Year Plan with Arab countries are as under:

Values in US \$ Millions			
Sl.No.	Country	2007-2008	2008-2009
1	2	3	4
1.	Baharain Islands	1,087.89	1,729.34
2.	Iran	12,878.53	14,910.78
3.	Iraq	71,099.90	8,147.37
4.	Jordan	4,245.39	2,210.40
5.	Kuwait	8,385.79	10,391.24
6.	Lebanon	106.18	145.95
7.	Oman	2,080.89	1,984.50
8.	Qatar	2,994.48	4,173.28
9.	Saudi Arab	23,181.46	26,083.12

1	2	3	4
10.	Syria	693.02	522.42
11.	U Arab Emts.	29,119.52	48,268.73
12.	Yemen Republic	2,468.60	1,541.90
TOTAL		1,58,341.65	1,20,109.03

#### **Involvement of WIPO in national IP and innovation strategy**

1386. SHRI RANJITSINH VIJAYSINH MOHITE-PATIL: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) what are the reasons for the World Intellectual Property Organisation (WIPO) being involved in the implementation of national Intellectual Property (IP) and innovation strategy;

(b) how does it fit in with its objectives;

(c) whether it would compromise India's sovereignty;

(d) who has prepared IP Development Action Plan for 2010-11;

(e) what were the consultative processes and whether this has been cleared by inter-Ministerial group; and

(f) if so, was there any consultation with the industry?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) and (b) India is a Member State of World Intellectual Property Organization (WIPO) which is a specialized agency of United Nations for the matters related to Intellectual Property. Department of Industrial Policy and Promotion (DIPP) and the WIPO have signed a Memorandum of Understanding (MoU) on 13-11-2009 and have agreed on an Action Plan for organization and conduct of joint activities to promote the goal of using Intellectual Property for economic, social, cultural and technological development. Both these documents are available at DIPP website [www.dipp.nic.in](http://www.dipp.nic.in). The areas of cooperation under the MoU include implementation of national IP and Innovation strategy in the context of India's national development priorities. The focus areas of the cooperation in the MoU and the Action Plan are human resource development, awareness generation and capacity building with respect to Intellectual Property. Issues related to policy, legislation and enforcement are not part of either the MoU or the Action Plan.

(c) No, Sir.

(d) and (e) IP Development Action Plan was prepared by DIPP. Under the Allocation of Business Rules, DIPP is the nodal Department responsible for all matters concerning WIPO including coordinating with concerned Ministries or Departments. Ministry of Human Resource

Development (MHRD), the Department of Ayurveda, Unani, Siddha, Yoga and Homeopathy (AYUSH) and Council for Scientific and Industrial Research (CSIR) were consulted while preparing the Action Plan.

(f) No, Sir.

#### **Facilities at Intellectual Property Appellate Board**

1387. SHRI B.K. HARIPRASAD: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Chennai-headquarter of Intellectual Property Appellate Board has been provided adequate and proper conference room facilities and work space for lawyers and supporting staff during its sittings at Delhi, Mumbai, Kolkata and Ahmedabad apart from Chennai;

(b) whether most of the parties appearing before the Tribunal are international companies, expecting the facilities and status of the venue of the sittings to match international standards; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA MADHAVRAO SCINDIA): (a) to (c) The Intellectual Property Appellate Board (IPAB) was established in September, 2003 to hear appeals against the decisions of Controller of Patents, Registrar of Trade Marks and Geographical Indications. The Headquarters of IPAB is located at Chennai in rented premises.

The Intellectual Property Officers (IPO) of Controller General of Patents, Designs and Trade Marks (CGPDTM) located at Delhi, Mumbai and Kolkata are providing space and other logistic support for lawyers/representatives of parties and supporting staff for holding sitting of the Board at these locations. Since the IPO does not have its own building at Ahmedabad, the Circuit Bench sittings at Ahmedabad are held in the Gujarat High Court (old building). Some of the parties appearing before the Tribunal are international companies. However, generally they are represented by Indian lawyers.

#### **Plug gaps in coastal security architecture**

1388. SHRI JAI PRAKASH NARAYAN SINGH:

SHRI DHARAM PAL SABHARWAL:

Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that Government is considering to plug gaps in coastal security architecture in order to make the Coast Guard a force to reckon with;

(b) if so, the details thereof; and

(c) what is the amount earmarked for coastal surveillance network, cameras, Automatic Identification System, etc. by Government?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) Government has initiated several measures to strengthen Coastal Security. For this purpose, an integrated approach has been put in place. The coastal surveillance and patrolling has been enhanced. Joint and operational exercises are taking place on regular basis between Navy, Coast Guard, Coastal Police, Customs and others to check the effectiveness of the new systems. Further, continuous review and monitoring mechanism for coastal security have been established by the Government at different levels and involving various agencies, including the State/Union Territory authorities.

The measures initiated/taken to strengthen the Indian Coast Guard (ICG) include sanction of additional manpower, setting up of additional coast guard stations, augmentation of ICG's assets, etc. for which funds, as and when required, are provided.

**Naval station at Hazira or Danej in Gujarat**

1389. SHRI BHARATSINH PRABHATSINH PARMAR:

SHRI PARSHOTTAM KHODABHAI RUPALA:

Will the Minister of DEFENCE be pleased to state whether Government has any agenda to set up naval station at Hazira or Danej in Gujarat as many giant industries are located there?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): No, Sir. Naval stations are set up at a particular place taking into account the threat perception, vulnerability analysis, availability of other stations in the vicinity etc.

**Tejas for aircraft carrier ships of Navy**

†1390. DR. GYAN PRAKASH PILANIA:

SHRI LALIT KISHORE CHATURVEDI:

Will the Minister of DEFENCE be pleased to state:

(a) whether no decision has yet been taken regarding Tejas for aircraft carrier ships in the Navy;

(b) whether the project has lagged behind for 3-4 years due to this; and

(c) the deficiency detected in Tejas aircrafts and the directions issued to Defence Research Development Organisation (DRDO) to rectify it?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) The prototype of the naval variant of Tejas aircrafts is being built for aircraft carrier. The project has lagged behind its schedule due to various requirements connected with the development of a new aircraft.

(c) Deficiencies have been detected in the airframe and other associated equipment of the aircraft. Defence Research Development Organisation (DRDO) is working out modalities with various organizations for rectifying these deficiencies by suitable modifications to the engine/airframe design.

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†Original notice of the question was received in Hindi.

#### **Accident/crash of IAF aircrafts/helicopters**

1391. SHRIMATI SHOBHANA BHARTIA: Will the Minister of DEFENCE be pleased to state:

(a) whether a MIG-21 fighter aircraft crashed near Bagdogra in West Bengal on 19 February, 2010;

(b) if so, whether the Court of Inquiry has been conducted to ascertain the exact cause of the crash;

(c) if so, the number of fighter aircraft/helicopters of IAF crashed in the past six months with the reasons therefor;

(d) whether Government has since taken any concrete steps to prevent such accident/crash of IAF aircraft/helicopters; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) Yes, Sir.

(b) to (e) Every IAF aircraft accident is investigated by a Court of Inquiry and remedial measures taken thereon.

In the past 6 months (September, 2009 to 4th March, 2010) six further aircrafts and one helicopter of IAF have crashed. Preliminary cause of the accidents were Human Error/Technical Defect.

Various measures to reduce aircraft accidents including operational risk management, crew resource management and improvised training on aviation safety have been implemented to generate a safer flying culture. Visit of all flying bases by senior aviation safety functionaries of IAF have been undertaken to apprise and caution operating units about the causes of accidents. Continuous and multi-faceted effort is always underway to enhance and upgrade flight safety. 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.

#### **Upgradation of existing fleet of fighter aircrafts**

1392. SHRI GIREESH KUMAR SANGHI: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that MIG-29 fighters are likely to be upgraded;

(b) whether Government has signed an agreement with Russia to implement upgradation plan;

(c) if so, the details thereof; and

(d) whether Government has also signed agreement with other countries to upgrade its existing fleet of aircrafts, if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) Yes, Sir. The Government has signed a contract for upgrade of the MiG-29 aircrafts with M/s. Russian

Aircraft Corporation (RAC MiG) on 7th March, 2008. The total cost of the contract is USD 964,082,937.46. The MiG-29 aircraft upgrade is planned in two phases namely Design and Development (D&D) phase in Russia followed by series upgrade in India.

(d) The Government has signed a contract for upgradation of AN-32 aircraft with M/s Spets Techno Export, Ukraine on 15th June, 2009.

#### **Enhancing naval combat capabilities**

1393. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that India would be left with only nine out of its present fleet of 16 diesel-electric submarines by 2012;

(b) if so, how are we enhancing our naval combat capabilities when China and Pakistan are adding to their underwater muscles by inducting sophisticated submarines in their fleets;

(c) what is the perspective planning of our Defence Acquisition Council for the next five years; and

(d) whether funds allocated towards acquisition of defence hardware for Naval Force during 2007 and 2008 were utilized?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) Government constantly reviews the security environment and accordingly plans/decides induction of appropriate defence equipment including submarines for the Navy. This is continuous process undertaken for the modernisation of armed forces to keep them in a State of readiness to meet any eventuality. A programme for construction of six submarines is currently underway at M/s. Mazagon Dock Limited. Efforts are also made to maintain force level by upgrading/modernising the existing assets.

(d) Funds allocated for modernisation of the Navy at Revised Estimates stage for the financial years 2007-2008 and 2008-2009 were fully utilised.

#### **Shortage of officers in armed forces**

1394. SHRI TARIQ ANWAR: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that there is an acute shortage of officers in the army;

(b) if so, the number of vacant posts in all the forces and reasons therefor; and

(c) the steps taken by Government to fill these vacancies?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) There has been a shortage of officers in the Armed Forces. The shortage of officers in the Army is around 11,500 and in the Navy, the shortage is 1606. The number of vacancies in Air Force is 1342.

The shortage is partly attributable to accretions in the Armed Forces from time to time, tough selection procedures, difficult service conditions coupled with perceived high degree of risk involved in service career.

A number of steps have been taken to attract the talented youth to join the Defence Forces. All officers including those in Short Service Commission (SSC) are now eligible to hold substantive rank of Captain, Major and Lieutenant Colonel after 2, 6 and 13 years of reckonable service respectively. The tenure of Short Service Commission (SSC) Officers has been increased from 10 years to 14 years. A total number of 750 posts of Lt. Colonel have been upgraded to Colonel towards implementation of AV Singh Committee Report (Phase-I). Further, 1896 additional posts in the ranks of Colonel, Brigadier, Major General and Lieutenant General and their equivalents in the other two Services have been upgraded towards implementation of AV Singh Committee Report (Phase-II). The implementation of the recommendations of the VI Central Pay Commission with substantial improvement in the pay structure of officers of Armed forces, is expected to make the Services more attractive.

The Armed Forces have also undertaken sustained image projection and publicity campaign to create awareness among the youth on the advantages of taking up a challenging and satisfying career. Awareness campaigns, participation in career fairs and exhibitions, advertisements in print and electronic media, motivational lectures in schools, colleges are also some of the other measures in this direction.

#### **Complaints of Human Rights abuse against armed forces**

1395. SHRI G. N. RATANPURI: Will the Minister of DEFENCE be pleased to state:

(a) the number of complaints regarding Human Rights abuse (year-wise) received during the last six years against the armed forces personnel from Jammu and Kashmir;

(b) the year-wise number of requests for permission to prosecute such accused during the same period, year-wise; and

(c) the year-wise number of cases in which permission for prosecution was granted during the same period, year-wise?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) The number of complaints from Jammu and Kashmir regarding Human Rights abuse (year-wise) against the Army personnel during the last six years are as under:

Year	No. of complaints
1	2
2004	13
2005	34

1	2
2006	21
2007	27
2008	17
2009	21
TOTAL	133

(b) The year-wise number of requests for permission to prosecute Army personnel during the same period, year-wise are as under :

Year	No. of requests
2004	—
2005	02
2006	16
2007	10
2008	09
2009	01
TOTAL	38

(c) No permission for prosecution was granted during the same period.

#### **System to counter terrorism and low intensity conflict**

1396. SHRI A. VIJAYARAGHAVAN: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that terrorism and low intensity conflict are emerging as one of the most potent threat to security of the nation;

(b) if so, the details thereof and steps taken to tackle the same;

(c) whether Defence Research and Development Organization (DRDO) has any proposal/project to develop systems to counter terrorism and low intensity conflict; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) Yes, Sir. Defence Research and Development Organisation (DRDO) is involved in development of defence technologies and now focusing on customization of certain technologies already developed for military operations to these new emerging security threats and development of new technologies and devices as projected by security forces, both military and para military, during recent interactions with them.

(c) and (d) Based on security forces needs and DRDO capabilities, the requirements have been grouped in various technology heads, like technologies and devices for Surveillance and Reconnaissance; Enhancing Day and Night Vision capability; Incapacitation; Arms and Ammunitions; Detection and Diffusion of Explosive and IEDs; Communication and Jamming; Personnel Protection and Support Systems. A comprehensive mission mode programme with participation of many DRDO labs, security forces and industries is being formulated.

#### **Military Service pay**

1397. SARDAR TARLOCHAN SINGH: Will the Minister of DEFENCE be pleased to state:

- (a) whether Ministry has introduced any scheme known as Military Service pay on the basis of 24 hours duty for army personnel;
- (b) what are the additional emoluments for Officers and Jawans; and
- (c) whether this scheme will cover the ex-servicemen in any form who performed such duties during their service period?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) Government has introduced Military Service Pay (MSP) with effect from 1st September, 2008. The rates of the MSP are Rs. 2000/- per month for Personnel Below Officer Rank (PBOR) and Rs. 6000/- per month for Officers upto the rank of Brigadier/equivalent in three Services. The benefit of MSP has been notionally taken into consideration for revision of pension of ex-servicemen as per modified parity.

#### **Acquisition of C-17 Globe Master-III aircraft**

1398. SHRI A. ELAVARASAN: Will the Minister of DEFENCE be pleased to state:

- (a) whether Government proposes to get 10 C-17 Globe Master-III giant strategic aircraft from US and sent a letter of request to the US Government;
- (b) if so, the details thereof;
- (c) whether Government has obtained clearance from Defence Acquisition Council; and
- (d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (d) Yes, Sir. The proposal to procure C-17 Globemaster III aircraft from the United States Government to meet the strategic airlift requirement of Indian Air Force was approved by the Defence Acquisition Council on 19th October, 2009. The Letter of Request (LoR) was issued to the United States Government on 1st January, 2010.

1399. [The question was cancelled.]

#### **Shortage of pilots in IAF**

1400. SHRI PRAKASH JAVADEKAR: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that IAF is facing shortage of pilots due to large number of requests for early retirement;

(b) if so, the details thereof and reasons therefor; and

(c) the steps taken by the Government to overcome this situation?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) The present strength of pilots in Air Force is sufficient to meet its current operational requirements.

(b) Does not arise.

(c) The improvement in the job profile of the pilots is a continuous process keeping in view the job specific requirements and operational necessity. Besides, the Short Service Commission for Flying branch has been modified to also make both men and women eligible for induction in this branch. Further, the implementation of the recommendations of the Vth Central Pay Commission shall also go a long way in attracting youth.

#### **Vacancies in various wings in defence**

1401. SHRI MANGALA KISAN: Will the Minister of DEFENCE be pleased to state:

(a) the number of posts vacant in grade-I, grade-II, grade-III, and grade-IV in various wings of the Defence force;

(b) the category-wise details of posts lying vacant since last five years; and

(c) the steps taken to fill up these long standing vacant posts?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) Information is being collected and will be laid on the Table of the House.

#### **Acquisition of arms from companies under CBI scanner**

1402. DR. T. SUBBARAMI REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether Government has allowed five multi-vendor trials involving two companies—Israel Military Industries and Singapore Technologies Kinetics which are under a cloud in India following CBI investigation of Ordnance Factory Board scam;

(b) whether according to Government, go ahead was given by Ministry of Defence following request from Army which expressed concern over delays in acquisitions;

(c) whether Government had earlier put on hold acquisition from seven companies;

(d) if so, whether trials have now been completed for 150 mm light weight assault rifles; and

(e) if so, to what extent final decision for obtaining these arms will be considered?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (e) In the light of the names of seven firms figuring in the FIR filed by the Central Bureau of Investigation (CBI) in May, 2009 in respect of various supply orders placed by Ordnance Factory Board, procurement/acquisition cases in pipeline with any of such firms were put on hold until further orders. Later, it was decided that multi-vendor procurement cases, presently held up at various stages of Technical Evaluation/trials, may be progressed further as per Defence Procurement Procedure-2008. However, no tender will be awarded to the companies mentioned in the FIR unless CBI investigation clears them totally.

#### **Speedy implementation of death verdicts**

1403. SHRI BHARATSINH PRABHATSINH PARMAR:  
SHRI PARSHOTTAM KHODABHAI RUPALA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Central Government is aware that though when Supreme Court has given death penalties to guilty persons it takes long to implement death penalties due to lengthy legal procedure; and

(b) what steps have been taken by Government for speedy implementation of death verdicts to guilty persons?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) The cases of mercy petitions are processed expeditiously in consultation with the concerned State Governments/Departments and submitted for a final decision of the President of India, under Article 72 of the Constitution. However, the power under Article 72 of the Constitution does not contain any limitation as to the time, in which the power conferred might be exercised.

#### **Amount sanctioned for implementation of coastal security**

†1404. SHRI BRIJLAL KHABRI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Government has launched a special scheme to strengthen the coastal security of the country;

(b) if so, the details thereof;

(c) the amount sanctioned by Government for the implementation of the scheme; and

(d) the amount spent so far on the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (d) Ministry of Home Affairs is already implementing a comprehensive Coastal Security Scheme, which is supplemental in nature, in the

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†Original notice of the question was received in Hindi.

nine coastal States and four coastal Union Territories. The details of assistance provided to coastal States and Union Territories under the Coastal Security Scheme are given below:

Sl. No.	Name of State/UT	Costal Police Stations	Vessels	Jeeps	Motor Cycles	Check post	Out-post	Barracks	Rubber Inflated Boats
1.	Gujarat	10	30	20	101	25	46	—	—
2.	Maharashtra	12	28	25	57	32	—	24	—
3.	Goa	3	9	6	9	—	—	—	10
4.	Karnataka	5	15	9	4	—	—	—	—
5.	Kerala	8	24	16	24	—	—	—	—
6.	Tamil Nadu	12	24	12	36	40	12	—	—
7.	AP	6	18	12	18	—	—	—	—
8.	Orissa	5	15	10	15	—	—	—	—
9.	West Bengal	6	18	12	12	—	—	6	—
10.	Puducherry	1	3	2	3	—	—	—	—
11.	Lakshadweep	4	6	8	8	—	—	—	—
12.	Daman and Diu	1	4	3	5	—	—	—	—
13.	Andaman and Nicobar Islands	—	10	18	20	—	—	—	—
TOTAL		73	204	153	312	97	58	30	10

\*A lump sum assistance of Rs. 10 lakh per police station is also given for equipment, computers and furniture

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.

The State/UT-wise details of funds allocated and released/incurred under the on-going coastal security scheme, are given below. The approved outlay, shown in the table, includes cost of 204 interceptor boats which accounts for major portion of the outlay. The boats are being procured centrally by the Ministry and delivered to the States. The amounts released, as shown in the table, pertains to the items other than the boats, such as coastal police stations, check posts, outposts, vehicles etc.

Sl. No.	Name of State/UT	Approved outlay (Rs. in lakh)	Amount released (Rs. in lakh)
1.	Gujarat	5842.60	842.600
2.	Maharashtra	4092.60	692.600
3.	Goa	1653.50	153.500
4.	Karnataka	2711.90	211.900
5.	Kerala	4356.00	356.000
6.	Tamil Nadu	4408.00	808.000
7.	AP	3267.00	267.000
8.	Orissa	2765.75	265.750
9.	West Bengal	3353.40	353.400
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	2603.90	77.788
TOTAL		37204.300	4278.188

**Dacoities and murders committed on suburban trains**

1405. SHRI VARINDER SINGH BAJWA:  
SHRI RAJEEV CHANDRASEKHAR:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of dacoities and murders committed on the suburban trains running between Delhi and the adjoining towns in the National Capital Region during 2009 and so far this year, separately with details of each case; and

(b) the number of the accused involved in these cases, so far apprehended and what steps are being taken to eliminate such crimes in the trains?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) In the year 2009 and 2010 (upto 28.02.2010) no case of dacoity on the suburban trains running between Delhi and the adjoining towns in the National Capital Region has been reported to Delhi Police, NOIDA Police, Ghaziabad Police and Gurgaon Police. However, one case of murder *vide* FIR No. 156/09 dated 05.11.2009 u/s 302/307/394/397/34 IPC Police Station Old Delhi Railway Station, Delhi has been reported to Delhi Police on a suburban train running from Ghaziabad to Nizamuddin. Three

persons have been arrested and the case is pending trial in the Court. As and when such case/crime is reported, it is duly investigated and the accused persons involved are arrested and prosecuted under the law. Railways is supplementing in controlling the crime by deploying Railway Protection Force.

**Undertrial terrorists escaping from police custody**

1406. SHRI RAJKUMAR DHOOT: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether it is a fact that many undertrial terrorists have escaped from the custody of police during 2009-10;
- (b) if so, the details thereof;
- (c) how many of them have been recaptured so far; and
- (d) whether any responsibility has been fixed for dereliction of duty against the officers responsible for their safe custody?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (d) As per available information no under trial terrorist has escaped from the police custody. However, three Pakistani terrorists who had completed their jail term and were waiting for their deportation at Lampur Detention Centre, New Delhi, escaped from the custody of the escorts. A Magisterial inquiry in this regard is being conducted by Deputy Commissioner/North West on the orders of the Lt. Governor, Delhi. A reward of Rs. 50,000/- has been announced for the apprehension of each of the escapees. Further, a case *vide* FIR No. 3/2010 U/S 14 of Foreigners Act 1946, in P.S. Kotwali has been registered.

**RDX and arms unearthed in Barmer**

†1407. SHRI LALIT KISHORE CHATURVEDI:  
DR. GYAN PRAKASH PILANIA:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether in September, 2009 at two places of Barmer district in Rajasthan cache of RDX and arms was unearthed;
- (b) the sources of information and the quantum and types of materials found;
- (c) the manufacturing source of this material;
- (d) despite fencing of Indo-Pak border when and by whom this material was brought;
- (e) whether it is a fact that incidents of such smuggling keep coming and the police either don't arrest those who are involved in this or are unable to arrest them; and
- (f) the brain behind entering into an agreement despite Pak sponsored anti national activities?

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†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (f) As per available information, on September 8, 2009, Rajasthan Police recovered arms, ammunitions, explosives etc. from a spot 13 kms. away from Barmer on Barmer-Gadra road. The consignment was reportedly brought through Barmer area at the behest of an international terrorist module operating through trans-border smugglers of Pakistan and Barmer-Jaisalmer area of Rajasthan. In the intervening night of September 11/12, 2009, Police picked up one Lunia @ Soda Khan @ Sodiya, a notorious trans-border crosser and courier. Following the disclosures of Lunia, Police recovered another consignment of arms and explosives on September 12, 2009. The total seizure in these cases is as under:-

9 mm Pistols	12 nos.
9 mm Magazines	24 nos.
9 mm Cartridges	966 nos.
7.62 mm Cartridges	50 nos.
RDX	14.3 kgs (Approx)
Fuse wire	1,150 kgs and 2 spools
Detonators	9 nos.
Battery timers	8 nos.

After registering the criminal case, the investigation was carried out by the State Police of Rajasthan and a total of three persons were arrested. Strict vigil is being maintained. The following measures have been taken to strengthen security along international borders:-

- (i) A designate border guarding force has been deployed on each of the border. For Indo-Pakistan border, the Border Security Force (BSF) is the border guarding force.
- (ii) Effective domination of the borders by carrying out round the clock surveillance and patrolling (on foot, by boats and vehicle), laying "nakas" (border ambushes) and by deploying observation posts all along the international border.
- (iii) Erection of fencing and floodlighting along the border to enhance observation activities during night.
- (iv) Construction of border roads to facilitate border patrolling and speedy interception of infiltrators.
- (v) Introduction of modern and hi tech surveillance equipments to detect crossing of border at night and during bad weather.
- (vi) Setting up of improvised fence breach alarm system at susceptible locations.

- (vii) Upgradation of the BSF's intelligence network and its coordination with sister agencies on a continuous basis. Proper coordination is also being maintained with Army/Police/Locals.
- (viii) Conduct of Special Operations, along the international borders.
- (ix) Frequent Visit to border by unit Commandant and other senior officers to supervise effective domination of the border.

#### **Naxalism operating in NER**

1408. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether naxalism is spreading in the country including the States of North Eastern Region (NER);
- (b) if so, the details of report of naxal activity thereof; and
- (c) the action taken by Government to check naxal activities in NER States and protect the life and property of common people since the region has already become a hub and breeding ground of terrorist groups?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) There are no specific inputs in this regard. However, some inputs indicate that CPI (Maoist) is trying to establish link with some insurgent outfits in the North East.

#### **Ghost employees**

1409. SHRI AMAR SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether it is a fact that there are number of ghost employees drawing salary but not physically working in his Ministry;
- (b) if so, the details thereof; and
- (c) how much salary is being drawn by said ghost employees and since when?

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

- (b) and (c) Do not arise.

#### **Intelligence warning regarding Pune blast**

1410. SHRI P. RAJEEV: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether there was any intelligence warning from any of the Intelligence Agency regarding the Pune Bomb blast;
- (b) if so, what are the details of security measures that had been taken to prevent these bomb blasts and also after the Mumbai terrorist attack;

(c) if so, how many amount of rupees has been spent to implement the Multy Agency Centre (MAC) to prevent the terrorist attack during the period from last terrorist attack in Mumbai to the recent Pune bomb blast; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) There were intelligence inputs to indicate that certain places in Pune and some other cities in India, were on the target list of terrorist outfits. Accordingly, on 9.10.2009 as a preventive step, the State Police had issued detailed security guidelines to major commercial establishments including the German Bakery. The suspected main targets in Pune were put under protection by deployment of force including pickets. However, due to obvious limitations of manpower etc., it was not possible to bring all public places under police security cover. The terrorists succeeded in attacking a "Soft" target.

(b) to (d) The Government has been, on a continuing basis, reviewing the security arrangements in the light of the emerging challenges, and a number of important decisions and measures have been taken. These measures, *inter-alia*, include augmenting the strength of Central Para-Military Forces; amendment of the CISF Act to enable deployment of CISF in Joint venture and 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-organizing of Multi-Agency Centre to enable it to function on 24x7 basis for real time collation and sharing to intelligence with other intelligence and security agencies; tighter immigration control and effective border management through border fencing, flood lighting, deployment of surveillance equipment and coastal security. 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 specified in the Schedule. Suitable steps have been initiated to establish the proposed National Counter Terrorism Centre. As part of steps to counter terrorists' threats, the National Intelligence Grid (NATGRID) is also envisaged.

An expenditure of an amount of Rs. 33.17 Crore has been incurred on strengthening the Multi Agency Centre.

#### **Padma award to Sant Singh Chatwal**

1411. SHRI P.R. RAJAN: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) what is the procedure for selecting Padma awardees;
- (b) who recommended the name of overseas hotelier Sant Singh Chatwal; and
- (c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) In terms of extant procedure/guidelines regulating Padma Awards, nominations for the awards are open to all. Besides inviting nominations from institutional sources like State/UT Governments, Central Ministries/Departments, Institutes of Excellence and Bharat Ratna and Padma Vibhushan awardees, a large number of recommendations are also received from various other sources like Governors, Chief Ministers, Cabinet Ministers, Members of Parliament, private institutions/bodies and individuals etc. All nominations/recommendations received in the Ministry are placed before the Padma Awards Committee for its consideration. The Awards Committee scrutinizes all nominations/recommendations placed before it and makes its recommendations to the competent authority for approval.

(b) and (c) The following persons had recommended the name of Shri Sant Singh Chatwal for Padma Awards-2010:

1. Shri Praful Patel, Minister of State for Civil Aviation.
2. Mr. Joseph Crowley, Member, Congress of the United States.
3. Mr. Dalis Adler, Staff Associate, Subcommittee on The Middle East and South Asia, House Committee on Foreign Affairs.
4. Shri Vayalar Ravi, Minister for Overseas Indian Affairs.

#### **Consultations with chiefs of intelligence agencies on NCTC**

1412. SHRI V. HANUMANTHA RAO:

DR. T. SUBBARAMI REDDY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether he had discussion and consultations with chiefs of intelligence agencies to fast-track creation of ambitious National Counter Terrorism Centre;

(b) if so, what was outcome of discussions held by him with representatives of agencies like RAW within NCTC;

(c) whether at present the MAC serves as nodal centre on all intelligence relating to terrorism;

(d) whether Ministry proposes that NSG should act as strike force of NCTC and National Investigation Agency set up to probe terror attacks be brought under its ambit; and

(e) if so, to what extent it has helped in meeting threats efficiently?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Steps are being taken for setting up of the proposed National Counter Terrorism Center.

(c) Yes, Sir. As per the Executive Order issued on 31.12.2008, Multi-Agency Centre (MAC), under the Intelligence Bureau (IB), has been obliged to share

intelligence with all other agencies, including agencies of the State Governments, Union Territories.

(d) and (e) No final decision has been taken on the structure of proposed National Counter Terrorism Center and the role of NSG in the final formulation of NCTC.

#### **Promotion of constables of Delhi Police and CRFs**

†1413. SHRI SATYAVRAT CHATURVEDI:  
SHRI MOTILAL VORA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the provision for the number of years of service on completion of which constables and other personnel of Delhi Police and of different Central Reserve Forces are given first and second promotions;

(b) whether it is a fact that there are thousands of such constables in Delhi Police and in different Central Reserve Forces, who have not been promoted even after having served for more than 20 years; and

(c) if so, the steps Government is going to take to do justice to such personnel?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) Information is given in Statement (See below).

(c) Government has already introduced the Assured Career Progression (ACP) Scheme under which provision has been made for grant of financial upgradation to such personnel who could not earn promotion. The provision of financial upgradation allowing financial benefits in the next higher grade pay has been further modified by the Government as per the recommendations of Sixth Pay Commission thereby allowing 3 financial upgradations on completion of 10, 20 and 30 years service in the event of employees not earning a minimum of 3 regular promotions in their service career.

#### ***Statement***

*The period for promotion for constables and other personnel in DP and different Central Reserve Forces*

#### **Delhi Police (DP)**

As per Rules, the period for promotion from Constables to Head Constables is 05 years of regular service and Head Constables/GD to ASI/Exe is 05 years subject to availability of vacancies. Yes, Sir it is a fact that a large number of Constables have not been promoted even after rendering more than 20 years of service as promotion of eligible candidates is made as per availability of vacancies.

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†Original notice of the question was received in Hindi.

**Central Industrial Security Force (CISF)**

As per Recruitment Rules, the period for promotion from Constables to Head Constables is 08 years of regular service and Head Constables/GD to ASI/Exe is 05 years. The constables appointed during the year 1988 are being promoted to the rank of Head Constables/GD after completion of more than 20 years of service due to non-availability of vacancies in the rank of HC/GD.

**National Security Guard (NSG)**

The NSG is a 100% deputationist force and has no cadre of its own. The service matters including promotion of all personnel are taken care of by the respective parent organization.

**Sashastra Seeema Bal (SSB)**

In SSB the eligibility criteria for first promotion from the rank of Constable/GD to LNK/GD is four years regular service in the grade of Constable/GD. For 2nd promotion from the rank of LNK/GD to NK/GD is two years of regular service in the rank of LNK/GD and a total of 6 years service. Presently no Constables/GD having more than 20 years of service in SSB is awaiting 1st promotion.

**Border Security Force (BSF)**

According to the Border Security Force General Duty Cadre (Non Gazetted) Recruitment Rules, 2002, a Constable must have 8 years regular service in the grade to earn 1st promotion to the rank of Head Constable and 5 years regular service as Head Constable together with total of eighteen years of service to earn 2nd promotion to the rank of Sub Inspector, besides, fulfilment of other criteria as specified therein. Yes, Sir. The constables are being promoted to the rank of Head Constables/GD after completion of more than 20 years of service.

**Assam Rifles**

In Assam Rifles whereas a Rifle man takes 8 years to get promoted to Havildar who further takes 18 years to get promoted to Naib Subedar. A Naib Subedar then takes 3 years to get promoted to Subedar. However these promotions are vacancies based and personnel who meet the minimum service criteria are promoted to higher rank based on vacancies and qualitative requirements. In Assam Rifles if a Constable (Rifleman) meets the qualitative requirements for promotion gets promoted in a span of 8 to 12 years of service, subject to availability of vacancies.

**Central Reserve Police Force (CRPF)**

In CRPF, a Constable must have rendered 8 years regular service in the grade to earn 1st promotion to the rank of Head Constable and 5 years regular service as Head Constable together with total of eighteen years of service to earn 2nd promotion to the rank of Sub Inspector. No, Sir. All constables except CT/Mochi are being released for promotion to the

rank of Head Constable well before completion of 20 years of service. CT/Mochi are being promoted to the next rank after completion of about 22 years of service.

**Indo-Tibetan Border Police (ITBP)**

A Constable must have rendered 8 years regular service in the grade to earn 1st promotion to the rank of Head Constable and 5 years regular service as Head Constable together with total of eighteen years of service to earn 2nd promotion to the rank of Sub Inspector. Yes, Sir. It is a fact that the Constables have not been promoted even after having served for more than 20 years as the promotions of eligible candidates are made as per the availability of vacancies.

**Police encounters in Manipur**

1414. SHRI R.C. SINGH:

SHRI D. RAJA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that more than a hundred police encounter cases have been reported in Manipur recently;

(b) whether it is also a fact that most of such cases have been fake encounters, killing innocent people; and

(c) if so, the details of such cases that have taken places during the last three years in Manipur, the number of people killed and the compensation paid, if any, to the dependents of the deceased?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) Manipur is infested with insurgency and a number of militant outfits are indulging in violence and extortion activities in the State. Intensive counter insurgency operations against elements, who indulge in violence, extortion and anti-national activities, are carried out by Central and State Security Forces. During the year 2009 and 2010 (upto February), 323 militants and 7 Security Forces' personnel have lost their lives in 204 incidents. There is no information about fake encounters. A case was registered in incident of Police firing at BT Road, Imphal on 23rd July, 2009, which has been taken over for investigation by the CBI.

**Arrest of human right activists**

1415. SHRIMATI KUSUM RAI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of the incidents of harassment and arrest of human right activists and political activists in the name of naxalites, State-wise;

(b) the details of representations received from various quarters against such arrests and harassment; and

(c) the details of action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) Information is being collected and shall be laid on the Table of the House.

**People killed/injured in naxalite attacks**

1416. SHRIMATI KUSUM RAI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the incident-wise details of number of people killed and injured in recent attacks by naxalites during the third week of February, 2010 in West Bengal, Bihar and Jharkhand;

(b) whether it is a fact that about one third area of the country is under control of naxalites and in those areas there is no rule of law;

(c) if so, the details thereof;

(d) whether it is also a fact that naxalites have extended their network in 18 districts of Uttar Pradesh also; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) During third week of February, 2010 number of people killed in attack of nexalites in West Bengal, Bihar and Jharkhand are 28, 12 and 1 respectively. Number of injured are 11, 5 and nil in Bihar, West Bengal and Jharkhand respectively.

(b) to (e) At present, 83 districts are covered under Security Related Expenditure Scheme (SRE) which are eligible for reimbursement of the expenditure incurred by State Governments for anti naxal operations. Details are given in Statement.

***Statement***

*83 districts included under the SRE Scheme*

**Andhra Pradesh**

1. Anantapur

2. Adilabad

3. East Godavari

4. Guntur

5. Karimnagar

6. Khammam

7. Kurnool

8. Medak

9. Mehboobnagar

10. Nalgonda

11. Prakasam

12. Srikakulam
13. Visakhapatnam
14. Vizianagaram
15. Warangal
16. Nizamabad

**Bihar 44.**

17. Arwal
18. Aurangabad
19. Bhojpur
20. East Champaran
21. Gaya
22. Jamui
23. Jehanabad
24. Kaimur
25. Munger
26. Nalanda
27. Nawada
28. Patna
29. Rohtas
30. Sitamarhi
31. West Champaran

**Chhattisgarh**

32. Bastar
33. Bijapur
34. Dantewada
35. Jashpur
36. Kanker
37. Korea (Baikunthpur)
38. Narayanpur
39. Rajnandgaon

40. Sarguja

**Jharkhand**

41. Bokaro
42. Chatra
43. Dhanbad
- East Singhbhum
45. Garhwa
46. Giridih
47. Gumla
48. Hazaribagh
49. Koderma
50. Latehar
51. Lohardagga
52. Palamu
53. Ranchi
54. Simdega
55. Saraikela-Kharaswan
56. West Singhbhum
57. Khunti
58. Ramgarh

**Madhya Pradesh**

59. Balaghat

**Maharashtra**

60. Chandrapur
61. Gadchiroli
62. Gondia

**Orissa**

63. Gajapati
64. Ganjam
65. Keonjhar

66. Koraput

67. Malkangiri

68. Mayurbhanj

69. Navrangpur

70. Rayagada

71. Sambhalpur

72. Sundergarh

73. Nayagarh

74. Kondhamal

75. Deogarh

76. Jajpur

77. Dhenkanal

**Uttar Pradesh**

78. Chandauli

79. Mirzapur

80. Sonbhadra

**West Bengal**

81. Bankura

82. Midnapore

83. Purulia

**Assessing people's sentiments in Jammu and Kashmir**

1417. SHRI SHREEGOPAL VYAS: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether an assessment of people's sentiments, agitations and security related situation of Ladakh, Valley and Jammu areas has been done from other sources in addition to the Government sources, during the visit of Jammu-Kashmir in the recent past;

(b) whether the situations differ too much from each other; and

(c) whether it is a fact that there are different opinions among the people of the areas with regard to continuation of Article 370?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) During the visit of the Home Minister to the State, the feedback of the people's assessment in the Security related situation in the State of Jammu and Kashmir is given by the Chief Minister of the State and Government Agencies.

(b) Being part of the State of Jammu and Kashmir, there are linkages to the Security situation amongst the three regions of Ladakh, Valley and Jammu. There are variations in the people's perception on issues due to geographical and cultural factors affecting the region.

(c) The Constitution of India applies to Jammu and Kashmir with certain exceptions and modifications which can be removed with the concurrence of the State Government in terms of Article 370. There are differences in the perception of certain sections of the people about continuation of this Article in the State.

1418. The Question was cancelled.

1419. The Question was cancelled.

### **Need for stricter punishment in cases of kidnapping**

1420. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) the number of kidnappings for ransom cases in 2009, city-wise;
- (b) whether Government proposes to amend the law to make provisions for stricter punishments in such cases;
- (c) if so, the details thereof and if not, the reasons therefor;
- (d) whether the matter has been discussed with State Governments to ensure prevention of such incidents in the country; and
- (e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) National Crime Records Bureau (NCRB) compiles data relating to various crime under Indian Penal Code (IPC) and SLL including kidnapping on annual basis. The State/UT-wise and mega-city-wise details of the cases reported for kidnapping and abduction for ransom in the year 2008 are as at Statement-I (*See below*). Provisional figures of cases registered under kidnapping for ransom for the year 2009 are given in Statement-II (*See below*).

(b) and (c) Section 364A of The Indian Penal Code (IPC) provides for stringent punishment of 'death or imprisonment for life as also be liable to fine' for the offence of kidnapping for ransom etc. There is no proposal for amending the law any further.

(d) and (e) 'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India and therefore, the State Governments are primarily responsible for prevention, detection, registration and investigation of crime and for prosecuting the criminals through the machinery of their law enforcement agencies as also for protecting the life and property of the citizens. The Union Government, however, attaches highest importance to the matter of prevention of crime and therefore, urges upon the State Governments/UT Administrations to give more focused attention to improving the administration of criminal justice system and take such measures as are necessary for prevention and control of crime.

**Statement-I**

*State/UT-wise victims of Kidnapping and Abduction for Ransom during the year 2008*

Sl. No.	State/UTs	Cases Reported	Upto 10 Years		10-15 Years		15-18 Years		18-30 Years		30-50 Years		Above 50 Years		Total		Total Victims
			Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1.	Andhra Pradesh	10	1	0	0	0	0	0	1	1	5	0	2	0	9	1	10
2.	Arunachal Pradesh	12	0	0	0	0	0	0	3	0	8	0	1	0	12	0	12
3.	Assam	51	0	0	0	0	0	0	8	29	8	6	0	0	16	35	51
4.	Bihar	78	12	0	6	0	2	0	42	2	13	0	1	0	76	2	78
5.	Chhattisgarh	3	2	0	0	0	0	0	0	0	1	0	0	0	3	0	3
6.	Goa	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
7.	Gujarat	26	1	1	3	0	0	0	10	5	6	0	0	0	20	6	26
8.	Haryana	11	7	0	1	0	0	0	0	0	1	0	1	0	10	0	10
9.	Himachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.	Jammu and Kashmir	7	0	0	0	0	0	0	0	5	0	2	0	0	0	7	7
11.	Jharkhand	50	4	0	2	0	2	1	37	0	4	0	0	0	49	1	50
12.	Karnataka	19	2	0	0	0	0	0	10	1	5	0	0	0	17	1	18

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
13. Kerala		3	0	0	0	0	0	0	2	0	1	0	0	0	3	0	3
14. Madhya Pradesh		38	5	0	0	0	4	1	18	1	17	0	3	0	47	2	49
15. Maharashtra		35	4	0	7	0	4	0	7	1	10	0	2	0	34	1	35
16. Manipur		19	0	0	0	0	1	0	1	0	14	2	4	0	20	2	22
17. Meghalaya		11	0	0	0	0	1	0	4	0	6	0	0	0	11	0	11
18. Mizoram		1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1
19. Nagaland		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20. Orissa		3	1	1	0	0	0	0	1	0	0	0	0	0	2	1	3
21. Punjab		8	1	1	0	0	0	0	7	0	0	0	0	0	8	1	9
22. Rajasthan		6	3	0	0	0	0	0	3	0	0	0	0	0	6	0	6
23. Sikkim		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24. Tamil Nadu		5	0	0	0	0	0	0	1	0	2	1	0	1	3	2	5
25. Tripura		16	0	0	1	0	1	0	13	0	13	0	4	0	32	0	32
26. Uttar Pradesh		69	4	0	9	0	16	0	37	0	5	0	0	0	71	0	71
27. Uttarakhand		2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	2
28. West Bengal		236	0	0	11	6	5	6	23	165	0	20	0	0	39	197	236

TOTAL STATE		720	47	4	40	6	38	8	228	210	120	31	18	1	491	260	751
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30.	Chandigarh	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
31.	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33.	Delhi UT	24	5	2	8	1	3	0	4	0	1	0	0	0	21	3	24
34.	Lakshadweep	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
35.	Puducherry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL UT		26	6	2	8	1	3	0	4	1	1	0	0	0	22	4	26
TOTAL ALL INDIA		746	53	6	48	7	41	8	232	211	121	31	18	1	513	264	777

*Victims of Kidnapping and abduction for ransom in important cities during the year 2008*

Sl. No.	Cities	Cases Reported	Upto 10 Years		10-15 Years		15-18 Years		18-30 Years		30-50 Years		Above 50 Years		Total		Total Victims
			Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
36.	Agra	13	0	0	5	0	3	0	5	0	0	0	0	0	13	0	13
37.	Ahmedabad	4	0	0	1	0	0	0	2	0	1	0	0	0	4	0	4
38.	Allahabad	4	0	0	3	0	1	0	0	0	0	0	0	0	4	0	4
39.	Amritsar	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40.	Asansol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41.	Bengaluru	17	0	0	0	0	0	0	10	1	5	0	0	0	15	1	16
42.	Bhopal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43.	Chennai	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2
44.	Coimbatore	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45.	Delhi (City)	24	5	2	8	1	3	0	4	0	1	0	0	0	21	3	24

46. Dhanbad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
47. Faridabad	4	0	0	1	0	0	0	3	0	0	0	0	0	4	0	4	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
48. Hyderabad	9	0	0	0	0	0	0	0	1	1	5	0	2	0	8	1	9
49. Indore	2	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2
50. Jabalpur	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51. Jaipur	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
52. Jamshedpur	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53. Kanpur	3	1	0	1	0	1	0	0	0	0	0	0	0	0	3	0	3
54. Kochi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55. Kolkata	5	0	0	1	0	4	0	0	0	0	0	0	0	0	5	0	5
56. Lucknow	6	0	0	1	0	2	0	2	0	1	0	0	0	0	6	0	6
57. Ludhiana	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
58. Madurai	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
59. Meerut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60. Mumbai	5	0	0	2	0	1	0	0	0	0	2	0	0	0	5	0	5

61.	Nagpur	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
62.	Nasik	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
63.	Patna	10	0	0	1	0	2	0	7	0	0	0	0	0	10	0	10
64.	Pune	7	1	0	0	0	0	0	1	0	4	0	1	0	7	0	7
65.	Rajkot	3	0	1	0	0	0	0	0	2	0	0	0	0	0	3	3
66.	Surat	10	1	0	0	0	0	0	5	0	4	0	0	0	10	0	10
67.	Vadodara	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
68.	Varanasi	3	0	0	2	0	1	0	0	0	0	0	0	0	3	0	3
69.	Vijayawada	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70.	Vishakhapatnam	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CITIES		138	11	4	27	1	18	0	42	4	25	1	3	1	126	11	137

**Statement-II**

*State/UT-wise mega-city-wise number of cases registered under Kidnapping for Ransom during the year 2009 (provisional)*

Sl. No.	State/UT/Cities	Kidnapping for Ransom	Figures are upto the month of
1	2	3	4
1.	Andhra Pradesh	21	December, 2009
2.	Arunachal Pradesh	0	June, 2009
3.	Assam	530	October, 2009
4.	Bihar	131	November, 2009
5.	Chhattisgarh	5	November, 2009
6.	Goa	2	December, 2009
7.	Gujarat	2	November, 2009
8.	Haryana	10	November, 2009
9.	Himachal Pradesh	1	December, 2009
10.	Jammu and Kashmir	13	November, 2009
11.	Jharkhand	26	August, 2009
12.	Karnataka	15	December, 2009
13.	Kerala	3	November, 2009
14.	Madhya Pradesh	49	November, 2009
15.	Maharashtra	34	December, 2009
16.	Manipur	8	December, 2009
17.	Meghalaya	1	July, 2009
18.	Mizoram	1	December, 2009
19.	Nagaland	5	December, 2009
20.	Orissa	0	N.A.
21.	Punjab	11	October, 2009
22.	Rajasthan	0	August, 2009
23.	Sikkim	0	December, 2009
24.	Tamil Nadu	18	June, 2009
25.	Tripura	5	December, 2009
26.	Uttar Pradesh	33	September, 2009

1	2	3	4
27.	Uttaranchal	3	November, 2009
28.	West Bengal	56	October, 2009
TOTAL (STATE)		983	
29.	Andaman and Nicobar Islands	0	December, 2009
30.	Chandigarh	0	July, 2009
31.	Dadra and Nagar Haveli	0	September, 2009
32.	Daman and Diu	0	December, 2009
33.	Delhi	9	June, 2009
34.	Lakshadweep	0	September, 2009
35.	Puducherry	1	December, 2009
TOTAL (UTs)		10	
TOTAL (ALL INDIA)		993	
36.	Ahmedabad	0	July, 2009
37.	Bangalore	33	December, 2009
38.	Bhopal	0	July, 2009
39.	Chennai	13	August, 2009
40.	Coimbatore	0	May, 2009
41.	Delhi (City)	9	June, 2009
42.	Hyderabad	11	December, 2009
43.	Indore	1	December, 2009
44.	Jaipur	0	May, 2009
45.	Kanpur	30	December, 2009
46.	Kochi	0	December, 2009
47.	Kolkata	5	November, 2009
48.	Lucknow	1	June, 2009
49.	Ludhiana	18	October, 2009
50.	Madurai	0	June, 2009
51.	Mumbai	2	December, 2009
52.	Nagpur	1	December, 2009
53.	Patna	3	November, 2009

1	2	3	4
54.	Pune	0	November, 2009
55.	Surat	0	December, 2009
56.	Vadodara	0	December, 2009
57.	Varanasi	0	N.A.
58.	Vishakhapatnam	0	August, 2009
TOTAL (of the above Cities)		127	

Source: Monthly Crime Statistics.

N.A. Stands for data not available.

#### Steps to deal with crime on trains

1421. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) the number of crimes on trains in 2009, State-wise; and
- (b) the steps Government proposes to take to deal with the increasing crimes on trains and terror threats to travellers?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) State/UT-wise details of cases registered and value of property taken away under Dacoity, Robbery, Burglary and Theft in Railways during 2006-2008 are given in Statement-I (See below). State/Ut-wise details of IPC crimes reported by GRP during 2006-2008 are given in Statement-II (See below). State/UT-wise details of incidence of crime under Railways Act during 2006-2008 are given in Statement-III (See below). The latest information is available up to the year 2008.

(b) Policing on Railways is the duty of the State Police which they discharge through Government Railway Police. However, the RPF Act, 1957 and the Railways Act 1989 have been amended in the year 2003 to enable the Railways, through the Railway Protection Force, to supplement the efforts the Railways, through the Railway Protection Force, to supplement the efforts of the State Government in controlling crime on the Railways. The following measures have been taken for security of passengers:

1. Important trains are being escorted by RPF/GRP.
2. Integrated Security Scheme consisting of CCTV Surveillance system, access control system, personnel and baggage screening system and Bomb detection and disposal system has been finalized for important stations and the same is under implementation.
3. Dog Squads in Divisions and Zones are being augmented.
4. Commando Training is being imparted to selected RPF staff.
5. Steps have been taken to enhance the quality and content of the training of RPF.
6. Under modernisation scheme, security gadgets are being procured and the weaponry being upgraded for enhancing the striking capability of RPF.
7. Regular coordination meetings are held with State Police.

**Statement-I**

*Cases registered and value of property taken away under Decoity, Robbery,  
Burglary and Theft in Railways during 2006-2008*

**(a) Cases Registered (CR), Value of property taken away (PT) (in Rs.) under Railways Crimes during 2006**

Sl. No.	State/UT	Railway Crime (Running Trains)								Railway Crime (Others)							
		Decoity		Robbery		Burglary		Theft		Decoity		Robbery		Burglary		Theft	
		CR	PT	CR	PT	CR	PT	CR	PT	CR	PT	CR	PT	CR	PT	CR	PT
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1.	Andhra Pradesh	7	65500	15	363300	0	0	478	14294791	0	0	0	0	0	0	143	3520534
2.	Arunachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.	Assam	3	134200	0	0	0	0	5	52420	3	1598200	4	130000	57	517225	598	16570112
4.	Bihar	43	810143	51	629885	13	179250	962	10634754	8	150124	21	237235	0	0	389	1724776
5.	Chhattisgarh	1	446930	4	32279	0	0	161	2588370	0	0	2	5213	0	0	76	946479
6.	Goa	0	0	0	0	0	0	1	50000	0	0	0	0	0	0	1	80000
7.	Gujarat	3	215850	34	497560	0	0	332	8624596	1	160000	24	192205	0	0	481	4295428
8.	Haryana	3	18000	3	57150	0	0	28	109186	0	0	3	29560	0	0	239	5119186
9.	Himachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.	Jammu and Kashmir	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
11.	Jharkhand	2	25900	4	55000	0	0	97	646975	32	2025560	66	981106	0	0	254	2335309
12.	Karnataka	3	95400	9	137400	0	0	339	15506560	0	0	2	178000	2	26000	68	266950
13.	Kerala	0	0	5	45350	0	0	128	4527081	0	0	1	0	3	9600	25	204463
14.	Madhya Pradesh	1	8000	14	207440	0	0	911	15450617	0	0	20	220263	2	40250	491	5856893
15.	Maharashtra	14	346302	24	423780	0	0	1146	25142074	2	99700	38	2943861	1	900	1642	29210477
16.	Manipur	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.	Meghalaya	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.	Mizoram	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	0	1	4500	0	0	0	0	0	0	1	6050
20.	Orissa	0	0	10	226800	0	0	253	4733278	2	342940	3	287980	36	125760	156	2164117
21.	Punjab	0	0	1	1960	0	0	18	463970	0	0	0	0	0	0	33	838396
22.	Rajasthan	1	120000	1	1740	0	0	388	6509403	0	0	6	40795	0	0	24	748760
23.	Sikkim	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24.	Tamil Nadu	0	0	1	12000	0	0	53	623612	1	20000	2	26500	2	11008	102	895850
25.	Tripura	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26.	Uttar Pradesh	4	12530	14	186745	0	0	485	19840725	1	5282	8	101500	0	0	276	3412347

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
27.	Uttarakhand	0	0	0	0	0	0	31	282850	0	0	0	0	0	0	34	320760
28.	West Bengal	6	1007485	15	269440	0	0	735	2410920	1	46300	0	0	0	0	286	776655
TOTAL STATE		91	3306240	205	3147829	13	179250	6552	132496682	51	4448106	200	5374218	103	730743	5319	79293542
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33.	Delhi UT	0	0	1	30000	0	0	83	693000	0	0	1	5000	0	0	864	22641800
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL UT		0	0	1	30000	0	0	83	693000	0	0	1	5000	0	0	864	22641800
TOTAL ALL INDIA		91	3306240	206	3177829	13	179250	6635	133189682	51	4448106	201	5379218	103	730743	6183	101935342

Source: Crime in India

**(b) Cases Registered (CR), Value of property taken away (PT) under Railway Crimes during 2007**

Sl. No.	State/UT	Railway Crime (Running Trains)								Railway Crime (Others)							
		Dacoity		Robbery		Burglary		Theft		Dacoity		Robbery		Burglary		Theft	
		CR	PT	CR	PT	CR	PT	CR	PT	CR	PT	CR	PT	CR	PT	CR	PT
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1.	Andhra Pradesh	3	61180	12	338000	0	0	751	18066908	0	0	0	0	0	0	0	0
2.	Arunachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.	Assam	1	10450	4	2000	0	0	0	0	2	75000	9	104000	5	26063	72	340390
4.	Bihar	32	899310	37	1862301	10	295620	820	10975502	3	33900	8	1259775	0	0	344	1698129
5.	Chhattisgarh	0	0	2	48900	0	0	103	9023513	3	326050	1	15000	0	0	98	1296957
6.	Goa	0	0	0	0	0	0	1	24000	0	0	0	0	0	0	4	213324
7.	Gujarat	7	400240	14	254750	0	0	308	8311306	1	0	21	23700	0	0	430	5011147
8.	Haryana	3	18200	2	15300	0	0	134	2846860	0	0	16	188290	1	5000	293	4417170
9.	Himachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.	Jammu and Kashmir	0	0	0	0	0	0	0	0	0	0	0	0	5	3540	470	6232308
11.	Jharkhand	19	759286	2	57418	0	0	110	1789930	4	28853	22	88398	37	659000	307	4721418
12.	Karnataka	3	148650	21	420150	0	0	293	7777007	0	0	0	0	0	0	74	8834115

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
13. Kerala		0	0	4	104000	0	0	104	11976591	0	0	2	16000	1	275	54	421144
14. Madhya Pradesh		2	67550	5	110500	0	0	829	16333901	1	105000	17	530795	2	42000	511	4903254
15. Maharashtra		8	240895	31	416231	0	0	1327	54846909	4	313650	37	474077	0	0	1597	23192194
16. Manipur		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17. Meghalaya		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18. Mizoram		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19. Nagaland		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20. Orissa		2	35000	4	63610	0	0	174	3962844	0	0	5	251487	0	0	117	2035603
21. Punjab		0	0	0	0	0	0	4	465273	0	0	0	0	3	32700	30	701658
22. Rajasthan		1	4000	0	0	0	0	335	6288565	0	0	0	0	0	0	148	1321432
23. Sikkim		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24. Tamil Nadu		0	0	1	70000	0	0	81	1799543	2	233400	3	14300	4	3091	63	1051860
25. Tripura		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26. Uttar Pradesh		11	280400	18	1633020	0	0	884	8150010	0	0	9	149748	0	0	395	6911514
27. Uttarakhand		0	0	11	320000	0	0	10	108500	0	0	0	0	0	0	9	71500

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
28.	West Bengal	8	1294487	10	192500	0	0	478	6021482	2	320000	3	130000	3	73000	261	2289973
	TOTAL STATE	100	4219648	168	5908680	10	295620	6746	168768644	22	1435853	153	3245570	61	844669	527775665090	
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33.	Delhi UT	0	0	0	0	0	0	245	9858761	1	21000	2	15000	1	2000	494	14959560
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL UT	0	0	0	0	0	0	245	9858761	1	21000	2	15000	1	2000	494	14959560
	TOTAL ALL INDIA	100	4219648	168	5908680	10	295620	6991	178627405	22	1456853	155	3260570	62	846669	577190624650	

**(c) Cases Registered (CR), Value of property taken away (PT) under Railway Crimes during 2008**

Sl. No.	State/UT	Railway Crime (Running Trains)								Railway Crime (Others)							
		Dacoity		Robbery		Burglary		Theft		Dacoity		Robbery		Burglary		Theft	
		CR	PT	CR	PT	CR	PT	CR	PT	CR	PT	CR	PT	CR	PT	CR	PT
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1.	Andhra Pradesh	0	0	5	98750	1	53900	799	17177540	0	0	1	3450	0	0	0	0
2.	Arunachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.	Assam	5	53000	1	32000	0	0	7	45622	0	0	0	0	0	0	2	137600
4.	Bihar	20	567504	23	415340	0	0	702	8182108	5	77350	13	273788	0	0	166	1210594
5.	Chhattisgarh	0	0	2	1500	0	0	153	3622405	0	0	1	9050	0	0	57	1542810
6.	Goa	0	0	0	0	0	0	3	83400	0	0	0	0	0	0	5	78530
7.	Gujarat	4	38125	3	78900	0	0	309	10421443	0	0	10	37880	0	0	470	3615718
8.	Haryana	1	46800	7	58900	0	0	156	3323970	0	0	15	581205	1	5000	341	5726135
9.	Himachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.	Jammu and Kashmir	0	0	0	0	0	0	0	0	0	0	6	520000	0	0	62	2765407
11.	Jharkhand	17	865000	14	132360	0	0	87	1083233	2	3071	4	42808	0	0	23	1752980
12.	Karnataka	0	0	15	430252	0	0	104	8188138	3	82000	13	89578	0	0	196	6338899

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
13. Kerala		1	484300	1	3400	0	0	103	5061795	0	0	0	0	1	21400	48	412201
14. Madhya Pradesh		4	433800	11	92450	0	0	872	24575385	0	0	9	429750	6	148050	475	5472405
15. Maharashtra		13	365465	31	413090	0	0	1568	52538365	6	51350	32	472900	1	18150	1772	34166879
16. Manipur		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17. Meghalaya		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18. Mizoram		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19. Nagaland		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20. Orissa		1	59000	6	338750	0	0	236	9133530	0	0	12	59250	3	7000	194	5438670
21. Punjab		1	60000	0	0	0	0	13	943000	0	0	1	15200	0	0	32	1127603
22. Rajasthan		1	165000	3	27030	0	0	234	4125524	0	0	3	16700	0	0	116	1033122
23. Sikkim		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24. Tamil Nadu		0	0	7	284600	0	0	144	3414594	1	1800000	11	83650	1	7000	145	4108107
25. Tripura		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26. Uttar Pradesh		18	249800	27	199950	0	0	702	13756264	0	0	13	161108	4	70400	819	4182228
27. Uttarakhand		0	0	1	3795	0	0	13	97400	0	0	1	0	0	0	0	0

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
28.	West Bengal	1	66700	9	101780	1	200000	423	7244764	2	50300	6	638000	0	0	257	3365339
	TOTAL STATE	87	3454494	166	2712847	2	253900	6628	173018480	19	2064071	151	3434317	17	277000	518082475227	
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0	0	0	1	12500	1	3235	1	300000	780	16841939
33.	Delhi UT	0	0	1	1900	0	0	41	8651517	0	0	0	0	0	0	0	0
34.	Laksadweep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL UT	0	0	1	1900	0	0	41	8651517	1	12500	1	3235	1	300000	780	16841939
	TOTAL ALL INDIA	87	3454494	167	2714747	2	253900	6669	181669997	20	2076571	152	3437552	18	57000	5960	99317166

**Statement-II**

*State/UT-wise details of IPC Crimes Reported by GRP during 2006-2008*

**(a) Incidence of IPC Crimes Reported by GRP during 2006**

Sl. No.	State/UT	Murder (Sec 302, 303 IPC)	Attempt to Commit Murder (Sec 307 IPC)	Ch. not amounting to Murder (Sec 304, 308 IPC)	Rape (Sec 376 IPC)	Kidnapping and Abduction (Sec 363-369, 371-373 IPC)			Dacoity (Sec 395- 398 IPC)	Preparation and Assembly for Dacoity (Sec 399- 102 IPC)
						Total	Women and Girls	Others		
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	20	1	0	2	4	2	2	7	0
2.	Assam	6	0	0	1	1	0	1	3	0
3.	Bihar	50	18	4	7	27	7	20	49	6
4.	Chhattisgarh	4	1	0	1	0	0	0	1	0
5.	Gujarat	13	5	1	2	6	4	2	4	0
6.	Haryana	20	4	1	1	1	1	0	3	0
7.	Himachal Pradesh	0	0	0	0	0	0	0	0	0
8.	Jammu and Kashmir	0	0	0	0	0	0	0	0	0

1	2	3	4	5	6	7	8	9	10	11
9.	Jharkhand	16	0	0	2	0	0	0	30	2
10.	Karnataka	22	2	0	0	2	0	2	3	0
11.	Kerala	0	0	0	0	0	0	0	0	1
12.	Madhya Pradesh	10	4	4	5	5	2	3	1	4
13.	Maharashtra	26	3	2	6	8	7	1	14	1
14.	Orissa	10	2	1	3	8	5	3	3	3
15.	Punjab	12	2	2	1	10	0	0	0	0
16.	Rajasthan	7	5	0	0	10	5	5	2	1
17.	Tamil Nadu	0	2	1	2	0	0	0	1	0
18.	Uttar Pradesh	18	22	6	1	7	3	4	5	0
19.	West Bengal	26	6	4	1	12	10	2	8	37
20.	Delhi UT	5	2	0	1	11	10	1	0	3
TOTAL (ALL INDIA)		265	79	26	36	102	56	46	134	58

Source: Crime in India

**(b) Incidence of IPC Crimes Reported by GRP during 2006 (Concluded)**

Sl. No.	State/UT	Robbery (Sec 392-394, 397, 398 IPC)	Burglary (Sec 449-452, 454, 455, 457-160 IPC)	Theft (Sec 379-382 IPC)	Riots (Sec 143-145, 147-151, 153, 153A, 153B, 157, 158, 160 IPC)	Arson (Sec 435, 436, 438 IPC)	Hurt (Sec 323-333, 335-338 IPC)	Causing Death by Negligence (Sec 304A IPC)	Other IPC Crimes	Total IPC Crimes
1	2	12	13	14	15	16	17	18	19	20
1.	Andhra Pradesh	15	0	621	2	0	29	9	161	871
2.	Assam	10	7	181	19	0	0	0	127	355
3.	Bihar	66	21	1351	33	0	21	2	697	2352
4.	Chhattisgarh	6	9	230	1	0	19	1	113	386
5.	Gujarat	58	21	868	20	0	46	6	266	1316
6.	Haryana	6	0	267	7	0	15	14	520	859
7.	Himachal Pradesh	1	1	0	0	0	0	0	4	6
8.	Jammu and Kashmir	0	0	10	0	1	0	1	8	20

1	2	3	4	5	6	7	8	9	10	11
9.	Jharkhand	33	10	312	8	0	6	0	172	591
10.	Karnataka	9	2	401	5	0	23	0	74	543
11.	Kerala	6	0	153	1	0	13	0	30	204
12.	Madhya Pradesh	33	14	1402	1	1	23	4	567	2078
13.	Maharashtra	61	2	2781	27	3	56	7	279	3276
14.	Orissa	20	11	409	7	0	33	5	241	756
15.	Punjab	1	0	51	0	1	16	0	216	302
16.	Rajasthan	11	1	547	4	0	2	1	441	1032
17.	Tamil Nadu	3	2	95	7	0	33	8	292	446
18.	Uttar Pradesh	22	0	761	13	0	7	5	816	1683
19.	West Bengal	16	1	1021	11	0	7	3	193	1346
20.	Delhi UT	3	1	945	0	1	8	1	95	1076
TOTAL (ALL INDIA)		380	103	12406	166	7	357	67	5312	19498

**(c) Incidence of IPC Crimes Reported by GRP during 2007**

Sl. No.	State/UT	Murder (Sec 302, 303 IPC)	Attempt to Commit Murder (Sec 307 IPC)	CH. not amounting to Murder (Sec 304, 308 IPC)	Rape (Sec 376 IPC)	Kidnapping and Abduction (Sec 363-369, 371-373 IPC)			Dacoity (Sec 395- 398 IPC)	Preparation and Assembly for Dacoity (Sec 399- 102 IPC)
						Total	Women and Girls	Others		
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	18	1	0	0	2	1	1	3	0
2.	Assam	2	0	0	3	3	3	0	1	0
3.	Bihar	39	13	3	7	21	6	15	35	6
4.	Chhattisgarh	1	1	0	1	1	1	0	0	0
5.	Gujarat	16	6	0	0	4	1	3	8	0
6.	Haryana	19	2	0	2	7	3	4	3	0
7.	Himachal Pradesh	0	0	0	0	0	0	0	0	0
8.	Jammu and Kashmir	1	1	1	0	0	0	0	0	0
9.	Jharkhand	11	0	0	2	4	2	2	22	0

1	2	3	4	5	6	7	8	9	10	11
10.	Karnataka	17	4	0	0	2	0	2	3	2
11.	Kerala	0	0	0	0	1	0	1	0	0
12.	Madhya Pradesh	12	3	5	6	0	0	0	2	4
13.	Maharashtra	14	6	1	1	4	2	2	12	1
14.	Orissa	8	0	0	1	4	2	2	4	2
15.	Punjab	14	0	2	2	1	0	1	0	3
16.	Rajasthan	4	5	0	0	6	3	3	1	3
17.	Tamil Nadu	4	5	0	0	3	1	2	0	1
18.	Uttar Pradesh	20	20	4	2	8	3	5	11	1
19.	West Bengal	22	12	1	5	10	8	2	8	16
20.	Delhi UT	3	0	0	4	12	8	4	0	8
TOTAL (ALL INDIA)		225	79	17	36	93	44	49	113	47

**(d) Incidence of IPC Crimes Reported by GRP during 2007 (Concluded)**

Sl. No.	State/UT	Robbery (Sec 392-394, 397, 398 IPC)	Burglary (Sec 449-152 454, 455 457-160 IPC)	Theft (Sec 379-382 IPC)	Riots (Sec 143-145 147-151, 153, 153A, 153B, 157, 158, 160 IPC)	Arson (Sec 435, 436, 438 IPC)	Hurt (Sec 323-333, 335-338 IPC)	Causing Death by Negligence (Sec 304A IPC)	Other IPC Crimes	Total IPC Crimes
1	2	12	13	14	15	16	17	18	19	20
1.	Andhra Pradesh	12	0	751	2	0	26	12	166	993
2.	Assam	6	0	73	2	2	5	0	175	272
3.	Bihar	45	20	1164	25	0	9	14	675	2076
4.	Chhattisgarh	3	5	186	3	1	13	1	75	291
5.	Gujarat	35	21	811	5	1	75	3	274	1259
6.	Haryana	18	1	427	6	0	17	23	614	1139
7.	Himachal Pradesh	0	0	3	1	0	0	0	0	4
8.	Jammu and Kashmir	0	0	14	0	0	0	2	8	27
9.	Jharkhand	13	3	286	12	0	5	0	188	546

1	2	3	4	5	6	7	8	9	10	11
10.	Karnataka	21	0	367	4	0	10	0	58	488
11.	Kerala	6	1	158	3	0	14	0	31	214
12.	Madhya Pradesh	21	10	1335	7	1	17	1	582	2006
13.	Maharashtra	68	3	2915	16	0	81	5	262	3389
14.	Orissa	21	14	310	3	0	30	3	224	624
15.	Punjab	0	3	34	0	0	22	0	225	306
16.	Rajasthan	2	0	483	14	1	7	9	437	972
17.	Tamil Nadu	4	4	144	19	0	38	11	217	450
18.	Uttar Pradesh	27	0	1279	23	0	16	0	742	2153
19.	West Bengal	10	0	749	15	1	26	6	147	1028
20.	Delhi UT	2	1	795	0	0	10	2	89	926
TOTAL (ALL INDIA)		314	86	12284	160	7	421	92	5189	19163

**(e) Incidence of IPC Crimes Reported by GRP during 2008**

Sl. No.	State/UT	Murder (Sec 302, 303 IPC)	Attempt to Commit Murder (Sec 307 IPC)	CH. not amounting to Murder (Sec 304, 308 IPC)	Rape (Sec 376 IPC)	Kidnapping and Abduction (Sec 363-369, 371-373 IPC)			Dacoity (Sec 395- 398 IPC)	Preparation and Assembly for Dacoity (Sec 399- 102 IPC)
						Total	Women and Girls	Others		
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	18	1	0	2	1	0	1	0	0
2.	Assam	6	0	0	5	8	8	0	4	0
3.	Bihar	56	24	5	5	28	6	22	25	2
4.	Chhattisgarh	5	1	0	2	0	0	0	0	0
5.	Gujarat	10	1	0	2	4	3	1	4	0
6.	Haryana	27	3	2	1	7	3	4	1	1
7.	Himachal Pradesh	0	0	0	0	0	0	0	0	0
8.	Jammu and Kashmir	0	1	0	0	1	1	0	0	0
9.	Jharkhand	19	2	0	0	1	1	0	19	2

1	2	3	4	5	6	7	8	9	10	11
10.	Karnataka	13	6	0	0	2	0	2	3	2
11.	Kerala	1	0	0	1	0	0	0	1	6
12.	Madhya Pradesh	9	4	4	6	4	3	1	4	0
13.	Maharashtra	15	10	0	6	12	5	7	19	2
14.	Orissa	10	5	0	2	6	3	3	1	1
15.	Punjab	11	2	2	1	0	0	0	1	0
16.	Rajasthan	4	4	0	2	4	1	3	1	1
17.	Tamil Nadu	1	6	0	0	1	1	0	0	0
18.	Uttar Pradesh	14	16	8	2	11	8	3	18	7
19.	West Bengal	24	44	4	3	15	11	4	5	19
20.	Delhi UT	6	0	0	0	6	5	1	1	2
TOTAL (ALL INDIA)		249	130	25	40	111	59	52	107	45

**(f) Incidence of IPC Crimes Reported by GRP during 2008 (Concluded)**

Sl. No.	State/UT	Robbery (Sec 392-394, 397, 398 IPC)	Burglary (Sec 449-152 454, 455 457-160 IPC)	Theft (Sec 379-382 IPC)	Riots (Sec 143-145 147-151, 153, 153A, 153B, 157, 158, 160 IPC)	Arson (Sec 435, 436, 438 IPC)	Hurt (Sec 323-333, 335-338 IPC)	Causing Death by Negligence (Sec 304A IPC)	Other IPC Crimes	Total IPC Crimes
1	2	12	13	14	15	16	17	18	19	20
1.	Andhra Pradesh	6	1	799	1	0	36	6	193	1064
2.	Assam	6	7	155	1	0	7	4	48	251
3.	Bihar	36	27	1256	55	0	33	17	669	2238
4.	Chhattisgarh	4	7	195	1	0	14	1	71	301
5.	Gujarat	13	21	835	3	0	71	8	184	1156
6.	Haryana	22	1	497	11	0	13	24	650	1260
7.	Himachal Pradesh	0	0	3	0	0	0	0	5	8
8.	Jammu and Kashmir	0	0	11	0	0	0	0	0	13
9.	Jharkhand	18	10	232	6	1	11	1	107	429

1	2	3	4	5	6	7	8	9	10	11
10.	Karnataka	28	0	301	13	0	15	0	64	447
11.	Kerala	1	1	148	1	0	24	0	25	209
12.	Madhya Pradesh	20	14	1345	12	0	17	3	587	2029
13.	Maharashtra	63	2	3326	50	0	78	2	339	3924
14.	Orissa	23	21	456	3	0	34	8	238	808
15.	Punjab	1	0	45	0	0	32	0	306	401
16.	Rajasthan	6	1	368	3	1	3	1	346	745
17.	Tamil Nadu	18	1	288	9	0	28	6	279	637
18.	Uttar Pradesh	40	4	1521	27	0	7	5	952	2632
19.	West Bengal	11	1	866	23	0	18	2	162	1197
20.	Delhi UT	2	1	821	0	1	15	0	96	951
TOTAL (ALL INDIA)		318	120	13468	219	3	456	88	5321	20700

**Statement-III**

*Incidence of Crime under Railways Act during 2006-2008*

Sl. No.	State/UTs	2006	2007	2008
1	2	3	4	5
<b>STATES:</b>				
1.	Andhra Pradesh	6	2	4
2.	Arunachal Pradesh	0	0	0
3.	Assam	16	11	10
4.	Bihar	15	4	3
5.	Chhattisgarh	5	1	2
6.	Goa	0	0	3
7.	Gujarat	2	2	1
8.	Haryana	11	11	7
9.	Himachal Pradesh	0	0	0
10.	Jammu and Kashmir	0	0	0
11.	Jharkhand	2	2	5
12.	Karnataka	2	5	3
13.	Kerala	4	6	4
14.	Madhya Pradesh	7	13	5
15.	Maharashtra	23	39	19
16.	Manipur	0	0	0
17.	Meghalaya	0	0	0
18.	Mizoram	0	0	0
19.	Nagaland	0	0	0
20.	Orissa	2	0	1
21.	Punjab	9	8	6
22.	Rajasthan	8	6	15
23.	Sikkim	0	0	0
24.	Tamil Nadu	25	13	9
25.	Tripura	0	0	0

1	2	3	4	5
26.	Uttar Pradesh	32	26	24
27.	Uttarakhand	15	30	22
28.	West Bengal	5	7	2
TOTAL (States)		189	186	145
<b>UNION TERRITORIES</b>				
29.	Andaman and Nicobar Islands	0	0	0
30.	Chandigarh	0	0	0
31.	Dadra and Nagar Haveli	0	0	0
32.	Daman and Diu	0	0	0
33.	Delhi	0	0	0
34.	Lakshadweep	0	0	0
35.	Puducherry	0	0	0
TOTAL (UTs)		0	0	0
TOTAL (All-India)		189	186	145

Source: Crime in India

#### **Improving residential facility for Delhi Police personnel**

†1422. SHRI PRABHAT JHA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that there has been laxity on the part of Delhi Police in improving residential facility for Delhi Police personnel, particularly lower grade personnel;

(b) if so, the details of the last five years along with reasons;

(c) the budgetary allocation for housing during the last five years and the part of utilisation thereof; and

(d) the steps taken by Government to improve efficiency, attitude and behaviour of Delhi Police?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) No, Sir. There is no laxity on the part of Delhi Police in improving residential facility for Delhi Police personnel particularly for the lower

†Original notice of the question was received in Hindi.

grade personnel including through Public Private Partnership. All out efforts have been made for purchasing ready-built flats from DDA and procuring land from various land owning agencies to build the residential flats for police personnel. During Eleventh Five Year Plan period starting from 01.04.2007, 229 staff quarters have been constructed, and 1221 staff quarters are in various stages of construction/completion. Majority of these quarters are for lower grade personnel of Delhi Police. Delhi Police Housing Projects have been handed over to the Public Sector Undertakings (PSUs) after consultation with Ministry of Urban Development (MoUD). Besides, a Project Monitoring Committee has been constituted in the Ministry which monitors the status of Delhi Police Building Projects on a regular basis with the agencies concerned such as Municipal Corporation of Delhi (MCD), New Delhi Municipal Council (NDMC), Central Public Works Department (CPWD), DDA, Chief Fire Officer (CFO), Delhi Urban Arts Commission (DUAC) etc.

(c) The details of the budgetary allocation under Non-Plan Head (Police Modernization Schemes) and Plan Head (Office/Residential Buldgs.) for the last five years are as below:

(Figures in crores)

Year	Non Plan Head (Police Modernization Scheme)		Plan Head (Off. Buldg.)		Plan Head (Res. Buldg.)	
	Alloc.	Expr.	Alloc.	Expr.	Alloc.	Expr.
2004-05	—	—	35.00	35.00	55.00	54.99
2005-06	—	—	30.00	30.00	63.00	63.00
2006-07	—	—	55.00	51.96	55.00	22.95
2007-08	106.00	7.80	51.75	40.00	50.00	30.00
2008-09	99.72	90.81	25.00	26.42	10.00	14.99
2009-10	106.00	18.33	16.50	16.34	15.00	12.74
		as on 31.1.2010		as on 31.1.2010		as on 31.1.2010

(d) Steps have been taken to improve the efficiency, attitude and behaviour of Delhi Police personnel. Various refresher courses, capsule courses as well as short duration courses are organized at Police Training College for in service personnel. These courses aim at enhancing the professional efficiency of the police personnel and bring about behavioural changes. These are conducted as per the annual training schedule. In addition to this some topics on behavioural and attitudinal changes have also been introduced in the basic training schedule of constables.

#### Amendment to Criminal Procedure Code

1423. SHRIMATI T. RATNA BAI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government is contemplating an amendment to the Criminal Procedure Code;

(b) if so, the details worked out so far; and

(c) whether the views of each State in this regard is incorporated in the same for the benefit of the common people?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) to (c) A Bill, namely, the Code of Criminal Procedure (Amendment) Bill, 2010 to further amend the Code of Criminal Procedure, 1973, is likely to be introduced during the current session of Lok Sabha.

A comprehensive amendment to the Code of Criminal Procedure, 1973 was recommended by the Law Commission of India in its 154th, 177th and 178th Reports. The comments of the State Governments were obtained on these reports. Most of the State Governments were generally in agreement with the recommendations of the Law Commission. Accordingly, the Code of Criminal Procedure (Amendment) Bill, 2006 was introduced in the Rajya Sabha, which was referred by the Chairman, Rajya Sabha to the Parliamentary Standing Committee on Home Affairs. The recommendations of the Parliamentary Committee were incorporated in the Bill to the extent possible and the said Bill was passed by the Parliament and became the Code of Criminal Procedure (Amendment) Act, 2008. However, certain provisions of the said Act were opposed by lawyers' associations and a few State Governments. Hence, further amendment to these provisions is being contemplated on the basis of the recommendations of the Law Commission of India.

#### **Proposal to solve insurgency problem in Nagaland**

1424. SHRI MOINUL HASSAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Government has offered 29-points proposal to Nagas to solve their years old insurgency problem; and

(b) if so, when and where the next round of talks is to be held to solve the decades old conflict in Nagaland?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) and (b) Dialogue with National Socialist Council of Nagalim (NSCN/IM) is continuing. Shri R.S. Pandey, former Petroleum Secretary has been appointed as the Government of India Representative for Naga Peace Talks. The last round of talks was held on 3rd March, 2010.

#### **Cybre police force**

1425. MS. SUSHILA TIRIYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Government is considering to set up a cybre police force; and

- (b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) and (b) "Police" being a State subject as per VII Schedule to the Constitution of India, it is primarily the concern of the State Government to consider such proposals. The Ministry of Home Affairs has no such proposal to set up a cyber police force.

#### **Smuggling of weapons in North-East region**

†1426. SHRI RAJIV PRATAP RUDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that smuggling of a large number of weapons is happening in North-East region;

- (b) if so, the details thereof;

(c) whether it is also a fact that separatists and smugglers of neighbouring countries are active in this smuggling; and

- (d) the details of measures taken by Government to address this problem?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) to (c) According to some inputs, insurgent groups in North East are reported to be using foreign made arms. Inputs suggest that such arms have been procured by insurgents through arms smugglers based in South East Asia and in Yunnan Province of China, through the Sino-Myanmar border and the porous Indo-Myanmar border.

(d) The security forces along the border have been patrolling the border areas regularly and they have been suitably sensitized regarding arms smuggling by the insurgents from time to time. Government of India has voiced its concerns with the Governments of Myanmar and Bangladesh, over the reported smuggling of arms through their territories.

#### **Gadhuli-Santalpur road in Gujarat**

1427. SHRI KANJIBHAI PATEL: Will the Minister of HOME AFFAIRS be pleased to refer to answer to Unstarred Question 1460 given in the Rajya Sabha on 2nd December, 2009 and state:

(a) whether the proposal for the construction/improvement of Gadhuli-Santalpur road of Government of Gujarat has been technically scrutinized and approved;

- (b) if so, by when the required funds will be released to the State Government; and

- (c) if not, the reasons for delay in approving the proposal of such a significant nature?

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†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) to (c) A proposal for the construction/improvement of the Gadhuli-Santalpur road in Gujarat has been received. The technical scrutiny of the proposal has been done. The matter is under consideration with other strategic border roads. The funds will be released in due course after obtaining the approval of the competent authority.

#### **Coastal Security Scheme, Phase-II**

1428. SHRI KANJIBHAI PATEL : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that Government of Gujarat has submitted Coastal Security Scheme, Phase-II to Government of India;

(b) if so, the time by when the proposal is likely to be approved and funds released to the State Government; and

(c) the time by when the remaining 22 boats will be delivered out of 30 boats sanctioned under Coastal Security Scheme, Phase-II?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) and (b) Yes, Sir. As decided by the Government with a view to further strengthen the coastal security, an exercise of vulnerability/gap analysis along the Indian coastline has been carried out by the Coast Guard in consultation with the coastal States and Union Territories, including Gujarat; and, based on this exercise, proposals for additional requirements for coastal security have been submitted. On the basis of inputs received from the Coast Guard and the coastal States/Union Territories, the second phase of the Coastal Security Scheme has been formulated. Necessary clearances for the same are being taken.

(c) The boats under the on-going Coastal Security Scheme are being procured centrally and delivered to the State. So far thirteen (13) boats (8 boats of 12 Ton and 5 boats of 5 Ton) have been supplied to Gujarat. The delivery of the remaining boats is going on and is scheduled for completion by October, 2010.

#### **Changes in arms and ammunition policy**

1429. DR. T. SUBBARAMI REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether amid reports of many arms licence holders misusing their legal weapons in one or other way, the Centre has come out with a comprehensive draft to bring changes in existing arms and ammunition policy for individuals;

(b) if so the details thereof and to what extent this new policy would be helpful to curb misuse of arms; and

(c) whether scores of new provisions ranging from setting up a national database of licences is suggested for making police verification exercise strict and mandatory?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) to (c) Yes, Sir. With a view to curb proliferation of arms and misuse of weapons by licensees, the Government has decided to review various provisions of the Arms Act, 1959 and Arms Rules, 1962, with regard to grant of arms licences for possession of arms and ammunition by individuals. This also includes proposals to (a) make a provision under the Arms Rules, 1962 under which the licensing authorities will be required to maintain a database and to share the data with Central Government which shall maintain a national database and (b) make police verification mandatory before grant of arms licence by deleting provision to Section 13(2A) of the Arms Act 1959.

**Joint Action Committee to deal with Naxalism**

†1430. SHRI KAPTAN SINGH SOLANKI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government has decided to deploy more military and para-military force in naxal affected States;

(b) if so, the details thereof;

(c) whether Government has also decided to constitute any Joint Action Committee to tackle the naxalism; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN) : (a) and (b) Government has adopted an integrated approach in dealing with Left Wing Extremism activities in the arenas of security and development. State Governments deal with the various issues related to the Left Wing Extremism activities in the States. Central Government supplements their efforts. These include deployment of Central Para Military Forces, filling up of critical infrastructure gaps, sanction of India Reserve Battalions, setting up of Centre for Insurgency and Anti Terrorism (CIAT), modernization and upgradation of State Police and their intelligence apparatus under the scheme for modernization of State Police Forces, etc. There is no proposal for deployment of the Armed Forces in Left Wing Affected Areas.

(c) No, Sir.

(d) Does not arise.

**Outlay under MPF to Gujarat**

1431. SHRI KANJIBHAI PATEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the outlay to the State of Gujarat under the Centrally sponsored scheme of "Modernization of Police Force" is very low *vis-a-vis* previous years; and

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†Original notice of the question was received in Hindi.

(b) if so, the action taken by the Central Government for providing adequate funds for Modernization of Police Force in Gujarat in view of State's strategic location on the border?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) During the current financial year 2009-10, the State of Gujarat has been allocated an amount of Rs. 44.55 crore under the Scheme for Modernization of State Police Forces (MPF Scheme) and Central Government has released the entire allocation of funds to the State Government. The year-wise details of Central funds released to Gujarat under MPF scheme during the last three years is as follows :

(Rs. in crore)

Year	Amount released
2006-07	45.52
2007-08	51.90
2008-09	48.02

(b) The Central Government has already been supplementing the efforts of State Government in modernising its police forces through implementation of MPF Scheme. The Central assistance to States, including Gujarat, under the Scheme is determined keeping in view, *inter-alia*, demands and security scenario in other States, utilization of funds by the concerned State and overall availability of funds under the Scheme as per the allocations received from the Ministry of Finance. Since the financial year 2005-06, assistance is also extended to Gujarat for meeting the specific policing requirements of Desert areas and Mega city of Ahmedabad within the overall allocations made to the State under the MPF Scheme.

#### **Recommendation of J and K Government on Padma Shri award**

†1432. SHRI SHANTARAM LAXMAN NAIK: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Kashmiri terrorist Gulam Muhammad Mir has been awarded Padma Shri this year for public service;

(b) if so, whether this award has been given on the recommendation of Jammu and Kashmir Government; and

(c) the prescribed norms in connection with awarding Padma Shri for public service?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) The name of Shri Gulam Mohammed Mir has been announced on Republic Day-2010 for conferment of Padma Shri award. There are no records to show that he is a terrorist.

†Original notice of the question was received in Hindi.

(b) No Sir. However, nominations for the awards are open to all. Besides inviting nominations from institutional sources like State/UT governments, Central Ministries/ Departments, Institutes of Excellence and Bharat Ratna and Padma Vibhushan awardees, a large number of recommendations are also received from various other sources like Governors, Chief Ministers, Cabinet Ministers, Members of Parliament, private institutions/bodies and individuals etc. All nominations/recommendations received in the Ministry are placed before the Padma Awards Committee for its consideration. The Awards Committee scrutinizes all nominations/recommendations placed before it and makes its recommendations to the competent authority for approval.

(c) In terms of the rules/regulations governing Padma awards, 'Padma Shri' is awarded for distinguished service in any field of activity.

#### **Invitation to freedom fighters**

†1433. SHRI RAGHUNANDAN SHARMA : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether all freedom fighters were invited on 150th anniversary of first war of independence;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the State-wise details of number of freedom fighters presently getting pension?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN) : (a) to (c) The Ministry of Youth Affairs and Sports has informed that to commemorate the 150th Anniversary of First War of India's independence, an inaugural function was organized on 11th May, 2007 at Red Fort, large number of youth participated in a march from Meerut to Delhi to commemorate the march of 1857, which ended at Red Fort. A large number of freedom fighters also attended.

(d) Since the inception of the Freedom Fighters Pension Scheme in 1972 till 31.1.2010, Samman pension has been sanctioned by the Government to 1,70,693 freedom fighters and their eligible dependents. State-wise break-up of freedom fighters/dependents who have been sanctioned pension is given in Statement refer to the Statement appended to answer to SQ. No. 184 part(a). Since pension is disbursed through Treasuries and Public Sector banks spread all over the country, and the power to release dependent family pension to eligible dependents of deceased freedom fighters has been delegated to the pension disbursing authorities, the total number of Freedom Fighters who are receiving pension is not maintained/available in this Ministry.

#### **Impact of IVFRT on foreign tourists**

1434. SHRIMATI VIPLOVE THAKUR: Will the Minister of HOME AFFAIRS be pleased to state:

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†Original notice of the question was received in Hindi.

(a) whether it is a fact that Government through at least a dozen agencies, will soon be keeping a hawk eye on each foreigner visiting India, by setting up a Rs. 1,011 crore mission-mode project on Immigration Visa and Foreigners Registration and Tracking (IVFRT);

(b) if so, the details thereof; and

(c) to what extent foreign tourists would be demoralized visiting India due to tough procedure of obtaining Indian visa after implementation of IVFRT?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) to (c) Modernization and up-gradation of Immigration services in the country is a Mission Mode Project (MMP) to be undertaken by the Ministry of Home Affairs under the National E-Governance Plan (NeGP). The MMP is titled "Immigration, Visa and Foreigners Registration and Tracking (IVFRT)". This Project aims to develop a secure and integrated service delivery framework to enhance security and facilitation in the Visa issuance process, strengthen the Immigration function besides fortifying the foreigners Registration Processes for effective tracking of foreigners.

The total estimated cost of the project is Rs. 1011 crore. The Project is to be implemented in a planned and phased manner over a period of 4½ years *i.e.* w.e.f. April, 2010 to September, 2014.

With the implementation of this project, all the 169 Indian Missions across the globe, 77 Immigration Check Posts (ICPs), and the Foreigners Regional Registration Offices (FRROs) / Foreigners Registration Offices (FROs) in the country would be linked with the Central Foreigners Bureau (CFB).

As facilitation of foreigners visiting the country is one of the primary objectives of this Project, the genuine tourists would feel more welcome in the country after implementation of IVFRT.

#### **Attacks by terrorists**

1435. SHRI PARIMAL NATHWANI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of attacks by terrorists during the last two years in different parts of the country;

(b) the number of persons including defence and paramilitary forces killed in these attacks;

(c) the number of terrorists killed/arrested in these attacks;

(d) whether Government proposes to use diplomacy and international cooperation to combat terrorism; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS  
(SHRI AJAY MAKEN) : (a) to (c) As per available information, details of the number of incidents, casualties of civilians, security personnel and number of terrorist/extremist killed and arrested in the State Jammu and Kashmir and North-Eastern States are as under:-

**Jammu and Kashmir**

Year	No. of incidents	No. of SFs Killed	No. of Civilians Killed	No. of Terrorists Killed	No. of Terrorists Arrested
2008	708	75	91	339	305
2009	499	64	78	239	187
2010 (Up to 31st January)	28	4	4	15	6*

\*Figures of terrorist arrested upto 15.2.2010

**North Eastern States**

Year	No. of incidents	No. of SFs Killed	No. of Civilians Killed	No. of Extremists Killed	No. of Extremists Arrested
2008	1561	46	466	640	2566
2009	1297	42	264	571	2162
2010 (Up to 31st January)	85	2	12	31	149

Besides the above, as per available information, in areas other than those mentioned above, in the year 2007, major terrorist incidents/bomb blasts occurred, explosion in two unreserved coaches of Samjhauta/Attari Express at Diwana near Panipat, bomb explosion at Mecca Masjid in Hyderabad, bomb blasts at Lumbini Park and Gokul Chat Bhandar, Hyderabad, bomb blast at Ajmer Sharief, Ajmer, Rajasthan, bomb blast at Srinagar Cinema Hall, Ludhiana and 5 bomb blasts in local premises in 3 cities in UP, namely, Varanasi, Faizabad and Lucknow. In these incidents 143, persons lost their lives. Further, in the year 2008, major terrorist incidents/bomb blasts occurred at CRPF Group Centre, Rampur (U.P.), Jaipur, Bangalore, Ahmedabad, Delhi, Malegaon (Maharashtra) and Modasa (Gujarat). In these incidents, 168 persons lost their lives. There was no major terrorist attack in the year 2009. However, a bomb blast took place at Pune on 13.2.2010 wherein 17 persons were killed.

(d) and (e) There are bilateral mechanisms established with out neighbouring countries in which our security concerns are shared. Besides, India has Mutual Legal Assistance Treaty in Criminal Matters (MLATs) with 26 countries, in which issues relating to combating of terrorism are taken up. India is signatory to all 13 U.N. Conventions on Counter Terrorism.

India is a member of Asia Pacific group on Anti-Money Laundering and Combating Financing of Terrorism and has Observer status at Financial Action Task Force. FIU-IND is a member of the Egmont Group.

#### **Mechanism of sending one mercy petition**

1436. SHRI PRAKASH JAVADEKAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Home Ministry has evolved a unique mechanism of sending one mercy petition to the President every month; and

(b) if so, the basis and legal ground for evolving such a mechanism for setting up a monthly deadline for every petition pending for years?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) and (b) No, Sir. The cases of mercy petitions of condemned prisoners which were already submitted to the President's Secretariat are recalled one by one for re-examination and re-submission to the Presidents' secretariat in order of precedence *i.e.* date of death sentence awarded by trial court.

#### **Functioning of NIA**

1437. SHRI NANDI YELLAIAH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether National Investigation Agency has commenced its functioning;

(b) if so, what are the various steps taken by the National Investigation Agency to curb the financing aspects of various terrorists groups in India, with a special reference to naxalite groups operating in various parts of India;

(c) whether this Central Agency can function independently and directly prosecute various terrorists groups functioning in various parts of India; and

(d) if not, the detailed reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN) : (a) The National Investigation Agency (NIA) has been constituted and is functioning under the Director General, NIA from its head quarters in Delhi. 218 posts at various levels including that of Director General have been created.

(b) As per available information, the National Investigation Agency makes it a point to investigate the source of funding of terrorism, in all cases taken up by the Agency for investigation. In the two cases, in which NIA has filed charge sheet, the relevant provision

relating to criminalization of terrorist funding under the Unlawful Activities (Prevention) Act have been invoked. However, as of now, the NIA has not been entrusted with any naxalite related cases for investigation.

(c) The NIA operates in concurrent jurisdiction framework. However, as per the provisions of section 6 of the National Investigation Act, 2008, the Central Government can also *suo motu* direct NIA to take up a case for investigation and prosecution of offences under the Act specified in the Schedule.

(d) Does not arise.

#### **Assistance to A.P. to counter LWE and terrorism**

1438. SHRI NANDI YELLAIAH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Andhra Pradesh Government has sent any proposal to his Ministry for logistic support and other assistance to effectively counter Left Wing Extremism (LWE) and ISI sponsored terrorism in the State;

(b) if so, the details thereof with the latest status;

(c) the reasons for delay in approving it; and

(d) by when the demanded assistance is likely to be released?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN) : (a) to (d) Request from State Governments including Andhra Pradesh are received from time to time for logistic support and other assistance to counter Left Wing Extremism (LWE) and ISI sponsored terrorism. The Central Government supplements the resources and efforts of Andhra Pradesh over a wide range of schemes, which *inter alia* include permission for hiring of helicopter under Security Related Expenditure (SRE) scheme, inclusion of districts under SRE, funding under Special Infrastructure Scheme, deployment of four Central paramilitary forces (CPMFs); sanction of eight India Reserve (IR) battalions; modernization and upgradation of the State Police and their Intelligence apparatus under the scheme for Modernization of State Police Force (MPF Scheme).

#### **Talks with AKRSU**

1439. SHRI KUMAR DEEPAK DAS: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that prolong agitation by All Koch-Rajbanshi Students Union (AKRSU) in Assam has been suspended following the assurance given by the Chief Minister of Assam that talks would be held at the Prime Minister level to resolve the issue raised by AKRSU;

(b) whether Prime Minister's office is aware that the AKRSU is seeking formal appointment for discussion to resolve their issues; and

(c) whether Government of India has fixed any time-frame to hold discussion with AKRSU so far?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) to (c) According to report received from the Government of Assam a delegation of All Koch Rajbongshi Students Union (AKRSU) met the Chief Minister, Assam on 5th January, 2010 to discuss various issues and, *inter-alia*, had requested to facilitate an appointment with Prime Minister. Their demands include, *inter-alia*, grant of Scheduled Tribe status to Koch Rajbongshi community in Assam.

Government has laid down the modalities for determining the claims of inclusion/exclusion from the other modifications in order specifying Scheduled Castes and Scheduled Tribes list. As per the modalities only those proposals, which have been justified and recommended by the concerned State Government and the Registrar General of India as well as the National Commission for Scheduled Castes/Scheduled Tribes are to be considered and legislation amended. The Government has not fixed any time frame in this regard.

#### **Diversion and misuse of relief funds in Assam**

1440. SHRI KUMAR DEEPAK DAS: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that during floods in Assam the incidents of fund diversion and misuse of relief funds and material have taken place on various occasions;

(b) if so, the details of action taken by Government against the diversion and misuse of relief funds since 2004 and number of such incidents; and

(c) the amount released for the benefit of flood victims and details of expenditure for the purpose during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) No report of diversion and misuse of the Calamity Relief Fund (CRF)/National Calamity Contingency Fund (NCCF) and material during the flood in Assam has been received.

(b) Does not arise.

(c) As per the Scheme of financing the assistance for relief expenditure, the State Government concerned is primarily responsible for the execution of the relief operations at the ground level in the wake of identified natural calamities which include flood. The Government of India supplements the efforts of the State Governments by providing logistic and financial support, where necessary.

As per the Scheme, allocation in the CRF of the State is not made calamity-wise. It is for the State Government concerned to incur expenditure out of CRF in the wake of notified natural calamity which also includes floods.

Details 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	Centre's share of CRF released	Released from NCCF
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	162.80	0.00
TOTAL	632.18	474.13	474.13	300.0*

\*Released on 'on account' basis from NCCF.

As per the information received from the Government of Assam, the details of expenditure incurred by the State for the benefit of flood victims during the years of 2007-08, 2008-09 and 2009-10, are as under :-

(Rs. in crore)

Year	Total
2007-08	168.78
2008-09	189.62
2009-10	43.02

#### Detainees under POTA

1441. SHRI MOHAMMED ADEEB: Will the Minister of HOME AFFAIRS be pleased to refer to the answer to Unstarred Question 644 given in the Rajya Sabha on 25th November, 2009 and State:

(a) whether it is a fact that some specific cases have been brought to the notice of the Ministry/Minister;

(b) if so, the details thereof; and

(c) the action taken thereon, so far?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS  
(SHRI AJAY MAKEN) : (a) Yes, Sir.

(b) and (c) This Ministry has called for and has received information from Maharashtra Police about these specific cases relating to detainees under POTA. As per available information, the cases are presently *sub-judice*.

#### Grant of TLF posing security concern

1442. SHRIMATI JAYANTHI NATARAJAN : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government is aware that Temporary Landing Facility (TLF) visas have been granted to a large number of foreign citizens in Goa in the last eight to ten months;

(b) if so, the details thereof;

(c) whether the granting of TLF visas to a large number of foreign citizens is posing serious security concern;

(d) if so, whether it is a fact that many such foreigners on TLF visas are having shady links especially with drug dealers and nexus with terror groups; and

(e) if so, the further reactions of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) and (b) Temporary Landing Facility (TLF) upto a maximum period of 15 days is provided to a foreigner who arrives in India without Visa in an emergent situation. This facility is available at all airports and sea ports including Goa. In addition, Government had in August, 2003 made a provision for issuing Collective Landing Permits (CLP) to foreign tourists in groups of 4 or more sponsored by recognized/approved Indian travel agencies and arriving by air or sea. CLPs are granted for a pre-drawn itinerary for a period not exceeding 60 days. CLPs are granted on a written request from the travel agencies to the Immigration Officers with full personal and passport details of the group members, itinerary and undertaking to conduct the group as per the itinerary ; and an assurance that no individual would be allowed to drop out from the group at any place. As per information available, Temporary Landing Facility was granted to 914 passengers and 2385 crew during 2009 (till Nov' 2009) at Goa Airport.

(c) to (e) No instance of national security having been compromised due to issuance of Collective Landing Permits to *bonafide* tourists has been reported.

#### **High Court strictures on working of police regarding missing children**

1443. SHRIMATI JAYANTHI NATARAJAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Delhi High Court recently passed severe strictures on the working of Delhi Police on the issues of missing children of Delhi and NCR stating that Police only acts when the children of affluent people go missing;

(b) if so, the details thereof;

(c) the number of children missing from Delhi and NCR during last three years, year-wise;

(d) the number of children found out by Delhi and NCR police teams during the said period; and

(e) what steps Government has taken to ensure the recovery of missing children at the earliest?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN) : (a) and (b) No, Sir. No such strictures have been passed by the Hon'ble High Court on the working of Delhi Police on the issue of missing children. Hon'ble High Court *suo moto* took cognizance of a newspaper report and directed Delhi Police to file an affidavit relating to children missing and traced in Delhi. Pursuant to this, the Delhi Police conducted door-to-door surveys through the Beat and Division Staff to collect the information on the persons reported missing in the years 2006, 2007 and 2008. Instructions have been issued by Delhi Police *vide* revised Standing Order No. 252/09 dated 18.03.09 to register cases/FIRs in incidents of untraced girl children of 18 years of age and below and untraced boys of 12 years of age and below besides registration of FIR in case of any suspicion/foul play. FIRs, if not registered earlier, were also registered after the issue of these instructions in respect of untraced missing girl children and untraced missing boys of age upto 18 years and 12 years respectively for the missing reports lodged in the years 2006, 2007 and 2008 and the affidavit was filed accordingly. In the same matter, the Hon'ble High Court on 16.09.09 made some observations including the directions to register the FIR on reports of missing children (boy or girl) upto the age of 16 years. Standing Order No. 252 was further revised incorporating all observations of the Hon'ble Court.

(c) and (d) The details of number of missing children from Delhi and NCR during the year 2007, 2008 and 2009 are as under :

Year	Total No. of missing children	No. of children Traced
<b>DELHI</b>		
2007	6870	6440
2008	6268	5625
2009	5946	4563
<b>GURGAON</b>		
2007	64	31
2008	70	34
2009	79	43
<b>NOIDA</b>		
2007	103	98
2008	85	73
2009	55	31
<b>GHAZIABAD</b>		
2007	176	173
2008	201	178
2009	136	92

(e) Steps taken by the Government to ensure the recovery of missing children at the earliest are as follows:-

1. Habits of missing children are known from their parents and relatives.
2. Wireless message is given to all SHO's and all concerned in nearest state.
3. Description of missing children is announced on Radio and T.V. alongwith photo.
4. Pamphlets are circulated in public places, railway station and bus stands.
5. Data regarding missing children is uploaded on police website.
6. Missing children are searched with the help of cyber cell.

Besides, Delhi police has issued Standing Order No. 252/09 regarding steps to be taken by the Investigating Officers on receipt of information regarding missing children. The salient features of the Revised Standing Order No. 252 are as under :

1. On a complaint regarding a missing person, registration of a case has been made mandatory in case of all missing children of the age upto 16 years.
2. As per The Hon'ble Court direction, the information regarding missing children is immediately uploaded on Delhi Police's web based ZIPNET programme.
3. (a) **By post:-** It is the responsibility of the SHO to ensure that a copy of FIR registered with regard to missing children is delivered to Delhi Legal Services Authority by-hand or by post (under UPC) along with the addresses and contact phone numbers of parents of the missing children.  
(b) **By E-mail:-** As far as sending a copy of FIR by e-mail is concerned, this is done by the Missing Persons Squad/Crime Branch. Other relevant information is uploaded by the district on the ZIPNET. The district DCP ensures that such action is taken expeditiously.
4. A team comprising of a lawyer and social worker follow up each case with the Delhi Police. The said team not only provides all possible legal aid to the parents and families of the missing children but also acts as an interface between the parents of the missing children and the Delhi Police.
5. Whenever a missing child is traced or he/she comes back on his/her own, the Investigating Officer examines all relevant angles such as involvement of organized gangs, application of provisions of Bonded Labour Act and such other relevant Acts. Whenever, the involvement of any organized gang is found, the Investigating Officer is required to refer the matter to the Crime Branch of Delhi Police or the Special Cell constituted in the CBI.

#### **Delay in arrival of NSG during Mumbai attack**

1444. DR. K. MALAISAMY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) when 26/11 attack occurred at Mumbai, it was reported that there was 8 hours delay for NSG Commandos to reach the spot;

(b) the reasons for the inaction and undue delay; and

(c) what is the action taken against the concerned personnel of NSG for this kind of grave lapse?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN) : (a) to (c) No, Sir. There was no delay on the part of NSG. The NSG team moved within 30 minutes on receipt of the request from Manesar for Delhi Airport. Further, only minimum lead time was consumed on air journey from Delhi to Mumbai, unloading of equipment, personnel, gadgets, journey from airport to the Mumbai Sachivalaya, briefing, surveillance of the location, etc.

#### **Policy on Sri Lankan Tamil refugees**

1445. DR. K. MALAISAMY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) what is the policy of India in the rehabilitation of Sri Lankan Tamil Refugees in Tamil Nadu;

(b) whether there is any move on the part of Sri Lankan Government to speed up the process of rehabilitation of such refugees in Sri Lanka;

(c) what are the efforts made on the part of Indian Government in the process of rehabilitation and settlement of these refugees who are at present in Tamil Nadu; and

(d) what was the announcement of present Chief Minister of Tamil Nadu relating to the future of the refugees living in Tamil Nadu and the fate of such announcement at present?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN) : (a) The Government of India's approach is to discourage the movement of Sri Lankan Refugees. However, if any Sri Lankan refugees do come, they are granted relief in the refugees camps and kept in the camps with the ultimate object of repatriation back to Sri Lanka.

(b) Government of Sri Lanka has expressed its willingness to take back the Sri Lankan refugees in Tamil Nadu.

(c) Till these refugees are repatriated to Sri Lanka, they have been lodged in camps set up by the State Government and are being provided basic relief material on humanitarian grounds.

(d) The Chief Minister of Tamil Nadu had written to the Government suggesting permanent settlement of Sri Lankan Tamil Refugees in Tamil Nadu. In view of reply to part (a) and (b) of the question, no such proposal is under consideration.

### **National policy on Skill Development**

1446. SHRI D. RAJA:  
SHRI R.C. SINGH:

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

(a) whether it is a fact that Government had announced a National Policy on Skill Development for equipping the workers in organized and unorganized sectors to adapt to the changing technologies and labour market demands; and

(b) if so, the salient features of the policy and to what extent they have been implemented?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) and (b) Union Cabinet approved "National Policy on Skill Development" on 23rd February, 2009. The policy is a guiding document for implementation of various skill development programmes in the country.

The National Skill Development Policy seeks to :

- increase capacity and capability of the existing system to ensure equitable access to all,
- promote lifelong learning, maintain quality and relevance according to the changing requirements,
- create effective convergence between school education, various skill development efforts of Government and between Government and private sector,
- enhance capacity of institutions for planning, quality assurance and involvement of stakeholders,
- create institutional mechanisms for research development, quality assurance, etc. and
- finally to increase participation of all stakeholders to mobilise adequate financial, physical and intellectual resources.

### **Modernization of Employment Exchanges**

1447. SHRI M.P. ACHUTHAN:  
SHRI R.C. SINGH:

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

(a) whether it is a fact that the role of Employment Exchanges in imparting timely and reliable labour market information and providing jobs to job seekers has been dismal and their success rate in getting employment is less than 10 per cent;

(b) if so, the details of the Employment Exchanges, State-wise in the country, number of jobs in different categories notified and placement made during the last three years;

(c) whether Government had a proposal to modernize the Employment Exchanges in the country; and

(d) if so, at what stage is the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) It is true that most of the Employment Exchanges have not been able to keep pace with the changing technological development in the country and are lagging behind in providing up-to-date labour market information. However, many Exchanges have been computerized and are providing online services including vocational guidance and career counseling to the job-seekers. During 2008, 5.71 lakh vacancies were notified to the Employment Exchanges against which 3.05 lakh placements were made by them which is 53.4% of vacancies notified.

(b) State-wise number of Employment Exchanges functioning in the country is given in Statement-I (*See below*). The details of number of jobs in different categories notified and placements made during 2005, 2006 and 2007 are given in Statement-II (*See below*).

(c) Yes, Sir.

(d) Up-gradation and modernization of the Employment Exchanges has been taken up as one of the Mission Mode Projects (MMP) under National e-Governance Plan (Ne-GP) of Government of India. National Institute for Smart Government (NISG) has been engaged as Principal Consultant for conceptualization and design of the Project. The Detailed Project Report (DPR) has been prepared and is in process for obtaining further necessary approvals.

***Statement-I***

*States-wise Number of Employment Exchanges*

Sl.No.	State/UT	Total
1	2	3
1.	Andhra Pradesh	31
2.	Arunachal Pradesh	11
3.	Assam	52
4.	Bihar	37
5.	Chhattisgarh	17
6.	Delhi	14
7.	Goa	1
8.	Gujarat	41
9.	Haryana	61

1	2	3
10.	Himachal Pradesh	15
11.	Jammu and Kashmir	14
12.	Jharkhand	41
13.	Karnataka	39
14.	Kerala	90
15.	Madhya Pradesh	58
16.	Maharashtra	47
17.	Manipur	11
18.	Meghalaya	12
19.	Mizoram	3
20.	Nagaland	8
21.	Orissa	40
22.	Punjab	46
23.	Rajasthan	38
24.	Sikkim*	
25.	Tamil Nadu	34
26.	Tripura	5
27.	Uttaranchal	24
28.	Uttar Pradesh	95
29.	West Bengal	76
(B) UNION TERRITORIES		
30.	Andaman and Nicobar Islands	1
31.	Chandigarh	2
32.	Dadra and Nagar Haveli	1
33.	Daman and Diu	2
34.	Lakshadweep	1
35.	Puducherry	1
TOTAL		969

\*No Employment Exchange is functioning in the state.

**Statement-II**

*Number of jobs notified and placements made by the Employment Exchange during 2005, 2006 and 2007.*

(figures in thousands)

Year	Vacancies Notified				Placements made			
	All Categories	SC	ST	OBC	All Categories	SC	ST	OBC
2005	349.2	14.7	10.6	20.0	173.2	17.1	10.0	14.3
2006	358.2	15.6	12.3	15.1	177.0	13.7	8.9	11.2
2007	525.8	18.2	17.4	26.7	263.5	21.5	21.1	12.4

**Unemployed youths in the country**

1448. SHRIMATI KUSUM RAI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of unemployed youths in the country at present, State-wise;

(b) the details of job opportunity created by Government during the last three years in organized and unorganized sector, year-wise and sector-wise;

(c) whether it is a fact that a large number of youths are still unemployed and struggling for their livelihood; and

(d) what steps Government propose to take so that Right to Work for crores of unemployed youths might be secured?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) Reliable estimates of employment and unemployment are obtained through quinquennial labour force surveys conducted by National Sample Survey Organization. Last such survey was conducted during 2004-05. As per latest survey report, number of unemployed youth in the age group of 15-29 was estimated at 8.87 million on usual status basis during 2004-05. State-wise details of unemployment rates amongst youth in both rural and urban areas on usual status basis are given in Statement (See below).

(b) As per the last three most recent quinquennial round of survey, sector-wise details of job opportunities created on usual status basis during the period 1993-94 to 1999-2000 and 1993-94 to 2004-05 in the country are given below:

(in million)

Sector	Job Opportunities created	
	1994-2000	2000-2005
Organised	0.59	(-) 1.51
Unorganised	21.96	63.61
TOTAL	22.55	62.10

(c) As per latest survey report on employment and unemployment conducted by National Sample Survey Organization during 2004-05, unemployed youth in the age-group of 15-29 years on usual status basis was estimated to be 8.87 million as against 10.84 million of total unemployed persons.

(d) Government is fully aware of the magnitude of unemployment amongst the youth of the country. In order to provide jobs to the unemployed including youth, the Eleventh Plan aims at increasing private organised sector employment ambitiously, by at least 10 million. Along with the public sector, organised sector jobs would then expand by over 15 million, a growth rate of about 9% per annum. Besides, Government of India has also been implementing various employment generation programmes, such as Swarana Jayanti Shahari Rozgar Yojana (SJSRY); Prime Minister's Employment Generation Programme (PMEGP); Swarnajayanti Gram Swarozgar Yojana (SGSY) and Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS) in order to provide employment opportunities to larger number of youth.

#### ***Statement***

*State-wise details of unemployment rates amongst job seekers in the age group of 15-29 on usual status basis during 2004-05.*

Sl.No.	State/Union Territory	Rural	Urban
1	2	3	4
1.	Andhra Pradesh	1.8	8.5
2.	Arunachal Pradesh	2.5	4.8
3.	Assam	6.8	19.9
4.	Bihar	4.3	17.4
5.	Chhattisgarh	1.3	7.6
6.	Delhi	5.1	10.8
7.	Goa	26.0	18.5
8.	Gujarat	1.4	4.9

1	2	3	4
9.	Haryana	5.5	9.3
10.	Himachal Pradesh	4.2	9.7
11.	Jammu and Kashmir	4.1	13.6
12.	Jharkhand	3.7	18.6
13.	Karnataka	1.5	6.4
14.	Kerala	26.8	32.5
15.	Madhya Pradesh	1.0	7.3
16.	Maharashtra	2.7	8.4
17.	Manipur	2.6	17.4
18.	Meghalaya	0.7	10.7
19.	Mizoram	0.8	4.8
20.	Nagaland	5.5	18.9
21.	Orissa	10.2	31.7
22.	Punjab	9.7	10.5
23.	Rajasthan	1.8	6.2
24.	Sikkim	6.4	7.9
25.	Tamil Nadu	3.5	8.2
26.	Tripura	32.1	60.1
27.	Uttaranchal	3.3	12.2
28.	Uttar Pradesh	1.5	7.4
29.	West Bengal	6.0	13.2
30.	Andaman and Nicobar Islands	13.2	21.5
31.	Chandigarh	6.2	13.9
32.	Dadra and Nagar Haveli	6.9	7.9
33.	Daman and Diu	0.6	4.9
34.	Lakshadweep	16.7	45.5
35.	Puducherry	18.3	25.5
ALL INDIA		4.0	10.1

### **Educated unemployed registered in Employment Exchanges**

†1449. SHRIMATI MAYA SINGH: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) the number of educated unemployed registered with Employment Exchanges during the last three years;
- (b) the number of unemployed, for whom the Employment Exchange got success in getting a job; and
- (c) the amount spent by Government on Employment Exchange, staff and advertisement during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) As per the latest data available, number of educated job seekers, all of whom may not necessarily be unemployed, registered with employment exchange in the country during the last three years 2005, 2006 and 2007 were 279.5 lakh, 306.9 lakh and 306.5 lakh, respectively.

(b) Employment exchanges were able to place 1.73, 1.77, 2.64 and 3.05 lakh job seekers in the country during the year 2005, 2006, 2007 and 2008 respectively.

(c) Employment Exchanges are functioning under the administrative and financial control of their respective State Governments and therefore, information regarding expenditure incurred on employment exchanges is not centrally maintained.

### **Private placement agencies operating in metros**

1450. SHRI PRASANTA CHATTERJEE: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) the number of private placement agencies operating in Delhi, Mumbai, Kolkata and Chennai;
- (b) whether any study has been made by Government on their functioning; and
- (c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) The information on number of Private Placement Agencies is not being maintained as reported by the respective State Governments.

- (b) No study or survey has been conducted by the Government on their functioning.
- (c) Does not arise.

### **Labour courts and industrial tribunals**

1451. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

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†Original notice of the question was received in Hindi.

(a) how many Central and State labour courts and industrial tribunals are working in the country and how many post of Presiding Officers and judges are lying vacant since last one year, State-wise;

(b) the total number of cases pending for more than two years, State-wise; and

(c) how many disputes are pending at Government level and how many of them have been referred to the tribunal for adjudication?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) As per the Industrial Disputes Act, 1947, the Central Government is the appropriate Government for resolution of industrial disputes arising in Central Sphere. The Central Government has set up 22 Central Government Industrial Tribunals-cum-Labour Courts (CGIT-cum-Labour Courts) in various States for resolution of such industrial disputes. The post of Presiding Officers lying vacant since one year are in the following Central Government Industrial Tribunal-cum-Labour Courts :

- (i) CGIT-cum-Labour Court, Ahmedabad
- (ii) CGIT-cum-Labour Court No. 1, Mumbai
- (iii) CGIT-cum-Labour Court No. 2, Dhanbad
- (iv) CGIT-cum-Labour Court, Kolkata
- (v) CGIT-cum-Labour Court, Bangalore

The details in respect of Labour Courts and Industrial Tribunals falling in the State sphere are not maintained Centrally.

(b) The total number of cases pending for more than two years in the Central Government Industrial Tribunal-cum-Labour Courts is given in Statement-I (*See below*).

(c) A table showing pending cases and those referred to CGIT-cum-Labour Courts is given in Statement-II.

**Statement-I**

*Table showing total number of cases pending for more than two years in  
Central Government Industrial Tribunal-cum-Labour Courts*

Sl. No.	Name of Central Govt. Industrial Tribunal-cum-Labour Court	Number of cases <sup>^</sup> pending for more than 2 years	Number of Applications# pending for more than 2 years
1	2	3	4
1.	Mumbai-I	228	32
2.	Mumbai-II	283	444
3.	Dhanbad-I*	1696	312

1	2	3	4
4.	Dhanbad-II	916	34
5.	Asansol	569	46
6.	Kolkata	269	106
7.	Chandigarh-I	254	6
8.	New Delhi-I	45	1
9.	Kanpur	185	135
10.	Jabalpur	1769	143
11.	Chennai	189	5
12.	Bangalore	360	80
13.	Hyderabad	651	586
14.	Nagpur	820	20
15.	Bhubaneswar	295	102
16.	Lucknow	285	22
17.	Jaipur	263	33
18.	New Delhi-II *	253	15
19.	Guwahati	12	6
20.	Ernakulam	32	5
21.	Ahmedabad	2	1521
22.	Chandigarh-II	0	0
TOTAL		9376	3654

^Those referred by Ministry of Labour and Employment

#Those filed directly by the workers.

\*Figures are as on 31.3.2009

#### ***Statement-II***

*Table showing pending cases and those referred to CGIT-cum-LCs  
during the year 2010*

Year	Cases pending on 1st January of the year	Cases received during the year	Total Cases	Referred Cases	Disposal Declined cases	Total	Pendency as on 28.02.2010
2010	475	278	753	195	105	300	453

**Central assistance under Centrally sponsored schemes to Andhra Pradesh**

1452. SHRI PENUMALLI MADHU: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) the details of year-wise and scheme-wise Central assistance given to the State of Andhra Pradesh under various Centrally sponsored schemes for labour during the last five years;
- (b) the number of labourers got benefited from the above schemes during the last five years, year-wise and scheme-wise;
- (c) whether the State Government has requested for supplementing its efforts through financial help for schemes/programmes that it is implementing for the labourers in the State; and
- (d) if so, the details of help extended by Government of India for (c) above?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) to (d) Ministry of Labour and Employment provides Central assistance to State Governments under Centrally Sponsored Plan Scheme relating to Rehabilitation of Bonded Labour. However, no fund has been given to the State of Andhra Pradesh during the last five years under this Scheme.

**Protection of workers' rights and privilege**

1453. SHRI B.K. HARIPRASAD: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether there is an emerging trend in denial of workmen's rights by Courts, citing the unbearable burden on the financial health of the establishment due to globalization and liberalization regime;
- (b) whether in pursuit of protection of state policies framed under the concept of globalization and liberalization, the Courts are proving apathetic to workers' rights and privileges; and
- (c) the steps being taken to ensure that the fundamental rights of workmen are not *sub-judiced* in the pursuit of globalization policies of the establishment?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) to (c) The Courts decide cases applying extant laws to given facts of the case and the Constitution provides independence to the courts of law to perform this function. However, the Government has the interests and rights of the workers in mind and enforces the extant laws to suitably protect the rights of the workmen.

**Appropriate authority in Industrial Dispute Act, 1947**

1454. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether there is a dispute between State Government or Central Government regarding the appropriate authority in Industrial Dispute Act, 1947 as a result of which there is problem for settlement and the Union Verification for the purpose of recognition;

(b) whether it is a fact the verification of Unions in NTPC power plant Karia and NTPC Tuticorin Thermal Power Station (TTPS), Talcher is pending since long time because of the dispute; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) As per provisions of the Industrial Disputes Act, 1947, Central Government is the "appropriate Government" for the Public Sector Undertakings mentioned in the Industrial Disputes Act, 1947. In one case concerning NTPC, Hon'ble High Court of Delhi *vide* its order dated 1.8.2006 in Writ Petition No. 3204/1999-NTPC vs. Government of Union Territory of Delhi, has held that Central Government would be 'appropriate Government'. Accordingly, the process of verification of membership of unions operating in NTPC units all over India has been initiated. However, at two places *i.e.* NTPC unit at Korba (Chhattisgarh) and Anta (Rajasthan), the recognized unions have raised the objection stating that State Government is the 'appropriate Government' to conduct the election in NTPC units.

(b) and (c) There is no Power Plant of NTPC at Karia. In respect of unions functioning in NTPC, TTPS, Talcher only two unions out of six, have furnished the preliminary particulars so far to the office of the Deputy Chief Labour Commissioner (Central), Bhubaneswar.

#### **Non-remittance of PF by companies in Tamil Nadu**

1455. SHRI S. ANBALAGAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of companies in Tamil Nadu which have not remitted Provident Fund (PF) collected from their employees, year-wise from 2008-10;

(b) the action taken against these companies;

(c) whether these companies remitted Provident Fund collections as a result of the action;

(d) if so, the details thereof; and

(e) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) The number of companies which have not remitted the Provident Fund collected from their employees in Tamil Nadu are as under:-

Year	Number of establishments
2008-09	8014
2009-10	9389
(As on 31.01.2010)	

(b) The following action is taken by the Employees' Provident Fund Organisation to recover PF dues as per the provisions of the Employees' Provident Funds and Miscellaneous Provisions Act, 1952:

1. Enquiry under section 7A of the Act initiated for determination of dues.
2. Bank accounts of employers attached.
3. Filing of complaints under section 406/409 of Indian Penal Code wherever default in workers' contribution involved.
4. Action under section 110 of Criminal Procedure Code.
5. Recovery by attachment and sale of movable and immovable properties under the power with the Commissioners under section 8 to 8G of the Act.
6. Arrest of the employer.

(c) to (e) The amount recovered from the defaulting companies is as under:-

Year	Amount (Rupees in lakh)
2008-09	8635.31
2009-10	8965.23
(As on 31.01.2010)	

As on 31.01.2010, an amount of Rs. 13667.99 lakh is still outstanding from the defaulting establishments. Out of this, Rs. 9618.77 lakh are not immediately realizable due to legal proceedings in various Courts of law.

#### **Shifting ESI Medical College and Hospital from Bhubaneswar**

1456. SHRI PYARIMOHAN MOHAPATRA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether it is a fact that there have been large scale objections to the location of ESI Medical College and Hospital at Bhubaneswar, since there are not enough beneficiaries at or near Bhubaneswar;

(b) whether Government is aware that the beneficiaries are concentrated in Rourkela, Sambalpur-Jharsuguda, Talcher-Angul and Jajpur-Barbil areas; and

(c) whether Government proposes to reconsider the entire issue and relocate the Medical College and Hospital in any of the above areas where there is no other proposal by Central or State Government or Central and State PSUs to establish Medical College and Hospital?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) The decision of setting up of ESI Medical College and Hospital at bhubaneswar has been taken in consultation with the State Government.

A few representations have been received regarding location of ESI Medical College and Hospital at Bhubaneswar.

(b) The comparative position of insured persons in the areas pointed out in this part of the question as well as the Bhubaneswar and its adjoining areas is given in Statement (*See below*). It may be observed from figures in Annexure that the concentration of Insured Persons in Bhubaneswar and adjoining areas is very substantial.

(c) At present there is no proposal from the State Government to reconsider the relocation of medical college and hospital from Bhubaneswar.

**Statement**

*Total Number of Insured Persons (IPs) as on 31-03-2009 in respect of Bhubaneswar,  
Sambalpur, Jharsuguda, Talcher, Angul, Jaypore and  
Barbil Areas of the Orissa State*

Sl. No.	Name of the Area	Name of the Implemented Centres	(No. of IPs)	No. of IPs as on 31.3.2009
1	2	3	4	5
(i)	Rourkela Area	Rourkela	9275	32931
		RSP Area	11390	
		IDL Area	812	
		Kalunga	5294	
		Kuarmunda	6160	
(ii)	Sambalpur-Jharsuguda Area	Sambalpur	1193	8285
		Hirakud	5540	
		Jharsuguda	1552	
(iii)	Talcher-Angul	Angul	11883	11883
		Talcher	Non-Implemented Area	
(iv)	Jaypore-Barbir	Jaypore	3325	4815
		Barbil	1490	
(v)	Bhubaneswar Area	Bhubaneswar	42605	59784
		Choudwar	1755	
		Jagatpur	2930	
		Khurda	1574	

1	2	3	4	5
		TPM Area	1695	
		Baranga	40	
		Cuttack	7025	
		Puri	2160	

#### **Enlisting of labourers working in organized and unorganized sector**

†1457. SHRI KAPTAN SINGH SOLANKI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether Government has decided to enlist the labourers working in organized and unorganized sectors throughout the country;
- (b) if so, the details thereof;
- (c) whether Government is also trying to make their living standard and working style better by such listing; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) to (d) In the organized sector, the employees covered under the Employees' Provident Funds and Miscellaneous Provisions Act, 1952 are given separate Provident Fund Account Number and the employees (Insured Persons) covered under the Employees' State Insurance Act, 1948 are given Identification Cards for claiming social security benefits.

With a view to providing social security cover to the unorganized workers, the Unorganized Workers' Social Security Act, 2008 has been enacted. The Act provides for registration of unorganized workers which would help in formulating social security schemes for particular occupations. At present smart cards are being issued to such unorganized workers and their families as are below poverty line under the Rashtriya Swasthaya Bima Yojana to provide health insurance cover.

#### **Social security plans for women plantation workers**

1458. SHRI BHAGAT SINGH KOSHYARI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether Government has announced any new social security plans for the women plantation workers in different hill areas;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) to (c) There is no specific social security plan announced for the women plantation worker in different hill areas. However, the plantation workers are catered by the Eleventh Plan schemes of various Commodity Boards under the aegis of the Ministry of Commerce and Industry, Department of Commerce, which includes welfare of the women plantation workers also.

Besides the above, the Unorganized Workers' Social Security Act, 2008 provides for constitution of National Social Security Board to recommend social security schemes, *inter-alia*, covering health, maternity benefits for unorganized workers including plantation labour. The Board has since been constituted by the Central Government.

#### **Implementation of notification on Child Labour**

1459. SHRI MAHENDRA MOHAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether Union Government has not been able to put a check child labour in the country;
- (b) if so, the reasons therefor;
- (c) whether the various State Governments/UTs have not even implemented the notification issued by the Union Government banning child labour; and
- (d) if so, the steps taken by Union Government to ensure implementation of notification by State Governments/UTs banning child labour?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) No, Sir.

(b) Does not arise.

(c) and (d) No, Sir. However, Government monitors the implementation of Child Labour (Prohibition and Regulation) Act, 1986 regularly through periodical reports submitted by the State Governments/UTs which are the appropriate Government for implementation of the Act in their respective areas. Apart from this, the Central Monitoring Committee (CMC) also reviews the implementation of the Act. Review of the implementation of the Act was also done during the State Labour Ministers' Conferance held in January, 2010.

#### **Extending ESI hospital facilities to BPL families**

1460. SHRI A. VIJAYARAGHAVAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether it is a fact that infrastructure facilities of ESI corporation, hospitals and medical centres have developed immense potential, skill and initiatives to provide health services;
- (b) if so, whether there is any proposal/priority action to extend the above facilities and services to provide health services to BPL families;

- (c) if so, the details thereof;
- (d) if not, the reasons therefor;
- (e) if so, whether the competent authority of Kerala had submitted the same during June, 2009; and
- (f) if so, whether steps would be taken in affirmative to the above submission?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) to (f) Modernization and upgradation of infrastructure facilities of ESI Hospitals and medical centers including development of skills and initiative to provide health services is an on going process which helps in providing health services more efficiently and effectively.

Necessary amendments in the ESI Act, 1948 are being actively considered to permit the BPL workers registered under the "Rashtriya Swasthya Bima Yojana" of the Ministry of Labour and Employment to avail the medical facilities from designated ESI Hospitals. While finalizing these proposals, the State Governments including Kerala have also been consulted.

#### **Enhancing skills of unemployed youths**

1461. DR. (SHRIMATI) NAJMA A. HEPTULLA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether Government is aware that 90 percent educated youths of the country are unemployed due to either lack of communication, analytical skills or proper knowledge of their respective field;
- (b) if so, the steps being taken to enhance their skills and capacity building in order to eradicate unemployment among educated youths; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) to (c) Government is aware of the unemployment problem of youth. In order to improve the employability of the youth, Ministry of Labour and Employment is implementing the following major schemes for skill enhancement :

1. Craftsmen Training Scheme (CTS)
2. Apprenticeship Training Scheme (ATS)
3. Skill Development Initiative through Modular Employable Skills.

Aforesaid schemes have training capacity of about 1.87 million persons per annum. Besides, 17 other ministries are also providing skill training in the areas of skill concerning their jurisdictions.

For enhancing and capacity building of youth, Sub-Committee of National Council for Vocational Training (NCVT) on "Norms and Courses" has recommended to introduce a subject

titled "Life Skills" in all Industrial Training Institutes / Centres (ITIs/ITCs). The course on Life Skills includes the following modules:

- i. Communications Skills
- ii. English Proficiency
- iii. Basis Computer Literacy
- iv. Entrepreneurial Development Skills
- v. Quality Management Tools
- vi. Occupational Safety and Health.

#### **Expeditious disposal of labour disputes**

1462. SHRI SILVIUS CONDPAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Ministry is aware that there are huge number of labour disputes which are pending for disposal in the various Labour Courts/Tribunals throughout the country causing much hardships to the workmen; and

(b) if so, whether the Ministry will come up with a proposal to have special Courts as per requirement for expeditious disposal of the cases of labour and management disputes?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) and (b) Yes, Sir. So far as the industrial disputes in the Central sphere is concerned, a scheme of holding of Lok Adalats as an "Alternative Grievance Redressal Mechanism" was introduced in the Tenth Five Year Plan (2002-07) for speedy disposal of industrial disputes in the Central Government Industrial Tribunal-cum-Labour Courts (CGIT-cum-LCs). This Scheme has been made an indispensable part of the adjudication system in the Eleventh Plan. The Ministry organizes conference of Presiding Officers from time to time to explore strategies for speedy and effective disposal of industrial disputes. However, there is no proposal to have special courts for disposal of cases in CGIT-cum-LCs.

The details in respect of Labour Courts and Industrial Tribunals falling in the State Sphere are not maintained centrally.

#### **Amendment of Plantation Labour Act**

1463. SHRI SILVIUS CONDPAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the position of the proposed amendment of Plantation Labour Act which is pending since long;

(b) the National Policy for determining minimum wages for the workmen of the country; and

(c) whether it includes the agricultural workers or not?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) The Plantation Labour (Amendment) Bill, 2008 has been introduced in the Rajya Sabha on 21.10.2008.

(b) and (c) 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 judgement in the case of Reptakos and Co. vs. Its workers pronouncing that 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 of scheduled employments including agricultural workers.

#### **National Policy on NPSHEW**

1464. SHRI MANOHAR JOSHI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the details of National Policy on Safety, Health and Environment at Workplace (NPSHEW); and

(b) the general guidelines and its details issued to the organizations to develop a safety culture and ensuring safety, health and congenial environment at all workplaces?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) The Government of India has declared a National Policy on Safety, Health and Environment at Workplace on 20th February, 2009. The salient features of the National Policy are as under :-

- (i) It recognizes safe and healthy working environment as a fundamental human right.
- (ii) It aims at enhancing the well-being of the employees and the society at large by eliminating work related injuries, diseases, etc.
- (iii) It enumerates the goals to be achieved and brings into focus the objective of continuous reduction in the incidence of work related injuries and diseases.

- (iv) It describes the action programme with nine key strategies *i.e.* Enforcement, Development of National Standards, Compliance, Awareness, Research and Development, Skills Development, Data Collection, Practical Guidance and Incentives.
- (v) It also provides for regular review at least once in five years.

(b) The Government has taken up with all concerned Ministries/Departments to work out their detailed action plan relevant to their working environment as per the guidelines contained in the Policy. The Directorate General Factory Advice Service and Labour Institutes an attached office of Ministry of Labour and Employment is organizing four Regional Workshops to create awareness about the National Policy and to formulate action plan for implementing the National Policy. Besides, the general guidelines and details for development of a safety culture and ensuring safety and health and general environment are available in the form of comprehensive legislations enacted by the Government of India, for the workers employed in factories, mines and port sectors namely, Factories Act, 1948 Mines Act, 1952 and the Dock Workers (Safety, Health and Welfare) Act, 1986. The Statutes stipulate a systems approach to identify, assess and prevent hazards at the workplace so as to reduce injuries and diseases.

#### **National Child Labour Project Scheme**

1465. SHRI MANOHAR JOSHI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) the details of National Child Labour Project Scheme which was launched in 1988;
- (b) the number of districts to which the scheme is extended till date and the proposal to further expanding the scheme; and
- (c) the steps taken by Government for rehabilitation of migrant and trafficked child labour under the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) Under the Scheme of National Child Labour Project (NCLP), the children withdrawn from work are enrolled in the special schools, where they are provided bridging education, vocational training, nutrition, healthcare, stipend etc., for preparing them to mainstream into formal education.

(b) Under the Scheme, at present, special schools are operational in 266 districts.

(c) A protocol on Prevention, Rescue, Repatriation and Rehabilitation of Trafficked and Migrant Child Labour was developed and circulated among the State/Union Territory Governments to deal with the issue of migrant child labour which envisages pre-rescue and

rescue operations, post rescue and repatriation, rehabilitation and prevention. Role of all the key stakeholders, viz. labour departments, police, district administration, health department, etc. has been defined in the Protocol.

#### **Bonded labourers**

1466. SHRI VARINDER SINGH BAJWA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of bonded labourers liberated during 2009 and so far this year, State-wise;

(b) the number of persons responsible for keeping the bonded labourers identified and apprehended, State/Union Territory-wise; and

(c) the expenditure incurred by Central/State Governments for the rehabilitation of liberated labourers State/Union Territory-wise during the year *i.e.* 2009-10?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) and (c) Details are given in Statement-I (*See below*).

(b) Details are given in Statement-II.

#### ***Statement-I***

##### *Number of Bonded Labourers released*

In order to assist the States in rehabilitation of released bonded labourers, a Centrally Sponsored Plan Scheme for rehabilitation of Bonded labour is in operation since May, 1978. Under the Scheme, assistance is provided @ Rs. 20,000/- per bonded labour which is equally shared by Central and State Government concerned. The total number of bonded labourers released and rehabilitated and amount of central assistance released to State/UTs during the years 2008-09 and 2009-10 (upto 28.2.2010) are as under :

Name of States	Number of Bonded Labourers released and rehabilitated		Amount of Central Assistance Released to States/UTs (Rs. in lakhs)	
	2008-09	2009-10	2008-09	2009-10
	(1.4.2008 to 31.3.2009)	(1.4.2009 to 28.2.2010)	(1.4.2008 to 31.3.2009)	(1.4.2009 to 28.2.2010)
Bihar	409	264	36.00	22.10
Uttar Pradesh	80	100	7.98	12.22
West Bengal	54	—	5.40	—

**Statement-II**

*Prosecutions Launched Under the Bonded Labour System (Abolition), Act 1976*

Sl. No.	Name of the State	No. of Prosecutions Launched/ persons prosecuted.
1.	Gujarat	2
2.	Punjab	3
3.	Bihar	149
4.	Rajasthan	324
5.	Madhya Pradesh	393
6.	Haryana	6
7.	Tamil Nadu	719
8.	Maharashtra	681
9.	Orissa	728
10.	Karnataka	252
11.	Andhra Pradesh	212
12.	Uttar Pradesh	2424
TOTAL		5893

**Impact of health legislation on employment in the beedi sector**

1467. SHRI SYED AZEEZ PASHA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government is aware that harsh and extreme health legislation had a deep and negative impact on employment in the beedi sector and marginal farm workers in the unorganized sector;

(b) whether Government has taken any steps to counter this targeted negative impact on the millions of beedi workers?

(c) if so, what steps Government has taken to moderate or modify the harsh measures against the beedi workers; and

(d) the reasons for the muted reaction by Government to protect the large tobacco sector?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) to (d) Any deep and negative impact on employment in the beedi sector and marginal farm workers in the unorganized sector has not been discarded.

Tobacco is a risk factor for 6 out of 8 leading cause of death and kills 8-9 lakhs persons each year in India, which is more than the deaths caused by T.B., Malaria and HIV/AIDS combined. Moreover, Second Hand Smoke is responsible for a large number of diseases as per available scientific evidence.

The cigarettes and Other Tobacco Products (Prohibition of Advertisement and Regulation of Trade and commerce, Production, Supply and Distribution) Act, 2003 (COTPA) has been enacted to protect citizens with special attention to risk groups such as pregnant women and children from involuntary exposure to tobacco smoke, discourage consumption of cigarettes and other tobacco products by imposing various regulatory measures. Government of India has rectified WHO - FCTC which envisages measures for reduction in demand and reduction in supply of tobacco products to prevent huge amount of cost relating to tobacco in terms of harmful effects of tobacco on health, economy and environment. Article 17 of WHO-FCTC prescribes measures for developing alternative crops to tobacco. Government has taken various initiatives for rehabilitation of tobacco growers/beedi workers :-

1. Ministry of Labour and Employment has initiated a pilot scheme of providing training to beedi workers so as to provide them alternative sources of employment through viable sources of livelihood. This training has been conducted by all Welfare Commissioners in the field.
2. Ministry of Rural Development has also written to the Chief Secretaries of 10 States to work out special projects for developing alternative livelihood options for beedi rollers under Swarnjayanti Gram Swarozgar Yojana (SGSY) and other similar schemes.

Further, Ministry of Health and Family Welfare in collaboration with Central Tobacco Research Institute (Ministry of Agriculture) has also launched a pilot initiative for providing alternative cropping system to beedi/chewing tobacco crops.

#### **Industrial units registered**

1468. SHRI TAPAN KUMAR SEN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) the number of Industrial Units registered (State-wise) as on 31.03.2009;
- (b) the number of Contractors (State-wise) approved as per Contract Labour (Regulation and Abolition) Act 1970 by the competent authority to supply labour; and
- (c) the number of workers registered by the approved contractors, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) The number of establishments in Central Sphere for the year 2008-09 under Contract Labour (Regulation and Abolition) Act, 1970 is 1.5 lakh. The number of Registration Certificate issued to Principal Employers in the year 2008-09 was 930.

(b) During 2008-09, 10389 licences were issued to contractors in the Central Sphere.

(c) Given in Statement.

***Statement***

*The number of workers registered by the approved contractors in 2008-09 in central sphere*

Sl. No.	Name of the State	The number of workers registered by the approved contractors
1.	Andhra Pradesh	290
2.	Bihar	323
3.	Chandigarh	618
4.	North-Eastern States	389
5.	Gujarat	559
6.	Himachal Pradesh	103
7.	Haryana	206
8.	Jammu and Kashmir	103
9.	Jharkhand	139
10.	Karnataka	650
11.	Kerala	433
12.	Maharashtra	1375
13.	Madhya Pradesh	585
14.	Delhi	298
15.	Orissa	507
16.	Punjab	206
17.	Rajasthan	411
18.	Tamil Nadu	703
19.	Uttar Pradesh	465
20.	Uttarakhand	Nil
21.	West Bengal	308

### **Launch of health services for labourers through PPP**

1469. SHRIMATI RENUBALA PRADHAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) by when the ESI hospital at Bhubaneswar is likely to be constructed;
- (b) what is the project cost;
- (c) whether the Ministry has any proposal to launch the health services for the labourers through the Public Private Partnership (PPP) mode in Orissa;
- (d) if so, whether any private party is coming forward to tie up with Government; and
- (e) whether this mode of service has been/being launched in any other State and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) and (b) The project of ESI Hospital at Bhubaneswar is a renovation project and not the construction of new hospital.

The date of start of renovation is 10.05.2009. The likely date of completion of renovation is 09.11.2010 and the cost of the project is Rs. 70.07 crores.

(c) and (d) At present, there is no proposal to launch the health services for the labourers through the Public Private Partnership mode in Orissa.

(e) No, Sir.

### **Implementation of NHI Scheme**

1470. SHRI NAND KUMAR SAI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether a large number of States have so far not implemented the National Health Insurance Scheme in the country;
- (b) if so, the details in this regard and the reasons therefor;
- (c) whether Government has asked the States to implement the said scheme expeditiously in their States; and
- (d) if so, the details thereof and the reaction of various States thereto?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) to (d) No, Sir. At present, the National Health Insurance Scheme, namely, the Rashtriya Swasthya Bima Yojana (RSBY) is being implemented in 22 States, namely, Assam, Bihar, Chhattisgarh, Delhi, Goa, Gujarat, Haryana, Himachal Pradesh, Jharkhand, Karnataka, Kerala, Maharashtra, Meghalaya, Nagaland, Orissa, Punjab, Tamil Nadu, Tripura, Uttar Pradesh, Uttarakhand, West Bengal, and Chandigarh Administration. More than 1.29 crore cards have been issued as on 05.03.2010. The Government of Rajasthan has

stopped implementation of scheme. Remaining States, except Andhra Pradesh and Rajasthan are in the process of implementation. As the State Government of Andhra Pradesh is already implementing health insurance scheme, namely, the Rajiv Gandhi Arogyashri Community Health Insurance Scheme, the State has decided not to implement the Rashtriya Swasthya Bima Yojana.

**Mandatory minimum wage for beedi workers**

1471. SHRI MOHD. ALI KHAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether there is a demand from the beedi workers for a mandatory minimum wage of Rs. 100 and a minimum pension of Rs. 1500 to be paid by companies;
- (b) if so, the details thereof;
- (c) the action taken so far; and
- (d) if not, by when action will be taken on such issue?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) Yes, Sir.

(b) to (d) Under the provisions of the Minimum Wages Act, 1948 both the Central Government and the State Governments are the appropriate Governments to fix, revise, review and enforce the payment of minimum wages to workers in respect of scheduled employments under their respective jurisdictions. The schedule employment of beedi making falls under the State sphere. Uniform wage rate for beedi workers is not feasible in the country due to wide spread inter-state disparity in the minimum wages across States due to variations in socio-economic and agro-climatic conditions, income, prices of essential commodities, paying capacity, productivity and local conditions etc. In order to have uniform wage structure and to reduce the disparity in minimum wages across the country, a concept of National floor Level Minimum Wage was mooted on the basis of the recommendations of the National Commission on Rural Labour (NCRL) in 1991. Keeping in view the recommendations of NCRL and subsequent rise in Consumer Price Index, the Central Government raised the National Floor Level Minimum Wages from Rs. 66/- to Rs.100/- per day with effect from November, 2009. It is, however, clarified that the National Floor Level Minimum Wage, is a non-statutory measure to ensure upward revision of minimum wages in different States/UTs. Thus, the State Governments are persuaded to fix minimum wages such that in none of the scheduled employments, the minimum is less than National Floor Level Minimum Wage. This method has helped in reducing disparity among different rates of minimum wages.

Regarding minimum pension, the Central Government has constituted an Expert Committee under the Chairmanship of Additional Secretary, Ministry of Labour and Employment for overall review of the Employees' Pension Scheme, 1995. This Committee Shall review rates of minimum pension along with other issues of all the workers including beedi workers.

### **Implementation of RSBY in Jharkhand**

1472. MS. MABEL REBELLO: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) by when the scheme of Rashtriya Swasthya Bima Yojana will be implemented in the whole State of Jharkhand;
- (b) the details of the agencies/insurance companies who will take care of each of the 24 districts;
- (c) in what manner Government proposes to spread the importance and use of the scheme among the BPL families; and
- (d) in what manner Government proposes to stop misuse of the scheme by private doctors and hospitals?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) and (b) The Rashtriya Swasthya Bima Yojana (RSBY) is being implemented in the whole State of Jharkhand. The Cholamandalam MS General Insurance Company has been awarded 8 districts, namely, Deoghar, Dhanbad, Garhwa, Ranchi (including Khunti), West Singhbhum, Jamtara and Seraikela Kharsawan. The scheme is being implemented through Oriental Insurance Company in remaining 16 districts, namely, Bokaro, Dhumka, Giridih, Gumla, Koderma, Lohardaga, Palamu, Chatra, Godda, Hazaribagh, Latehar, Pakaur, East Singhbhum, Ramgarh, Sahibganj and Simdega.

(c) State Nodal Agencies/Insurance companies organize district level workshops and undertake awareness programmes/campaigns to spread the importance and utility of the scheme among beneficiaries.

(d) The Key Management System (KMS) has been evolved to safeguard against fraudulent issuance and misuse of smart cards. The Government has fixed package rates of certain surgical and day care procedures to ensure that the hospitals do not overcharge the beneficiary.

### **Tardy implementation of labour laws**

1473. SHRI GIREESH KUMAR SANGHI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether it is a fact that despite many labour legislations in the country interests of labour community is not served due to tardy implementation of the existing laws;
- (b) if so, whether Government proposes to bring reforms for ameliorating condition of labour community; and
- (c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT) : (a) No, Sir. In the Constitution of India, labour falls under the Concurrent

List. Both the Central and the State Governments are empowered to enact labour legislations. Enforcement of the provisions of various labour laws has been prescribed under provisions of the relevant Acts and is secured at two levels. While in the Central Sphere, the enforcement is secured through the officers of the Central Government. The compliance in the State sphere is ensured through the State enforcement machinery. The officers of these machineries are appointed as Inspectors under the provisions of the Acts. They conduct regular Inspections and in the event of detection of any case of violations of the provisions of the labour enactments, they direct the employers to take remedial actions. In case of non-compliance of such directions, there are the provisions of prosecutions in the Acts against the defaulting employers. In addition, special inspection drives are also undertaken for ensuring effective implementation of these Acts.

(b) and (c) Reforms in Labour Laws is a continuous process and Government continues with this process in consultation with the stake holders to ameliorate the lot of labour community. Government also advises the State Government also advises the State Governments from time to time to strengthen their enforcement machinery to implement the existing laws effectively.

#### **Uniform vehicle tax regime**

1474. SHRI PARSHOTTAM KHODABHAI RUPALA:

SHRI BHARATSINH PRABHATSINH PARMAR:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state the steps taken by Government to abolish different vehicle tax regime of different States and to implement uniform vehicle tax regime?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO S. KHANDELA) : Taxation on motor vehicles is a State subject in terms of the Constitution of India. However, the issue of rationalization of taxes on motor vehicles has been taken up with the State from time to time including in the meeting of the Transport Development Council, the apex body to recommend policy changes for road transport sector.

#### **Road network in the country**

†1475. SHRI RAVI SHANKAR PRASAD:

SHRI RAJ MOHINDER SINGH MAJITHA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that the road network in the country is second largest in the world;
- (b) if so, the details thereof and whether total length of road network in the country is 33,20,410 kilometer;
- (c) if not, the total length of road network;

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†Original notice of the question was received in Hindi.

(d) whether it is also a fact that total length of Express Highways and National Highways in the country is 70,748 kms. and Central Government is responsible for their construction and maintenance; and

(e) if so, the details thereof and who is responsible for construction and maintenance of other roads?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (c) Based on the data reported by various State/Central Agencies, the total road length in India is 36,21,507 km. as on 31.3.2004, which is the second largest road network in the world.

(d) and (e) The total length of National Highways (NHs)/National Expressway (NE) in the country at present is about 70,934 km. The Central Government is responsible for the development and maintenance of the NHs/NE. The details of the NHs/NE in the country are given in Statement (*See below*). The State Governments concerned and other agencies in the States, etc. are responsible for development and maintenance of roads other than NHs/NE.

**Statement**

*List of State-wise National Highways (NHs)/National Expressways (NE)  
in the Country*

Sl.	Name of State No. (in km.)	National Highway No.	Length
1	2	3	4
1.	Andhra Pradesh	4, 5, 7, 9, 16, 18, 18A, 43, 63, 202, 205, 214, 214A, 219, 221, 222 and 234	4,537
2.	Arunachal Pradesh	52, 52A, 153, 229, 52B Ext. and 37 Ext.	1,992
3.	Assam	31, 31B, 31C, 36, 37, 37A, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 151, 152, 153, and 154	2,836
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, and 110	3,642
5.	Chandigarh	21	24
6.	Chhattisgarh	6, 12A, 16, 43, 78, 200, 202, 216, 217, 111, and 221	2,184
7.	Delhi	1, 2, 8, 10, 24 and 236	80
8.	Goa	4A, 17, 17, and 17B	269
9.	Gujarat	NE-I, 6, 8, 8A, 8B, 8C, 8D, 8E, 14, 15, 59, 113 and 228	3,245

1	2	3	4
10.	Haryana	1, 2, 8, 10, 21A, 22, 64, 65, 71, 71A, 72, 73, 73A, 71B and NE-II	1,518
11.	Himachal Pradesh	1A, 20, 20A, 21, 21A, 22, 70, 72, 72B, 88 and 73A	1,409
12.	Jammu and Kashmir	1A, 1B, 1C and 1D	1,245
13.	Jharkhand	2, 6, 23, 31, 32, 33, 75, 78, 80, 98, 99 and 100	1,805
14.	Karnataka	4, 4A, 7, 9, 13, 17, 48, 63, 67, 206, 207, 209, 212, 218 and 234	4,396
15.	Kerala	17, 47, 47A, 47C, 49, 208, 212, 213 and 220	1,457
16.	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 26B, 27, 59, 59A, 69, 69A, 75, 76, 78, 86 and 92	5,027
17.	Maharashtra	3, 4, 4B, 4C, 6, 7, 8, 9, 13, 16, 17, 26A 50, 69, 204, 211 and 222	4,191
18.	Manipur	39, 53, 150 and 155	959
19.	Meghalaya	40, 44, 51 and 62	810
20.	Mizoram	44A, 54, 54A, 54B, 150 and 154	927
21.	Nagaland	36, 39, 61, 150 and 155	494
22.	Orissa	5, 5A, 6, 23, 42, 43, 60, 75, 200, 201, 203, 203A, 215, 217 and 224	3,704
23.	Puducherry	45, and 66	53
24.	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72 and 95	1,557
25.	Rajasthan	3, 8, 11, 11A, 11B, 11C, 12, 14, 15, 65, 71B, 76, 79, 79A, 89, 90, 113, 112, 114 and 116	5,585
26.	Sikkim	31A	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 and 234	4,832
28.	Tripura	44 and 44A	400

1	2	3	4
29. Uttarakhand	58, 72, 72A, 72B, 73, 74, 87, 94, 108, 109, 123, 119, 121, 87 Ext. and 125		2,042
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 and NE-II		6,774
31. West Bengal	2,2B, 2B Ext., 6, 31, 31A, 31C, 31D. 32, 34, 35, 41, 55, 60, 60A, 80, 81, and 117		2,578
32. Andaman and Nicobar Islands	223		300

#### **Roads and NHs constructed**

1476. SHRIMATI KUSUM RAI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the State-wise details of roads in kilometers and NHs, constructed and converted into four lane and eight lane during the last five years, till date under various schemes for development and construction of roads of Central Government;

(b) whether there is any mechanism with Government to monitor the quality of constructed roads;

(c) if so, the details thereof;

(d) the State-wise details of the representations received regarding quality of work and misappropriation of funds in various road projects during the last one year till date with particular reference to UP; and

(e) the details of action taken thereon, representation-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) State-wise details of National Highways converted into 4 lanes and 8 lanes during the last five years including current year are given in Statement (*See below*).

(b) and (c) The quality of constructed road is regularly monitored by supervision/ independent consultants, field officers and officers from head quarters.

(d) and (e) Information is being collected.

**Statement**

Sl. No.	State	4 laning completed (in Km)						8 laning completed (in km)					
		2004-05	2005-06	2006-07	2007-08	2008-09	2009-10 upto Feb.-10	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10 upto Feb.-10
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	970.96	61.4	25.8	110.41	225.18	301.4	0	0	0	0	0	0
2.	Assam	10.5	0.1	0	0	10	120.31	0	0	0	0	0	0
3.	Bihar	95.35	88.5	10.39	48.47	86.75	151.54	0	0	0	0	0	0
4.	Chhattisgarh	0	0	0	0	0	69.25	0	0	0	0	0	0
5.	Delhi	0	0	0	0	0	0	0	0	2.5	12.2	7.4	0.4
6.	Goa	13	0	0	0	0	0	0	0	0	0	0	0
7.	Gujarat	105.79	29.21	241.4	203.1	83.1	5.96	0	0	0	0	0	0
8.	Haryana	0	0	0	6	53.7	36	0	0	0	0	0	0
9.	Himachal Pradesh	0	0	0	0	0	0.45	0	0	0	0	0	0
10.	Jammu and Kashmir	0	0	14.9	3	9.7	62.53	0	0	0	0	0	0

1	2	3	4	5	6	7	8	9	10	11	12	13	14
11.	Jharkhand	56.3	57.36	17.63	0.31	3.59	2.86	0	0	0	0	0	0
12.	Karnataka	226.56	129.35	43.45	19.06	74.51	134.48	0	0	0	0	0	13.15
13.	Kerala	16.6	0	0	0	25	14.9	0	0	0	0	0	0
14.	Madhya Pradesh	15	17	25	87	156.03	264.83	0	0	0	0	0	0
15.	Maharashtra	137.29	84.2	8.25	189	144.68	111.55	0	0	0	0	0	0
16.	Orissa	86.72	54.45	73.12	37.13	27.81	28.79	0	0	0	0	0	0
17.	Punjab	36.17	0	0	16	64.65	90.9	0	0	0	0	0	0
18.	Rajasthan	245.46	0.2	0	427.38	267.97	41.97	0	0	0	0	0	0
19.	Tamil Nadu	286.43	25.23	19.2	344.22	572.07	422.04	0	0	0	0	0	0
20.	Uttar Pradesh	286.67	161.5	149.23	140.66	253.81	422.39	0	0	0	0	0	0
21.	Uttarakhand	0	0	0	0	0	0	0	0	0	0	0	0
22.	West Bengal	254.6	42.71	1.34	23	22	49.5	0	0	0	0	0	0

### Deaths due to road accidents

1477. SHRI SHREEGOPAL VYAS: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the State-wise percentage of accidental deaths attributable to roads;
- (b) the break-up percentage attributable to factors such as high speed, bad roads, lack of signals; and
- (c) the new measures through which efforts have been made to check accidents?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO S. KHANDELA) : (a) The State-wise percentage of accidental deaths attributable to roads for the year 2004-2007 (latest available data) is given in Statement-I (*See below*).

(b) Road accident data is compiled in the Ministry in a format developed as per the Asia Pacific Road Accident Database (APRAD) project of United Nations Economic and Social Commission for Asia Pacific (UNESCAP). As per this format the main causes of road accident related deaths like driver's fault, fault of cyclist, fault of pedestrian, defect in condition of motor vehicle, defect in road conditions, weather conditions etc. are compiled. The break up percentage attributable to these factors are given in Statement-II (*See below*). Number of deaths caused due to "exceeding lawful speed" is given within the causes classified as "Driver's fault" and details are given in Statement-III (*See below*). Data on road accident deaths due to lack of signals is not compiled in the APRAD format.

(c) 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) Road furniture, road markings/road signs, introduction of Highway Traffic Management System using Intelligent Transport System, and 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 ambulance 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 and Maintenance contracts.
- (x) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

In addition to above, the Ministry is in the process of setting up of a separate body *i.e.*, Road Safety and Traffic Management Board on the recommendations of the Sunder committee. Another recommendation of the Committee is to create a dedicated road safety fund namely "National Road Safety Fund" by way of earmarking 1% of the total proceeds of the Cess on diesel and petrol. The proposal has been referred to the Cabinet for their approval.

***Statement-I***

*The state-wise percentage of accidental deaths attributable to roads*

Sl. No.	State	2004	2005	2006	2007
1	2	3	4	5	6
<b>States</b>					
1.	Andhra Pradesh	11.4	11.1	12.1	11.8
2.	Arunachal Pradesh	0.2	0.1	0.1	0.1
3.	Assam	1.4	1.6	1.7	1.4
4.	Bihar	1.9	1.7	2.3	3.0
5.	Chhattisgarh	2.2	2.4	2.2	2.3
6.	Goa	0.3	0.3	0.3	0.3
7.	Gujarat	5.9	5.9	5.8	6.0
8.	Haryana	3.7	3.6	3.8	3.9
9.	Himachal Pradesh	0.9	0.9	0.8	0.9
10.	Jammu and Kashmir	1.0	0.9	0.9	0.8

1	2	3	4	5	6
11.	Jharkhand	2.0	2.0	1.8	1.8
12.	Karnataka	7.0	7.3	7.5	7.7
13.	Kerala	3.3	3.3	3.4	3.3
14.	Madhya Pradesh	5.1	5.6	5.0	5.8
15.	Maharashtra	10.7	10.8	10.7	9.8
16.	Manipur	0.1	0.1	0.2	0.1
17.	Meghalaya	0.1	0.1	0.2	0.1
18.	Mizoram	0.1	0.1	0.1	0.0
19.	Nagaland	0.1	0.1	0.1	0.1
20.	Orissa	2.6	2.7	2.6	2.6
21.	Punjab	2.8	2.9	2.9	2.9
22.	Rajasthan	7.0	7.2	6.8	7.1
23.	Sikkim	0.1	0.1	0.1	0.0
24.	Tamil Nadu	10.3	10.3	10.4	10.5
25.	Tripura	0.2	0.2	0.2	0.2
26.	Uttarakhand	1.0	0.9	0.9	0.9
27.	Uttar Pradesh	10.7	10.5	10.3	10.0
28.	West Bengal	5.4	5.0	4.3	4.1
<b>UTs</b>					
1.	Andaman and Nicobar Islands	0.0	0.0	0.0	0.0
2.	Chandigarh	0.2	0.1	0.1	0.1
3.	Dadra and Nagar Haveli	0.1	0.1	0.0	0.1
4.	Daman and Diu	0.0	0.0	0.0	0.0
5.	Delhi	2.1	2.0	2.1	1.9
6.	Lakshadweep	0.0	0.0	0.0	0.0
7.	Puducherry	0.2	0.2	0.2	0.2
TOTAL		100.0	100.0	100.0	100.0

**Statement-II**

*Breakup percentage of accidental deaths by identified causes during the years 2004, 2005, 2006 and 2007*

	Drivers' Fault	Fault of Cyclist	Fault of Pedestrian	Defect in Condition of Motor Vehicle	Defect in Road Condition	Weather Conditions	All Other Causes *	Grand Total
2004	75.2	1.1	4.6	2.2	1.6	1.6	13.7	100
2005	74.0	1.1	1.4	2.3	1.9	1.4	17.8	100
2006	73.3	1.2	1.6	2.7	1.9	1.3	18.0	100
2007	75.1	1.6	1.6	2.5	1.6	1.4	16.2	100

\*Includes Fault of driver of other vehicles, fault of passengers, poor light condition, falling of boulders, neglect of civic bodies, stray animals, other causes and causes not known.

**Statement-III**

*Persons killed due to exceeding lawful speed limit by the driver*

Year	Total No. of Persons Killed resulting from exceeding lawful speed
2004	45106 (48.7)
2005	44346 (46.7)
2006	48123 (45.5)
2007	55883 (48.8)

Data Excludes Delhi State.

Figures within parentheses indicate share (in per cent) out of total persons killed in road accidents in the respective year.

**Toll tax centres on NH-8B**

1478. SHRI NATUJI HALAJI THAKOR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that on the National Highway No. 8-B from Mumbai to Surat and Express Highway from Ahmedabad to Surat toll tax collection centres have been set up at many places;

(b) if so, the total number of such centres alongwith the distance between Mumbai and Vadodara and Ahmedabad and Vadodara; 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 Mumbai to Vadodara and Ahmedabad to Rajkot?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) to (c) There are six toll collection centres between Mumbai and Vadodara and two between Ahmedabad and Vadodara (NE-1) apart from two side toll plazas one each at Nadiad and Anand. The locations of the toll centres is given in Statement (See below). The total amount collected upto January 2010 in the year 2009-10 between Mumbai and Vadodara is Rs. 423.99 crores. The annual average amount collected between Ahmedabad and Rajkot is Rs. 39 crores.

**Statement**

*Toll Tax Centres on NH-8B*

S. No.	Section	Chainages of Tollable Reach	NH	Length of toll reach (in Km)	Plaza Location
1	2	3	4	5	6
<b>Mumbai - Vadodara</b>					
1.	Manor-Baseen Creek Dahisar	Km. 439.00- Km. 502.00	8	63.000	Km. 474.1 Shirshad
2.	Kajali-Manor	Km. 381.6- Km. 439.0	8	57.400	Km. 420.34 Charoti
3.	Waghaldhara-Kajali	Km. 318.60- Km. 381.60	8	63.000	Km. 356.200 Bhagwada
4.	Chalthan (Surat) - Waghaldhara	Km. 263.4- Km. 318.6	8	55.200	Km. 297.360 Boriach
5.	Bharuch - Surat	Km. 198.00- Km. 263.00	8	65.000	Choriyasi at Km. 245.750
6.	Vadodara - Bharuch	Km. 108.7- Km. 192	8	83.300	Km. 157.20
Total				386.900	
<b>Vadodara - Ahmedabad</b>					
7.	A V Expressway Phase II	Km. 43.40- Km. 93.302	NE-1	49.902	86.1 plus two side plazas at Km. 43.855 (Nadiad) and Km. 58.616 (Anand)

1	2	3	4	5	6
8.	A V Expressway Phase I	Km. 0.00- Km. 43.4	NE-1	43.40	Km. 2.616
TOTAL				93.30	

#### **Chennai Port and Ennore Port road connectivity project**

1479. SHRI N. BALAGANGA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware that there is an abnormal delay in executing the Chennai Port and Ennore Port road connectivity project;

(b) if so, the reasons for the delay and the steps taken to expedite the project; and

(c) the details of the fund allocation and target of completion earmarked?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) to (c) Chennai Ennore road project had been conceived as a Port Connectivity Project to be implemented by a Special Purpose Vehicle (SPV) with members from NHAI, State Government and the concerned Port Trusts.

The original project cost was Rs. 165.3 crores in the year 2003, which was revised to Rs. 309 crores in December 2005. Due to change in scope and for various other reasons, the total project cost increased to Rs. 600 crores in the year 2009. NHAI called the bid and the same was received on 10.11.2008. The SPV partners were requested to increase their equity/debt contribution proportionately. But no clear commitment from all the stakeholders (SPV partners) was made available. Due to this, the Bid for the above work received on 10.11.2008 has been cancelled in December, 2009.

The project will be taken up only after getting assurance of equity contribution from all stakeholders.

#### **Expressway from Marina Beach to Kottivakkam East Coast Road**

1480. SHRI N. BALAGANGA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has any proposal to construct elevated Expressway from Marina Beach to Kottivakkam East Coast Road;

(b) the details of the rehabilitation work and resettlement work which have to be taken due to the execution of the work;

(c) whether Government is aware that many historic places will be disturbed if this project is executed;

- (d) if so, Government stand on the pertinent problem;
- (e) whether Government is also aware that the fishermen community have expressed their anguish and opposition to this project; and
- (f) whether Government has come forward to consider the apprehensions?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) to (f) Central Government has no proposal for construction of elevated expressway from Marina Beach to Kottivakkam East Coast Road. However, as per information received from State Government of Tamil Nadu, the State Government have prepared a Detailed Feasibility report (DFR) for the project.

#### **NH projects in Maharashtra**

†1481. SHRI SANJAY RAUT: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the States where road projects of National Highways Authority of India (NHAI) are going on;
- (b) the number of road projects of NHAI going on in Maharashtra;
- (c) the number of such ambitious projects running behind its time frame;
- (d) whether Government has constituted any committee to find out the reasons for delay; and
- (e) if so, the details thereof and if not, the action taken against those officers responsible for delay?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) The road projects of National Highways Authority of India are currently going on in the States of: Andhra Pradesh, Assam, Bihar, Chhattisgarh, Delhi, Goa, Gujarat, Haryana, Jharkhand, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Orissa, Punjab, Rajasthan, Tamil Nadu, Uttar Pradesh, Uttarakhand and West Bengal.

(b) and (c) Out of 27 ongoing road projects in Maharashtra, 9 projects are running behind schedule.

(d) and (e) No, Sir. In order to expedite the progress of four laning, projects are closely monitored and concerted efforts are being made to expedite land acquisition, shifting of utilities, granting interest bearing advances to contractors, etc. In order to expedite implementation of projects regional offices have been set up by NHAI headed by Chief General Managers. Powers have been delegated to the Chief General Managers who will monitor land acquisition matters as well as implementation of projects. Special land acquisition units are also set up to expedite land acquisition. State Governments have been requested to appoint Chief Secretaries of State as Nodal officers for NHDP projects. Projects are also closely and periodically reviewed at HQ as well as field units.

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†Original notice of the question was received in Hindi.

### **Road safety on highways**

1482. MS. SUSHILA TIRIYA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that the World Bank has raised serious concerns over road safety on highways in the country;
- (b) if so, the reasons therefor; and
- (c) the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO S. KHANDELA) : (a) to (b) Yes, Sir. The World Bank has conveyed its concern over Road Safety during construction on Highways in the country particularly in the context of an accident which occurred on 11th January, 2010 at bridge construction site in the Lucknow/Faizabad Section of NH - 28 of World Bank Package-II on Lucknow-Muzaffarpur National Highway Project (Near Rauzgaon) preceded by a major bridge collapse in Kota over Chambal river. An expert Committee comprising independent experts has been constituted by the Ministry to investigate the causes of accident of Kota Bridge. The report of Expert Committee comprising independent experts from IIT - Roorkee to investigate the causes of accident at Rauzgaon has already been sent to the World Bank.

(c) National Highway Authority of India (NHAI) had constituted a Committee of three engineers/experts to investigate the accident which occurred on the Lucknow/Faizabad Section of NH - 28 of the World Bank Package - II and to give recommendations for the future. The committee's report has been received and based on their recommendations guidelines have been issued to all Project Director/Supervision Consultant and contractors to follow the safety provisions scrupulously so as to avoid occurrence of similar accidents in future. Besides NHAI has taken several important steps to improve road safety scenario are given in Statement.

### ***Statement***

#### *Initiatives taken about road safety on highways*

- (i) Safety Measures are in-built in the project during design, construction and Operation and Maintenance (O and M).
  - (a) The project designs, while meeting the safety standards, provide for various measures to enhance the road safety like segregation of local and through traffic by constructing flyovers, underpasses, bypasses, service roads, etc.; user facilities like bus/truck lay by, wayside amenities; safety features like road markings, signages, crash barriers, raised pavement markers, delineators, lighting in urban areas/bridges/ flyovers, speed retarders on cross roads at junctions, etc.; and pedestrian facilities like zebra crossings, pedestrian underpasses, foot over bridges, pedestrian guardrails, etc.

- (b) During Construction, it is prescribed in the conditions of contract/ specifications to provide in Construction Zones - signages, barricades, delineations during day and night, etc.; to take care of safety of workers like personal protection equipment (reflective jackets, helmets, gloves, gumboots, spectacles, etc.), first-aid equipment and amenities, etc.
- (c) During O and M : Tow Away Vehicles for removing the breakdown/ damaged vehicles, ambulances to provide immediate medical help during golden hour to the accident victims and route patrolling vehicles to check unauthorized activities/guide the road users. These facilities are available at every 50km of sections in operation in an average. Ministry of Health and Family Welfare is implementing a comprehensive scheme for upgrading Trauma Care Centres along Golden Quadrilateral (GQ) and North South and East West Corridors.
- (ii) Wayside Amenities : 4 nos. are in operation; 6 nos. under development, 3 nos. bids under evaluation, 26 nos. bids to be re-invited due to no response in previous call and 34 sites are part of the scope of the Concessionaires/Contractors of BOT (Toll/Annuity)/Engineering Procurement Contract (EPC) Projects (Total = 73). Further, a Consultant has been engaged to identify new potential sites for development of wayside amenities along North - South and East-West Corridor.
- (iii) State-of-the-Art Advanced Traffic Management System (ATMS) comprising of emergency call boxes, variable messages signs, CCTVs, traffic counters cum classifiers, etc. has been provided / being provided on selected sections mostly under National Highway Development Project (NHDP) Phase V.
- (iv) Road Safety Audits in 2,825 km on the completed sections and Public Education Campaigns on Golden Quadrilateral of 5,864 km have been undertaken.
- (v) In case of Build Operate Transfer (BOT) projects provision of a Safety Expert Provision exists in the team of independent engineers to take care of the safety related matters during design and construction respectively. In new Public Private Partnership (PPP) projects to be taken on Design Build Finance Operate (DBFO) basis, the system is further strengthened through appointment of a safety consultant.
- (vi) One Safety Officer has been designated in each Regional Office of NHAI to oversee the safety measures during construction and O and M of projects reaches.

**Pending proposals in Orissa for construction of by-pass on NHs**

†1483. SHRI RUDRA NARAYAN PANY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

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†Original notice of the question was received in Hindi.

(a) number of proposals pending for construction of by-pass on different national highways in Orissa State;

(b) the places where they are to be constructed;

(c) whether all these proposals have come from the State Government;

(d) if so, name of the proposal along with the date of its arrival; and

(e) the time by when all these by-pass would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) to (e) No proposal for construction of by-pass on National Highways in Orissa is pending. However, State Government has identified eleven locations where bypasses would be needed on the National Highway network in the State of Orissa. Government has approved feasibility study and project preparation for nine such bypasses and for the remaining two proposals are awaited from the State Government:-

Sl. No.	Name of the Bypass	Present Status
1.	ROB cum Bypass near Belpahar on NH-200	Project preparation in progress
2.	ROB cum Bypass near Bolangir on NH-201/224	Project preparation in progress
3.	ROB cum Bypass near Titilagarh on NH-217	Project preparation in progress
4.	ROB cum Bypass near Berhampur on NH-217	Project preparation in progress
5.	ROB cum Bypass near Koraput on NH-43	Project preparation in progress
6.	ROB cum Bypass near Boriguma on NH-43	Project preparation in progress
7.	ROB cum Bypass near Jeypore on NH-43	Project preparation in progress
8.	ROB cum Bypass near Nawarangpur on NH-201	Project preparation in progress
9.	ROB cum Bypass near Deogarh on NH-6	Land Acquisition under preparation
10.	ROB cum Bypass near Hinjilikatu on NH-217	Proposal awaited from the State Government.
11.	ROB cum Bypass near Keonjhar on NH-6	Proposal awaited from the State Government.

The construction of these bypasses would be taken up depending upon viability of the project. It is too early to give the time frame.

1484. [This question was cancelled.]

#### **Notification of coastal highways as NHs in Gujarat**

1485. SHRI VIJAYKUMAR RUPANI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the length of Coastal Highways/Roads on the sea coast of Gujarat which has not been notified as National Highways;

(b) whether Government of India intends to notify the same and if so, by when; and

(c) whether Government is upgrading the remaining length of NHs to improve the security of the country?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) A length of 1040.00 Km of Coastal Highways/Roads on the sea coast of Gujarat has not been declared as National Highways (NH).

(b) Declaration of any road as a National Highway depends not only on the consideration that it runs along the coast but on several other considerations including traffic needs, requirement of connectivity, *inter-se* priority, and availability of funds.

(c) Development including upgradation of National Highways is a continuous process and taken up depending upon condition of road, volume of traffic, *inter-se* priority and availability of funds.

#### **Rise in deaths in road accidents**

1486. SHRI PENUMALLI MADHU: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that 315 people die every day on Indian roads which comes to 15 deaths in an hour;

(b) whether it is also a fact that road accidents in the country are rising by 8 per cent every year; and

(c) what are the reasons that not even one per cent of amount is spent on road safety in spite of spending lakhs of crores on construction of roads?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO S. KHANDELA) : (a) and (b) No, Sir. The details of number of persons killed every day, the number of persons killed per hour and growth rate of road accidents in India during the years 2004-2007 (the latest available data) is as under :

Year	Number of Persons Killed	Number of Persons Killed per Day	Number of Persons Killed per hour	Number of Road Accidents	Growth Rate of road accidents (%)
2004	92618	253	11	429910	—
2005	94968	260	11	439255	2.17
2006	105749	290	12	460920	4.93
2007	114444	314	13	479216	3.97

(c) The funds allocated for various Road safety programmes are not related to the allocation of funds for construction of roads but are based on approved Schemes pertaining to Road Safety. The details of funds allocated and spent on various road safety schemes, during the last five years and the current year are as under:—

(Rs. in crore)

Year	BE/RE	Expenditure
2004-05	39.70	34.99
2005-06	43.05	29.70
2006-07	47.00	43.25
2007-08	52.00	42.87
2008-09	73.00	54.89
2009-10	79.00	08.00 (till date)

The Sundar Committee which was constituted under the Chairmanship of Shri S. Sundar, former Secretary, Ministry of Surface Transport to make recommendations for setting up a separate body on "Road Safety and Traffic management" has *inter alia* recommended creation of an apex body *i.e.* National Road Safety and Traffic Management Board, creation of a dedicated road safety fund namely National Road Safety Fund by way of earmarking 1% of the total proceeds of the cess on diesel and petrol. The proposal has been referred to the Cabinet for their approval.

#### Projects to connect NHs to districts

†1487. SHRI BRIJLAL KHABRI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government has formulated an ambitious project to connect National Highways to several districts of the country;

(b) if so, the details thereof;

†Original notice of the question was received in Hindi.

- (c) the amount estimated to be shell out by Government for this project;
- (d) whether it is also a fact that any target of construction of road under this project has been fixed;
- (e) if so, the details thereof; and
- (f) the names of the districts of Uttar Pradesh included in this project?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) to (c) This Ministry is primarily responsible for the development and maintenance of National Highways (NHs). The Government has not formulated any specific scheme as such to connect NHs to several districts of the country. However, the Ministry has formulated a Programme known as "Special Accelerated Road Development Programme for the North-East Region (SARDP-NE)" including Arunachal Pradesh Package mainly to provide connectivity to all the State Capitals and District Headquarters in the North-East Region. It envisages two/four laning of about 9,740 km length of roads (4,984 km of NHs and 4,756 km of State roads). Out of this, Phase-A of SARDP-NE has been approved involving improvement of 2,596 km length of roads (1,839 km NH and 757 km State Roads) for a total estimated cost of Rs. 14,903 crore, which is to be met from budgetary allocation. Also, the Arunachal Pradesh Package involving improvement of 2,319 km length of roads (1,472 km of NHs and 847 km of State Roads) has also been approved for implementation for a total estimated cost of Rs. 12,500 crore, which is to be met from budgetary allocation. Phase-B of SARDP-NE has been approved for preparation of Detailed Project Reports (DPR) involving 4,825 km length of roads (1,673 km NH and 3,152 km State Roads).

(d) and (e) Phase-A of SARDP-NE is targeted for completion by March 2014. The Arunachal Pradesh Package is targeted for completion by March 2015.

(f) There are no other such specific schemes to link districts in other States of the country with NHs, including the State of Uttar Pradesh.

#### **Concretization of NHs**

†1488. SHRI Y. P. TRIVEDI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government is now contemplating to concretize all National Highways;
- (b) if so, the reasons therefor; and
- (c) the details of amount required by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) No Sir, there is no proposal to concretize all National Highways.

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†Original notice of the question was received in Hindi.

(b) and (c) Does not arise.

**Enforcement of new rules for NHs**

1489. SHRI KAPTAN SINGH SOLANKI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has taken any decision regarding the enforcement of new rules for different schemes of National Highways;

(b) if so, the details thereof;

(c) the number of National Highways widened and strengthened by Government during the last two years; and

(d) the details of the target for the construction of National Highways every year by Government?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) No, Sir.

(b) Does not arise.

(c) The number of National Highways no which works of widening and strengthening have been taken up during the last two years, *i.e.* 2007-08 and 2008-09 is given in statement (*See below*).

(d) The details of targets fixed for construction of National Highways during the last two years and current year are as under :

Sl. No.	Name of the scheme	Targets for the year 2007-08	Targets for the year 2008-09	Targets for the year 2009-10
1.	Widening single lane to two lanes (kms)	919.00	1176.00	1320.95
2.	Strengthening of existing weal two lane pavement (kms)	577.00	706.00	1058.08
3.	Widening to four / six lanes (kms)	2919.00	3570.85	3244.50
4.	Improvement of riding quality (kms)	1602.00	1350.00	2510.31
5.	Construction of missing links (kms)	22.00	26.00	8.80
6.	Improvement to low grade sections (kms)	25.00	80.00	20.03
7.	Construction of bypasses (Nos)	14	25	19
8.	Construction/ rehabilitation of bridges (Nos)	112	95	134

**Statement**

*Number of National Highways (NHs) on which works of widening and strengthening have been taken up during the last two years, i.e. 2007-08 and 2008-09*

Sl.No.	State	NH No.
1	2	3
1.	Andhra Pradesh	4, 5, 7, 9, 16, 18, 43, 63, 202, 205, 214, 214A, 219, 221 and 222
2.	Arunachal Pradesh	52 and 229
3.	Assam	31, 37, 39, 44, 52, 53, 54 and 151
4.	Bihar	2, 2C, 31, 80, 98, 101, 102, 103 and 107
5.	Chandigarh	21
6.	Chhattisgarh	16, 78, 200, 216 and 221
7.	Delhi	8 and 24
8.	Gujarat	8A, 8B, 8E, 14, 15 and 113
9.	Haryana	1, 8, 10, 21A, 22, 65, 71, 71A, 71B, 72, 73 and 73A
10.	Himachal Pradesh	20, 21, 21A, 22, 70, 72 and 88
11.	Jammu and Kashmir	1A, 1B, 1C and 1D
12.	Jharkhand	2, 23, 32, 75, 78, 80, 99 and 100
13.	Karnataka	4, 7, 13, 63, 206, 207, 209, 212 and 218
14.	Kerala	212 and 213
15.	Madhya Pradesh	3, 7, 12, 25, 59A, 69, 75, 76, 78, 86 and 92
16.	Maharashtra	6, 9, 13, 16, 17, 50, 69, 204, 211 and 222
17.	Manipur	39, 53, 150 and 155
18.	Meghalaya	40, 44 and 51
19.	Mizoram	44A, 54, 54A, 54B and 154
20.	Nagaland	39, 61, 150 and 155
21.	Orissa	5, 6, 23, 42, 43, 60, 200, 201, 215, 217 and 224
22.	Puducherry	45A
23.	Punjab	1, 21, 22, 64, 71 and 72

1	2	3
24.	Rajasthan	11, 11A, 11B, 12, 15, 65, 76, 79, 89, 90, 112, 113, 114 and 116
25.	Tamil Nadu	4, 7, 45A, 49, 67, 208, 209, 210 and 219
26.	Tripura	44 and 44A
27.	Uttar Pradesh	2, 7, 19, 24, 28, 28B, 29, 56, 72A, 73, 74, 75, 76, 86, 91, 91A, 92, 93
28.	Uttarakhand	58, 72, 73, 87, 94, 108, 109, 119 and 125
29.	West Bengal	2, 6, 31, 31C, 60 and 117

#### **Medical facilities on major highways**

1490. SHRI TARIQ ANWAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the number of people died in road accidents during the last three years, State-wise;
- (b) the main reasons for deaths;
- (c) whether it is a fact that proper medical facility is not available on major highways; and
- (d) if so, what steps Government will take to have proper ambulance facilities on the highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO S. KHANDELA) : (a) and (b) The state-wise figures of road accidents and casualties as a result thereof in the country for the calendar years 2005 to 2007 (the latest available data) are given in Statement (See below). Road accidents are mainly caused due to a number of factors such as driver's fault, mechanical defects in the vehicles, fault of pedestrians, bad road, bad weather, cattle, increase in population, vehicular population, heterogeneous traffic, fallen trees etc.

(c) and (d) During the Eleventh Five Year Plan, the Government is implementing a scheme 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 provides three categories of trauma care centres, *i.e.*, Level-I, Level-II and Level-III. Level-I trauma centre in

the state would provide the highest level of definitive and comprehensive care of patients with complex injuries. The level-II trauma centre would be available at every 300 km. The Level-III trauma centre would be available every 100-150 km. The present Scheme covers entire Golden Quadrilateral, North-South and East-West corridors. Subsequently, after evaluation of this project, other National Highways with substantial traffic density would be taken up.

The Ministry of Road Transport and Highways is committed to provide 140 ambulances to the 140 identified hospitals. In addition, the Ministry of Road Transport and Highways, under the scheme "National Highways Accident Relief Service Scheme (NHARSS)" has been providing ambulances to State/ UTs/NGOs for evacuating road accident victim to nearest medical aid centre. National Highways Authority of India is also providing ambulances with the state of art equipments, deployed with qualified staff, at every 50 km on completed stretches of National Highways.

***Statement***

*Total No. of persons killed in road accident in States/UTs during the years 2005 to 2007.*

Sl.No.	States	2005	2006	2007
1	2	3	4	5
1.	Andhra Pradesh	10534	12761	13549
2.	Arunachal Pradesh	87	129	95
3.	Assam	1544	1841	1604
4.	Bihar	1588	2396	3482
5.	Chhattisgarh	2258	2374	2607
6.	Goa	242	303	322
7.	Gujarat	5642	6161	6915
8.	Haryana	3379	4012	4415
9.	Himachal Pradesh	812	867	979
10.	Jammu and Kashmir	884	989	958
11.	Jharkhand	1919	1914	2081
12.	Karnataka	6904	7973	8777
13.	Kerala	3161	3627	3778
14.	Madhya Pradesh	5327	5318	6671
15.	Maharashtra	10259	11343	11212
16.	Manipur	137	159	114

1	2	3	4	5
17.	Meghalaya	126	165	127
18.	Mizoram	59	64	50
19.	Nagaland	52	68	89
20.	Orissa	2549	2755	3000
21.	Punjab	2793	3052	3363
22.	Rajasthan	6793	7154	8145
23.	Sikkim	77	70	52
24.	Tamil Nadu	9758	11009	12036
25.	Tripura	209	196	223
26.	Uttarakhand	868	975	992
27.	Uttar Pradesh	9955	10851	11398
28.	West Bengal	4727	4600	4745
<b>Union Territories</b>				
1.	Andaman and Nicobar Islands	23	22	23
2.	Chandigarh	135	142	151
3.	Dadra and Nagar Haveli	55	45	66
4.	Daman and Diu	24	27	29
5.	Delhi	1862	2169	2141
6.	Lakshadweep	0	1	0
7.	Puducherry	226	217	255
TOTAL		94968	105749	114444

#### Expressway under NHDP Phase-IV

1491. SHRI A. VIJAYARAGHAVAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the competent authority has asked the views of the States on the respective parts of the alignment proposed to develop 10000 KM of expressway under National Highway Development Project (NHDP) Phase-IV;

(b) if so, whether the competent authority of Kerala had requested to extend the Kanyakumari Thrissur expressway upto Kasargode;

(c) if so, whether the respective consultants will be directed to discuss the above with the competent authority of Kerala; 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) to (d) The Ministry had awarded a Consultancy Services for Formulation of a Master Plan for the National Expressway Network in the country. The Consultants, duly considering the view received from some of the State Governments, submitted the Draft Project Report in July, 2009. All State Governments were requested in August 2009 to offer their views on the proposed National Expressway Network. The Final Report submitted by the Consultants, duly considering the views/observations received from the State Governments and recommending *inter alia* development of total Expressway Network of about 18,637 km, has been accepted by the Government. State Government of Kerala had requested for extending the National Expressway from Thrissur to Kasargod and Mangalore. However, from overall perspective of broad integration of the Expressway Network in the entire country and keeping in view the existing connectivity, the Final Report has *inter alia* recommended to include Thrissur-Kanyakumari stretch in the proposed National Expressway Network.

At present there is no proposal to direct the consultants to discuss the issue with the State Government of Kerala since the Report has already been finalized.

#### **Approval of road projects received from Rajasthan**

†1492. SHRI KRISHAN LAL BALMIKI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether proposals under Rajasthan Government interstate road scheme, have been sent to Central Government for approval, if so, the time by when approval thereto would be accorded; and

(b) whether it is a fact that project proposal under economic significance scheme, has been sent for approval to Government by Rajasthan Government, if so, by when these project proposals would be approved?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) and (d) Yes, Sir. In 2008-09, five proposals were accorded 'in-principle' approval amounting to Rs. 33.72 crore. Estimates for all the five have been received in the Ministry during 2009-10 and two estimates amounting to Rs. 7.82 crore have been approved. Depending upon the *inter-se*-priority and availability of funds, other three proposals are likely to be sanctioned during 2009-10. In the year 2009-10, two proposals of Economic Importance amounting to Rs. 29.96 crore and 11 proposals of Inter State Connectivity amounting to Rs. 85.34 crore were received from Government of Rajasthan for 'in principle' approval. Out of

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†Original notice of the question was received in Hindi.

these, two proposals of Economic Importance amounting to Rs. 29.96 crore and four proposals of Inter State Connectivity amounting to Rs. 32.45 crore have been accorded 'in-principle' approval for which the State Government will have to send detailed estimates.

**Per capita highway facilities in the country**

1493. SHRI P. RAJEEVE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) what is the State-wise details of per capita highway facility in the country; and
- (b) which State has the highest rank in per capita highway facility in the country?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) and (b) This Ministry is primarily responsible for the development and maintenance of National Highways (NHs). The State-wise details of the length of NHs per lakh population are given in Statement (*See below*). The State of Arunachal Pradesh ranks highest in terms of length of NHs per lakh population.

***Statement***

*Distribution of National Highways (NH) in the country*

Sl. No.	Name of State/U.T.	Total NH length in km	Population in Lakhs as per 2001 census	Length of NH in km/lakh population
1	2	3	4	5
1.	Andaman and Nicobar Islands	300	3.56	84.3
2.	Andhra Pradesh	4537	762.10	6.0
3.	Arunachal Pradesh	1992	10.97	181.6
4.	Assam	2836	266.55	10.6
5.	Bihar	3642	829.98	4.4
6.	Chandigarh	24	9.00	2.7
7.	Chhattisgarh	2184	208.33	10.5
8.	Dadra and Nagar Haveli	0	2.20	0.0
9.	Daman and Diu	0	1.58	0.0
10.	Delhi	80	138.50	0.6
11.	Goa	269	13.47	20.0

1	2	3	4	5
12.	Gujarat	3245	506.71	6.4
13.	Haryana	1518	211.44	7.2
14.	Himachal Pradesh	1409	60.77	23.2
15.	Jammu and Kashmir	1245	101.43	12.3
16.	Jharkhand	1805	269.45	6.7
17.	Karnataka	4396	528.50	8.3
18.	Kerala	1457	318.41	4.6
19.	Lakshadweep Island	0	0.61	0.0
20.	Madhya Pradesh	5027	603.48	8.3
21.	Maharashtra	4191	968.78	4.3
22.	Manipur	959	22.93	41.8
23.	Meghalaya	810	23.18	34.9
24.	Mizoram	927	8.8	104.4
25.	Nagaland	494	19.90	24.8
26.	Orissa	3704	368.04	10.1
27.	Puducherry	53	9.74	5.4
28.	Punjab	1557	243.58	6.4
29.	Rajasthan	5585	565.07	9.9
30.	Sikkim	62	5.40	11.5
31.	Tamil Nadu	4832	624.05	7.7
32.	Tripura	400	31.99	12.5
33.	Uttarakhand	2042	84.89	24.1
34.	Uttar Pradesh	6774	1661.97	4.1
35.	West Bengal	2578	801.76	3.2

**Mode for collection of toll tax on two lane sections**

1494. SHRI BHAGIRATHI MAJHI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the mode proposed by Government to collect toll tax on existing two lane road sections;

(b) whether there is any improvement in the proposed level of service with respect to existing level of service, if so, the details thereof;

(c) the average per kilometer cost of proposed improvement; and

(d) whether there is any grant to be provided by Government, if so, what is the amount?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) to (c) As per National Highways Fee (Determination of Rates and Collection) Rules, 2008, the rate of fee for use of a section of National Highway having two lanes and on which the average investment for up-gradation/improvement exceeds, Rupees one crore per kilometer, shall be sixty per cent of the rate of specified under sub rule (2) of rule 4.

(d) Government provides Viability Gap Funding (VGF) up to maximum of 40% of the Total Project Cost for projects included under various phases of National Highways Development Project (NHDP) undertaken in 'Build, Operate and Transfer (BOT)' (Toll) mode on Public-Private-Partnership (PPP) basis.

#### **Acquisition of land for NH projects**

1495. SHRI A. ELAVARASAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government insisted State Governments to expedite acquisition of land for National Highway projects;

(b) if so, the details thereof and response from the State Governments;

(c) the number of projects which are pending for want of sufficient land to be acquired by State Governments; and

(d) the steps taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) and (b) Yes, Sir. A meeting of the Ministers in charge of the State Public Works Departments (PWDs) was held under the Chairmanship of Union Minister of Road Transport and Highways [Minister (RT and H)] on 05.2.2010. During this meeting, the Minister (RT and H) requested the State Government to extend their active cooperation and pro-active participation in the programme of implementation of National Highways Development Project (NHDP) right from the inception of individual projects for enabling their successful and time bound implementation. Land acquisition for Highway projects was one of the issues discussed during the meeting. The Minister (RT and H) also directed in the above mentioned meeting that in case, despite repeated persuasion land acquisition is not feasible for the projects which either could not commence or are delayed after commencement for several years in some of the States, feasibility of dropping such projects or foreclosure of the projects already commenced in

those States could also be considered in extreme cases. Necessity for gearing up and expediting the process of land acquisition by the State Governments with fortnightly review of the progress with District Land Acquisition Officers were reiterated in the meeting and States were requested for taking up of necessary corrective actions promptly and ensure timely handing over of land to National Highways Authority of India (NHAI).

(c) There is no such project pending for award of sufficient land to be acquired by State Governments.

(d) Does not arise.

#### **Four lane roads in NE area**

1496. SHRI SILVIUS CONDPAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) what are the details of present position of the construction of four-lane roads in the North Eastern area as per the policy of look-East; and

(b) by when the proposed construction of road bridge over Brahmaputra by the side of Sarai Ghat Bridge is expected to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) Four lane roads in North-East are mainly being constructed as part of East-West Corridor in Assam from Srirampur (Assam / West Bengal Border) to Silchar. Total length of 678 km divided into 27 contract packages has to be improved to 4-lane standards. Out of 678 km, 4-laning of 18.5 km. length (Guwahati bypass) has already been completed and 4-laning of 629 km length divided in 26 contract packages is in progress. 4-laning of 31 km length could not be awarded as the stretch passes through Borail Wild Life Sanctuary.

(b) The construction of road bridge over Brahmaputra (part of East-West Corridor) by the side of Sarai Ghat Bridge is scheduled for completion by March, 2012.

1497. The Question was cancelled.

#### **State highways converted into NHs in Punjab**

1498. SHRI VARINDER SINGH BAJWA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the names and the length of State Highways in Punjab converted into National Highways during the last three years ending 31st December, 2009 with the expenditure incurred thereon, year-wise;

(b) whether more such roads are proposed to be converted during the remaining period of Eleventh Five Year Plan, if so, the details thereof; and

(c) the estimated expenditure required for the purpose, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) No State Highways in Punjab has been converted into National Highways during the last three years ending 31st December, 2009.

(b) Expansion of NH network is a continuous process and declaration of new NH is taken up from time to time depending upon, requirement of connectivity, *inter-se* priority and availability of funds.

(e) Does not arise.

#### **Maintenance of NHs**

1499. SHRI SHYAMAL CHAKRABORTY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the State-wise kilometre of National Highways in the country; and

(b) the allotment of funds to maintain National Highways, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) The State-wise details of the length of National Highways (NHs) in kilometer are given in Statement (Refer to Statement appended to answer to USQ 1475 part (d) and (e).

(b) The State-wise allocation of funds for maintenance and repair (M and R) of NHs during 2009-10 is given in Statement (*See below*).

#### ***Statement***

*The State-wise allocation of funds for maintenance and repairs (M and R)  
of NHs*

Amount in Rs. Crore

Sl. No.	Name of State/Union Territory	Allocation of funds for M and R of NHs during 2009-10
1	2	3
1.	Andhra Pradesh	60.25
2.	Arunachal Pradesh	0.91
3.	Assam	66.75
4.	Bihar	70.73
5.	Chandigarh	0.75
6.	Chhattisgarh	34.59
7.	Delhi	0.75
8.	Goa	5.35
9.	Gujarat	42.66

1	2	3
10.	Haryana	18.97
11.	Himachal Pradesh	31.37
12.	Jharkhand	33.45
13.	Karnataka	64.45
14.	Kerala	28.50
15.	Madhya Pradesh	60.55
16.	Maharashtra	66.91
17.	Manipur	10.69
18.	Meghalaya	18.68
19.	Mizoram	7.08
20.	Nagaland	12.40
21.	Orissa	59.50
22.	Puducherry	1.63
23.	Punjab	23.40
24.	Rajasthan	74.47
25.	Tamil Nadu	32.23
26.	Uttar Pradesh	74.30
27.	Uttarakhand	23.31
28.	West Bengal	27.15
29.	Andaman and Nicobar Islands	4.00

**Completion of Banarpal in Orissa to Ranchi in Jharkhand  
stretch on NH-23**

1500. SHRI MANGALA KISAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the amount spent so far on construction and repair on the stretch of Banarpal in Orissa to Ranchi in Jharkhand on NH-23;

(b) by when this stretch is likely to be 2/4 laned;

(c) whether there is a delay in work in NHs in Orissa whereas they are fast in other States; and

(d) by when Government proposes to punish the people responsible for this delay?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) Total 61 works an aggregate amount of Rs. 261.32 crore have been sanctioned for construction of Banarpal (Orissa) to Ranchi (Jharkhand) section of National Highway No. 23 during the last five years and current year. During the above period, total Rs 31.36 crore have already been spent for repair of the above stretch.

(b) Out of the total length of 418.1 km, 356.94 km is already two lane and the widening to two lane work in 44.66 km is in progress. The remaining 16.50 km is of intermediate lane standard and there is no proposal for its widening to two lanes in the current Annual Plan.

(c) No, Sir.

(d) Does not arise.

#### **Construction of mega highways**

1501. SHRI M. V. MYSURA REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the Ministry is planning to construct mega highways of stretches of 1,000 kms. or more;

(b) if so, the details of stretches identified so far for this purpose in the country, with a particular reference to Andhra Pradesh; and

(c) the details of norms proposed for mega highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) and (b) Yes, Sir. However, the length of the initially identified stretches as mega projects in various states including Andhra Pradesh, as given in Statement (See below) ranges between 390 to 700 Km.

(c) The process of finalisation of modalities/norms has been undertaken in consultation with all concerned for implementation of Mega Projects with funding under National Highways Development Project (NHDP) before the bids could be invited.

#### ***Statement***

##### *List of Projects under consideration as Mega Project.*

Sl.	State No. (km)	Name of Project	Length
1	2	3	4
1.	Andhra Pradesh	Six laning of Ichapuram — Srikakulam — Vishakhapatnam — Ankapalli — Rajahmundry Section of NH-5	436

1	2	3	4
2.	Rajasthan and Gujarat	Six laning of Kishangarh — Udaipur — Ahmedabad Section of NH-79A, NH-79, NH-76 and NH-8	557
3.	Maharashtra	Four laning of Gujarat-Maharashtra border — Dhule — Jalgaon — Akola — Amravati Section of NH-6	485
4.	Madhya Pradesh	Four laning of Gwalior — Shivpur — Biaora — Dewas Section of NH-3	450
5.	Punjab and Rajasthan	2-lane with paved shoulder of Amritsar — Ganganagar — Bikaner — Nagaur — Jodhpur — Pali Section of NH-15, 89 and 65	700
6.	Madhya Pradesh	Four laning of Lakhnadon-Jabalpur-Katni-Reva Section of NH-7	
7.	Maharashtra	Four laning of Indapur-Goa/Maharashtra Border Section of NH-17	390
8.	Gujarat	Four laning of Ahmedabad — Bamanbore — Samakhiali and Bamanbore — Rajkot — Gondal Section of NH-8A and B	425
9.	Gujarat	Six/Four/2 LPS of Bhavnagar — Pipavav — Porbandar — Dwarka Section of NH-8E	445

#### Highways projects running behind schedule

1502. SHRI RAJEEV SHUKLA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the number of highways projects facing cost overruns and running behind schedule;
- (b) the main reasons for the delay; and
- (c) the corrective measures taken by Government?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) Out of 211 projects under implementation with NHAI, 140 projects are running behind schedule. Escalations due to delay are paid as per contract provisions. Escalation clauses as per contract agreement permits NHAI to limit its payment to material actually consumed, at prevailing prices when the material was consumed. In case the project is delayed due to reasons attributable to the contractor, liquidated damages are to be imposed and no escalation is paid. Escalations are paid only in case where the delay is beyond the control of the Contractor.

(b) The projects are delayed due to various reasons including increase in prices of construction materials, delay in land acquisition, utility shifting, obtaining clearances from forest/environment, poor performance of some contractors and law and order problems in some states.

(c) In order to expedite the process of four laning, progress of projects is closely monitored and concerned efforts are being made to expedite land acquisition, shifting of utilities, granting interest bearing advances to contractors, etc. In order to expedite implementation of projects regional offices have been set up by NHAI headed by Chief General Managers. Powers have been delegated to the Chief General Managers who will monitor land acquisition matters as well as implementation of projects. Special land acquisition units are also set up to expedite land acquisition. State Governments have been requested to appoint Chief Secretaries of State as Nodal officers for NHDP projects. Projects are also closely and periodically reviewed at HQ as well as field units.

#### **Revival of Parvathy Mills in Kerala**

1503. SHRI K. E. ISMAIL:

SHRI M. P. ACHUTHAN:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Kerala State Government had discussed the matter of revival of Parvathy Mills at Kollam in Kerala by National Textile Corporation; and

(b) if so, the details and Government's decision thereon?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Three meetings were held between NTC management and the mills labour unions on 1.11.2008, 24.11.2008 and 7.11.2009 under the aegis of Minister of Labour, Government of Kerala on the issue of running of Parvathy Mills after modernization. As per the revival scheme of National Textile Corporation (NTC) approved by the Board for Industrial and Financial Reconstruction (BIFR), Parvathy Mills is slated for revival through joint venture route with private partnership where 51% equity will be with NTC. However, no final decision has been taken in the matter.

#### **Employment to weavers in Orissa**

†1504. SHRI RUDRA NARAYAN PANY: Will the Minister of TEXTILES be pleased to state:

(a) the total number of weavers in Orissa;

(b) whether all weavers get employment daily;

(c) if not, the measures contemplated by Government to overcome this problem; and

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†Original notice of the question was received in Hindi.

(d) the proposals given by State to Central Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) As per 1995-96 Census about 2,46,782 handloom weavers and allied workers are engaged in handloom sector in the Orissa.

(b) and (c) Handloom weavers are not getting continuous employment in the country including in the Orissa. Government of India is implementing five schemes during the Eleventh Five Year Plan for the development and welfare of handloom weavers such as (i) Integrated Handloom Development Scheme, (ii) Marketing and export Promotion Scheme, (iii) Handloom Weavers Comprehensive Welfare Scheme, (iv) Mill Gate Price Scheme, and (v) Diversified Handloom Development Scheme.

(d) During the Eleventh Five Year Plan, 33 clusters (including two Clusters sanctioned during Tenth Plan) have been sanctioned for the State of Orissa, which are at various stage of implementation. 75 Group Approach Projects have been sanctioned. 74 Marketing events such as National Handloom Expo, Special Handloom Expo, District Level Event and Craft Mela were organised. In pursuance of the Hon'ble Prime Minister announcement in August, 2006, the Indian Institute of Handloom Technology (IIHT) at Bargarh has been set up in 2008 and started functioning from the Government's Panchayat College Campus, Bargarh *w.e.f.* from 2.6.08. Construction of its new building has been started. 02 Export Project have also sanctioned. On 22nd December, 2009, the Empowered Committee of the Department of Commerce has approved the setting up of Design Studio at Bhubaneswar, Orissa.

#### **Facility to workers of jute industry**

†1505. SHRI RUDRA NARAYAN PANY: Will the Minister of TEXTILES be pleased to state:

(a) the total number of workers engaged in jute industry at present in the country;

(b) whether the same facilities are being provided to workers of this sector as are being provided to workers of other sectors;

(c) if so, the comparative details thereof;

(d) if not, the reasons therefor;

(e) whether it is a fact that there is no discontent among workers of jute sector and all have come to an end; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) to (f) The State Government is an appropriate Government to deal with the issues relating to workers engaged in the jute industry, including

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†Original notice of the question was received in Hindi.

their welfare. The Government of India does not maintain data relating to the number of workers engaged in the Jute Industry and welfare measures being extended to them or to workers engaged in other industries.

#### **Spinning mills in Gujarat**

1506. SHRI NATUJI HALAJI THAKOR: Will the Minister of TEXTILES be pleased to state:

(a) whether Government has any proposal to set up the spinning mills in Mehsana, Rajkot, Surat, Bharuch and Amroli districts of Gujarat ;

(b) if so, the details thereof;

(c) the number of spinning mills that came up in the country during each of the last three years, State-wise;

(d) whether there is any data regarding the financial status of such spinning mills of Gujarat and other States; and

(e) the special packages likely to be given for the proposed operation of such mills?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Government has no proposal to set up any spinning mill in Mehsana, Rajkot, Surat, Bharuch and Amroli district of Gujarat. The Government provides conducive atmosphere for entrepreneurs for setting up of mills in the country including districts of Mehsana, Rajkot, Surat Bharuch and Amroli district of Gujarat.

(c) The details of State-wise number of spinning mills enlisted during the year 2007, 2008 and 2009 (January-December) in the country is given in Statement (See below).

(d) Government does not maintain such data.

(e) No special packages likely to be given.

#### **Statement**

*State-wise No. of Cotton, Man-Made Fibre Spinning (Non-SSI)  
enlisted in country*

Sl. No.	State Name	2007	2008	2009
1	2	3	4	5
1.	Andhra Pradesh	7	17	3
2.	Assam	0	0	0
3.	Bihar	0	0	0

1	2	3	4	5
4.	Chhattisgarh	0	0	0
5.	Dadra and Nagar Haveli	2	1	0
6.	Daman and Diu	0	0	0
7.	Goa	0	0	0
8.	Gujarat	3	3	0
9.	Haryana	0	0	0
10.	Himachal Pradesh	0	0	0
11.	Jammu and Kashmir	0	0	0
12.	Jharkhand	0	0	0
13.	Karnataka	0	0	0
14.	Kerala	1	0	0
15.	Madhya Pradesh	1	1	2
16.	Maharashtra	4	2	5
17.	Manipur	0	0	0
18.	Orissa	0	0	0
19.	Puducherry	1	0	0
20.	Punjab	1	12	0
21.	Rajasthan	2	1	0
22.	Tamil Nadu	32	55	8
23.	Uttar Pradesh	0	1	0
24.	Uttarakhand	0	1	0
25.	West Bengal	0	0	0
TOTAL		54	94	18

#### Handloom Cluster Expos

1507. SHRIMATI T. RATNA BAI: Will the Minister of TEXTILES be pleased to state:

- (a) whether Handloom Cluster Expos are being organized to showcase the finest and exclusive handloom products recently;
- (b) if so, the details thereof; and

(c) the role of the States in such Expos and incentives being given to them to encourage and organize more Expos in different parts of the country especially in rural areas in the Eleventh Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) The Government of India through Office of the Development Commissioner (Handlooms), Ministry of Textiles is implementing the Cluster Development Programme since 2006-07 in 20 handloom clusters, spread in 12 States. These clusters have participated/organized exhibitions in different parts of the country, generating sales and orders worth Rs. 43.52 crores. The recent Cluster Expo was organised at Pragati Maidan, New Delhi 21st to 28th December, 2009.

(c) During the Eleventh Plan, the Cluster Development Programme is implemented under a Centrally Sponsored Scheme, called Integrated Handlooms Development Scheme (IHDS). The proposals, under the Scheme are received from the respective State Governments, duly recommending the Implementing Agency, the Action Plan etc. on need basis. Implementing Agency may be the State Government/State Handloom Corporation/State Apex Handloom Weavers Co-operative Society etc. The financial assistance for each cluster is sanctioned/released to the State Government concerned. So far, 419 clusters have been sanctioned under the Scheme. This includes financial assistance towards various components like; design development and product diversification, setting up of Common Facility Centre/dye house, publicity and marketing, basic input, skill upgradation etc. Some States/Implementing Agencies have already organized/participated in the Expo. Under the scheme, provision of Rs. 6.00 lakhs exists for conducting three exhibitions/fairs, out of which, share of the Government of India is Rs. 4.50 lakh. Similarly, provision of Rs. 3.00 lakh exists for organizing six buyer-seller meets, out of which, share of the Government of India is Rs.2.25 lakh. Besides, assistance is also provided towards release of advertisement, preparation of brochure and catalogue, market survey, awareness and exposure visit, development and hosting of website etc. The Implementing Agency can organize the Expo jointly with other clusters or can participate in other Expos, depending upon the availability of budget, product range etc. These clusters can also participate in the District Level Events (DLEs), which are financially assisted by Government of India and held generally in the rural areas.

#### **Decreasing export target of Handicraft exports**

1508. SHRI MOINUL HASSAN: Will the Minister of TEXTILES be pleased to state:

- (a) whether it is a fact that export target of Handicraft is decreasing;
- (b) if so, the details of last three years;
- (c) what is the reason behind this; and

(d) what action Government has taken to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Sir. The target and achievement as reported by Export Promotion Council for Handicrafts and Carpet Export Promotion Council for handicrafts including handmade carpets respectively for last three years is as under:—

(Rs. in crores)

Year	Handicrafts		Carpets		Total	
	Target	Achievement	Target	Achievement	Target	Achievement
2006-07	16500.00	17288.14	3600.00	3674.86	20100.00	20963.00
2007-08	21000.00	14012.05	4480.00	3524.73	25480.00	17536.78
2008-09	17950.00	8183.12	3865.00	2708.73	21815.00	10891.85

(c) Due to world economic recession, there is decline in export of Handicrafts and Handmade carpets. In view of this, the targets were decreased.

(d) Government of India has announced various export promotion measures like: handicraft exports to be treated as 'special focus products' and entitled to 5% duty credit scrip; Custom duty on Export Promotion Capital Goods for technological upgradation reduced from 3% to 0%. In addition to this, other measures include; participation in Fairs/exhibitions abroad; organizing Indian handicrafts and Gifts Fair and Carpet Fair twice a year; organizing Thematic exhibition; programmes for packaging and export procedure; organization of buyer-sellers meet; workshop/seminar and Stand Alone Shows for brand image promotion of Indian handicrafts abroad; organizing seminars/workshops in important Craft/Centres by handicraft Export Promotion Councils.

#### **Carpet industry of Bhadohi on the verge of closure**

1509. SHRI KALRAJ MISHRA: Will the Minister of TEXTILES be pleased to state:

(a) whether Carpet Industry of Bhadohi, Uttar Pradesh is on the verge of closure because of lack of encouragement from Government, resulting in unemployment of thousands of people who were totally dependent on the carpet industry; and

(b) if so, the steps taken by Government to rebuild the carpet industry of Bhadohi, in accordance with it's policy to encourage the export?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) No Sir. However still considering the importance of the sector many steps have been taken to support the industry. Government has already placed Handmade Carpet industry under Focus Product Scheme and the Exporters are getting 5% Duty Credit Scrip on FOB Value of exports. Government also allowed 2% interest

subvention on export credit. Government also providing 90% grant to the Handmade carpets being cottage based rural industry under Focus Product for organizing India Carpet Expo organized by Carpet export Promotion Council where the small and medium scale Manufacturers and Exporters are provided space on subsidized rates for displaying and marketing their products. The carpet belt of Mirzapur—Bhadohi have been selected for implementation of Mega Cluster Scheme for providing backward and forward linkages to the sector.

#### **Tripartite Committee on jute**

1510. SHRI R.C. SINGH: Will the Minister of TEXTILES be pleased to state:

(a) whether it is a fact that most of the recommendations made in the Tripartite Committee on Jute to enable a smooth run in the troubled industry relate to this Ministry; and

(b) if so, the details thereof and what action has been taken to implement the recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) No, Sir.

(b) The majority of the recommendations made in the Tripartite Committee on Jute pertain to the Government of West Bengal and Ministry of Labour and Employment. The recommendations concerning Ministry of Textiles relate to skill development and analysis of wage structure in the context of costing of various items of expenditure and profitability of jute mills.

The Ministry is already implementing training programmes and schemes, which subsumes what have been recommended by the Tripartite Committee. Regarding analysis of wage structure, the calculation of price of B-Twill jute bags is through a dynamic formula, which takes into account the escalation of prices of almost all the inputs. The prices of B-Twill jute bags are revised every month, based on the prevailing input prices, wage structure, etc. The Government is paying comparable, or even better, market prices to the jute industry.

#### **Welfare measures for handloom weavers**

1511. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of TEXTILES be pleased to state:

(a) whether his Ministry has received any public representation from handloom co-operative association of Assam for special intervention for boosting and promotion of Eri and Muga silk which is only available in North East India;

(b) if so, the details of action taken thereon;

(c) if not, the reasons therefor;

(d) whether any special welfare measures like providing assistance of basic inputs and continuing the Government rebate scheme have been taken by the Ministry for the handloom weavers of Assam so that long tradition of Assam handloom products could be retained even in the present context of globalization; and

(e) if so, the details thereof so that comprehensive development of Assam handloom sector could be ensured?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Sir. The representation seeks special intervention for Eri and Muga silk with regard to registration of Eri and Muga silk under the Geographical Indication Act and establishment of Eri spinning Mills and Post Cocoon Resource Centre. The Government of India through Central Silk Board (CSB), being a nodal agency for the development of silk industry in the country has already obtained Geographical Indication (GI) for Muga Silk of Assam during the year 2007. GI for Eri silk could not be obtained, as Eri silk is not to any particular geographical region/area. Two Eri Spun Silk mills have already been established at Kokrajhar and Guwahati in Assam. CSB has also taken initiative for the establishment of a Regional Silk Technological Research Station (RSTRS) for post cocoon activities at Guwahati (Assam).

(c) Does not arise.

(d) and (e) To meet the challenges of a globalize environment, Government of India is providing assistance for basic inputs such as yarn, margin money, new looms, dobby, jacquard, accessories and marketing incentive under Integrated Handlooms Development Scheme (IHDS). In addition, the Government of India is implementing Mill Gate Price Scheme, Marketing and Export Promotion Scheme, Handloom Weavers Comprehensive Welfare Scheme and Diversified Handloom Development Scheme for Welfare of handloom weavers and development of handloom sector. 15 clusters and 14 Group Approach Projects have been sanctioned for the comprehensive development of handloom Sector in Assam. In addition, a Mega Handloom cluster is also being developed at Sibsagar in Assam with project cost of Rs. 70.00 crore, which shall benefit more than 2500 handloom weavers and ancillary workers.

#### **Steps for protection and production of Eri-Muga silk**

1512. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of TEXTILES be pleased to state:

(a) whether Government has taken steps to increase production and protection of Muga and Eri silk which is only available in North East India and not produced elsewhere in the world;

(b) if so, the steps taken thereon;

(c) whether immediate steps are taken to include Muga-Eri products under Geographical Indication Act, establishment of Eri spinning mills at Muga-Eri dominant areas like Kokrajhar,

Udalguri, Kamrup, Golaghat etc., and a full-fledged Post Cocoon Research Centre for Eri-Muga at Guwahati;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Sir. Government of India through Central Silk Board, being a nodal agency for the development of silk industry in the country provides following support for the development of Vanya silks, including Eri and Muga, in the North Eastern region:—

- Research, development and training support for improving the host plants, silkworm breeds, improved package of practices for higher yield and quality.
- Basic seed support in muga and eri sectors to produce quality seed to improve the productivity. In Assam, under Muga seed sector, 3 P4/P3 units, 6 Farm-cum-Grainages and 578 Graineur Groups have been provided assistance under the Centrally sponsored Catalytic Development Programme. Similarly under Eri seed sector, assistance has been given for 1 Silkworm Seed Production Centre and for 12 Farm-cum-Grainages.
- Financial support to the State Sericulture Departments to improve the seed production infrastructure and subsidy to the farmers, rearers, seed producers, weavers etc. towards establishing plantation and infrastructure to adopt improved technology practices.
- Support for product development, product diversification to ensure better value realization to the primary producers.
- Marketing support to the cocoon producers to ensure fair and economic returns.

(c) and (d) CSB has already obtained Geographical Indication (GI) for Muga silk of Assam during the year 2007. In this regard, the Registrar of Geographical Indications, Government of India, Chennai has made an entry in Part-A of the G.I. Register, *vide* G.I. No. 55, dated 13th July, 2007 certifying that the Assam Science Technology and Environment Council (ASTEC), Guwahati is the Registered proprietor of the G.I. for Muga Silk of Assam. Eri silk is being produced in India mainly in the NE States, apart from few other states of AP, Bihar, Chhattisgarh, Jharkhand, MP, Orissa, UP, Uttarakhand and WB. Eri silk is not endemic to any particular geographical region/area and therefore, GI registration cannot be made for a specific area. Eri silk is also produced in small quantities in other countries, and hence, GI for Eri silk could not be obtained so far.

Two Eri Spun Silk Mills have already been established at Kokrajhar and Guwahati in Assam State and these Units have already started commercial production.

CSB has taken initiative for the establishment of a Regional Silk Technological Research Station (RSTRS) for post cocoon activities at Guwahati (Assam) and has recently in February, 2010 released a sum of Rs. 5.188 crores to the CPWD, Shillong towards commencement of building construction works for the proposed RSTRS at Khanapara.

(e) Does not arise in view of (c) and (d) above.

#### **Restructuring textile policy**

1513. SHRIMATI MOHSINA KIDWAI : Will the Minister of TEXTILES be pleased to state :

(a) whether the Union Government has been actively considering to restructure its textile policies for infrastructural development;

(b) if so, the details thereof;

(c) whether Government has sought cooperation from major international players to collaborate with the Indian Textile Industry; and

(d) if so, the details of international players who have shown interest in Indian Textile Industry and to what extent the target of the growth of the textile industry is to be achieved?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) The National Textile Policy 2000 and various schemes of Government are designed to accelerate the growth of textiles sector. The Government is committed to providing a conducive environment to enable the Indian textile industry to realise its full potential to achieve global excellence and to fulfil its obligation to different sections of the society. The formulation of National Fibre Policy is under process, which will further help in guiding the various activities and schemes of ministry to achieve its goals. Also for infrastructure development scheme like Scheme for Integrated Textile Park (SITP) and for powerloom sector Group Workshed Scheme (GWS) are already in existence. The Group workshed scheme aims at setting up of powerloom parks with modern weaving machinery to enhance their competitiveness in global market. Under Modified Group Workshed Scheme, 27 projects with a project cost of Rs. 239.19 crore has been sanctioned and Government has already released 3.355 crore upto Dec., 2009.

(c) The Ministry is soliciting cooperation from international players in textiles and clothing industry and collaborate with them through a Scheme for mobilization of Foreign Direct Investment in the Textiles and Clothing sector from potential target countries during the Eleventh Five Year Plan. The Scheme is known as FDI Scheme, and was launched in 2008-09, with a view to enhance the FDI inflow in the sector. The Scheme aims at mobilizing maximum possible FDI with specific focus on some target countries namely Germany, Italy, Turkey, China and Switzerland which as per a preliminary study, are perceived as the most promising investors.

(d) In the second leg of the drive for mobilization of Foreign Direct Investment in the Textiles and Clothing sector in India from potential target countries, a delegation visited Germany and France during 31st January to 6th February, 2010. The plan was to bring together the French and Indian leaders from the entire value chain — sourcing, designing, development, manufacturing, distribution and retailing of textile and apparel products and textiles machinery, together with the official Government representatives. Trade enquiries have since been received from these countries.

#### **National Institute of Fashion Technology in Orissa**

1514. SHRIMATI RENUBALA PRADHAN: Will the Minister of TEXTILES be pleased to state:

(a) whether Government has any proposal to establish National Institute of Fashion Technology in Orissa; and

(b) if so, the location and the cost of the project?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Sir. Ministry of Textiles has received a proposal from the State Government of Orissa for establishment of a NIFT Centre at Bhubaneswar. State Government has also conveyed its commitment for providing land free of cost and funds for creating necessary infrastructure. The approximate cost of establishing NIFT centre would be Rs. 58.65 crore.

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12.00 Noon

#### **PAPERS LAID ON THE TABLE**

[MR. DEPUTY CHAIRMAN in the Chair]

#### **Outcome Budget (2010-11) of the Ministry of Home Affairs**

THE MINISTER OF HOME AFFAIRS SHRI P. CHIDAMBARAM: Sir, I lay on the Table, a copy (in English and Hindi) of the Outcome Budget for the year 2010-11 in respect of the Ministry of Home Affairs.

[Placed in Library. See No. L.T. 1793/1510]

#### **Notification of the Ministry of Home Affairs**

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN):: Sir, I lay on the Table, under Section 204 of the Andaman and Nicobar Islands (Panchayats) Regulations, 1994, a copy (in English and Hindi) of the Ministry of Home Affairs Notification No. 20/2010/F.No. 3-27/2008/PR (PF), dated the 27th January, 2010, publishing the Andaman & Nicobar Islands (Panchayat Administration) (3rd Amendment) Rules, 2010.

[Placed in Library. See No. L.T. 1797/1510]

**I. Notifications of the Ministry of Commerce and Industry.**

**II. Report and Accounts (2008-09) of MPEDA, Kochi and related Papers**

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY  
(SHRI JYOTIRADITYA MADHAVRAO SCINDIA): Sir, I lay on the Table:

- I. A copy each (in English and Hindi) of the following Notifications of the Ministry of Commerce and Industry (Department of Industrial Policy and Promotion), under sub-section (2-H) of Section 29 (B) of the Industries (Development and Regulation) Act, 1951:

- (1) S.O. 3164 (E), dated the 10th December, 2009, publishing the Newsprint Control (Amendment) Order, 2009.
- (2) S.O. 51 (E), dated the 12th January, 2010, amending Notification No. S.O. 1105 (E), dated the 11th October, 2004, to substitute certain entries in the original Notification.

[Placed in Library. See No. L.T. 1779/1510]

- II. (1) A copy each (in English and Hindi) of the following papers, under Section 19 of the Marine Products Export Development Authority Act, 1972:-

(a) Annual Report and Accounts of the Marine Products Export Development Authority (MPEDA), Kochi, for the year 2008-09, together with the Auditor's Report on the Accounts.

(b) Review by Government on the working of the above Authority.

- (2) Statement (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 1780/1510]

- III. A copy each (in English and Hindi) of the following papers:-

(i) (a) Fifty-fourth Annual Report and Accounts of the Cashew Export Promotion Council of India, Kochi, for the year 2008-09, together with the Auditor's Report on the Accounts.

(b) Review by Government on the working of the above Council.

(c) Statement giving reasons for the delay in laying the papers mentioned at (i) (a) above.

[Placed in Library. See No. L.T. 1777/1510]

(ii) (a) Annual Report and Accounts of the National Council for Cement and Building Materials (NCCBM), New Delhi, for the year 2008-09, together with the Auditor's Report on the Accounts.

(b) Statement by Government accepting the above Report.

(c) Statement giving reasons for the delay in laying the papers mentioned at (ii) (a) above.

[Placed in Library. See No. L.T. 1781/1510]

**Notification of the Ministry of Home Affairs**

SHRI MULLAPPALLY RAMACHANDRAN: Sir, I lay on the Table:

(i) A copy each (in English and Hindi) of the following Notifications of the Ministry of Home Affairs, under sub-section (3) of Section 141 of the Border Security Force Act, 1968:

(1) G.S.R. 153(E), dated the 7th November, 2009, publishing the Border Security Force General Duty Cadre (Non-Gazetted) Recruitment Amendment Rules, 2009.

(2) G.S.R. 593 (E), dated the 21st August, 2009, publishing the Border Security Force (General Duty Officers) Recruitment (Second Amendment) Rules, 2009.

[Placed in Library. See No. L.T. 1799/1510]

(3) G.S.R. 646 (E), dated the 8th September, 2009, publishing the Sashastra Seema Bal Group 'A' Combatised (General Duty) Officers Recruitment Amendment Rules, 2009.

[Placed in Library. See No. L.T. 2037/1510]

(ii) A copy each (in English and Hindi) of the following Notifications of the Ministry of Home Affairs, under sub-section (3) of Section 155 of the Sashastra Seema Bal Act, 2007:

(1) G.S.R. 844 (E), dated the 25th November, 2009, publishing the Sashastra Seema Bal Combatised (General Duty) Group 'C' posts Recruitment Rules, 2009.

(2) G.S.R. 845 (E), dated the 25th November, 2009, publishing the Sashastra Seema Bal Combatised, Sub-Inspector (General Duty) Group B Non-Gazetted posts Recruitment Rules, 2009.

(3) G.S.R. 935 (E), dated the 31st December, 2009, publishing the Sashastra Seema Bal Combatised, Inspector (General Duty) Group B Non-Gazetted posts, Recruitment Rules, 2009.

(4) G.S.R. 28 (E), dated the 13th January, 2010, publishing the Sashastra Seema Bal Group A Combatised (General Duty) Officers Recruitment (Amendment) Rules, 2010.

[Placed in Library. See No. L.T. 1800/1510]

**I. Notifications of the Ministry of Textiles.**

**II. Report and Accounts (2008-09) of NJMC, Kolkata and related papers**

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES  
(SHRIMATI PANABAKA LAKSHMI): Sir, I lay on the Table:-

- I. A copy each (in English and Hindi) of the following Notifications of the Ministry of Textiles, under sub-section (2) of Section 3 of the Jute Packaging Materials (Compulsory Use in Packing Commodities) Act, 1987:
  - (1) S.O. 3290 (E), dated the 24th December, 2009, exempting the State Government and their procurement agencies and the Food Corporation of India from the operation of Principal Order S.O. 2409 (E), dated the 22nd September, 2009, for the Khariff Marketing Season 2009-10 and the Rabi Marketing Season 2011, to prevent disruption in food grain procurement.
  - (2) S.O. 259 (E), dated the 4th February, 2010, exempting the Sugar Industry from the operation of Principal Order S.O. 2409 (E), dated the 22nd September, 2009, during the jute year 2009-10 (July-June).
  - (3) S.O. 293 (E), dated the 9th February, 2010, exempting the State Government and their procurement agencies and the Food Corporation of India from the operation of Principal Order S.O. 2409 (E), dated the 22nd September, 2009, during the Rabi Marketing Season 2010-11, to prevent disruption in food grain procurement.

[Placed in Library. See No. L.T. 1872/1510]

- II. (i) A copy each (in English and Hindi) of the following papers, under sub-section (1) of section 619A of the Companies Act, 1956:
  - (a) Twenty-ninth Annual Report and Accounts of the National Jute Manufactures Corporation Limited (NJMC), Kolkata, for the year 2008-09, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
  - (b) Review by Government on the working of the above Corporation.
- (ii) Statements (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 1738/1510]

**Report (2008-09) of Employees Provident Fund Organisation, New Delhi and related papers**

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT  
(SHRI HARISH RAWAT) : Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers:

- (a) Fifty-sixth Annual Report of the Employees Provident Fund Organisation, New Delhi, for the year 2008-09.
- (b) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L.T. 1782/1510]

**I. Notifications of the Ministry of Road Transport and Highways**

**II. Report and Accounts (2007-08) of NHAI, New Delhi and related papers**

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
(SHRI R.P.N. SINGH):: Sir, I lay on the Table

- I. A copy each (in English and Hindi) of the following Notifications of the Ministry of Road Transport and Highways, under Section 10 of the National Highways Act, 1956:

- (1) S.O. 2718 (E), dated the 29th October, 2009, regarding acquisition of land, with or without structure, from K.M. 168.500 to K.M. 265.000 (MP/Maharashtra Border-Dhule Section) on National Highway No. 3 in Dhule District in the State of Maharashtra.

- (2) S.O. 2719 (E), dated the 29th October, 2009, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 84.000 (Panvel-Indapur Section) on National Highway No. 17 in Raigad District in the State of Maharashtra.

[Placed in Library. See No. L.T. 1819/1510]

- (3) S.O. 2822 (E), dated the 3rd November, 2009, regarding acquisition of land, with or without structure, from K.M. 44.800 to K.M. 67.800 (Gurgaon-Kotputli-Jaipur Section) on National Highway No. 8 in the State of Haryana.

[Placed in Library. See No. L.T. 2051/1510]

- (4) S.O. 2983 (E), dated the 24th November, 2009, regarding appointment of competent authority for acquisition of land, from K.M. 0.000 to K.M. 84.400 on National Highway No. 4A in Belgaum District in the State of Karnataka.

[Placed in Library. See No. L.T. 1819/1510]

- (5) S.O. 2984 (E), dated the 24th November, 2009, regarding acquisition of land, with or without structure, from K.M. 102.000 to K.M. 164.400 (Bijapur-Hungund Section) on National Highway No.13 in Bijapur District in the State of Karnataka.

- (6) S.O. 2985 (E), dated the 24th November, 2009, regarding acquisition of land, with or without structure, from K.M. 218.000 to K.M. 295.700 (Hungund-

Hospet Section) on National Highway No. 13 in Koppal District in the State of Karnataka.

[Placed in Library. For (5) and (6) See No. L.T. 2051/1510]

- (7) S.O. 2991 (E), dated the 24th November, 2009, regarding acquisition of land, with or without structure, from K.M. 463.600 to K.M. 524.000 (Hyderabad-Bangalore Section) on National Highway No. 7 in Chikaballapur District in the State of Karnataka.

[Placed in Library. See No. L.T. 1819/1510]

- (8) S.O. 2995 (E), dated the 24th November, 2009, regarding acquisition of land, with or without structure, from K.M. 652.000 to K.M. 723.000 on National Highway No. 7 in Nagpur District in the State of Maharashtra.
- (9) S.O. 3009 (E), dated the 25th November, 2009, regarding acquisition of land, with or without structure, from K.M. 28.100 to K.M. 57.150 (Rohtak-Panipat Section) on National Highway No. 71A in Sonapat District in the State of Haryana.
- (10) S.O. 3010 (E), dated the 25th November, 2009, regarding acquisition of land, with or without structure, from K.M. 00.000 to K.M. 28.100 (Rohtak-Panipat Section) on National Highway No. 71A in Rohtak District in the State of Haryana.
- (11) S.O. 3020 (E), dated the 26th November, 2009, regarding acquisition of land, with or without structure, from K.M. 44.200 to K.M. 93.800 (Delhi-Agra Section) on National Highway No. 2 in Palwal District in the State of Haryana.
- (12) S.O. 3035 (E), dated the 27th November, 2009, regarding acquisition of land, with or without structure, from K.M. 112.210 to K.M. 115.700 and from K.M. 119.850 to K.M. 170.000 (Rohtak-Hissar Section) on National Highway No. 10 in Hissar District in the State of Haryana.
- (13) S.O. 3048 (E), dated the 30th November, 2009, regarding acquisition of land, with or without structure, from K.M. 113.820 to K.M. 149.000 on National Highway No. 4A in North Goa District in the State of Goa.
- (14) S.O. 3049 (E), dated the 30th November, 2009, regarding appointment of competent authority for acquisition of land, from K.M. 433.000 to K.M. 515.000 on National Highway No. 4 in the State of Karnataka.
- (15) S.O. 3055 (E), dated the 30th November, 2009, regarding acquisition of land, with or without structure, from K.M. 349.650 to K.M. 413.000 (Kuttipuram-Edapally Section) on National Highway No. 17 in Thrissur District in the State of Kerala.

- (16) S.O. 3056 (E), dated the 30th November, 2009, regarding acquisition of land, with or without structure, from K.M. 318.000 to K.M. 349.650 (Kuttipuram-Edapally Section) on National Highway No. 17 in Malappuram District in the State of Kerala.
- (17) S.O. 3102 (E), dated the 4th December, 2009, regarding acquisition of land, with or without structure, from K.M. 70.700 to K.M. 179.285 (Yamunanagar-Panchkula Section) on National Highway No. 73 in Panchkula District in the State of Haryana.
- (18) S.O. 3103 (E), dated the 4th December, 2009, regarding acquisition of land, with or without structure, from K.M. 70.700 to K.M. 179.285 (Yamunanagar-Panchkula Section) on National Highway No. 73 in Ambala District in the State of Haryana.
- (19) S.O. 3117 (E), dated the 4th December, 2009, regarding appointment of competent authority for acquisition of land on National Highway No. 47 in the State of Kerala.
- (20) S.O. 3119 (E), dated the 5th December, 2009, regarding acquisition of land, with or without structure, from K.M. 20.500 to K.M. 44.200 (Delhi-Agra Section) on National Highway No. 2 in Faridabad District in the State of Haryana.
- (21) S.O. 3134 (E), dated the 7th December, 2009, regarding acquisition of land, with or without structure, from K.M. 80.700 to K.M. 102.860 (Pathankot-Amritsar Section) on National Highway No. 15 in Amritsar District in the State of Punjab.
- (22) S.O. 3140 (E), dated the 7th December, 2009, regarding acquisition of land, with or without structure, from K.M. 60.270 to K.M. 80.700 (Pathankot-Amritsar Section) on National Highway No. 15 in Gurdaspur District in the State of Punjab.
- (23) S.O. 3145 (E), dated the 8th December, 2009, regarding acquisition of land, with or without structure, from K.M. 363.300 to K.M. 371.200 (Rohtak-Bawal Section) on National Highway No. 71 in Rohtak District in the State of Haryana.
- (24) S.O. 3146 (E), dated the 8th December, 2009, regarding acquisition of land, with or without structure, from K.M. 371.200 to K.M. 411.550 (Rohtak-Bawal Section) on National Highway No. 71 in Jhajjar District in the State of Haryana.
- (25) S.O. 3147 (E), dated the 8th December, 2009, regarding acquisition of land, with or without structure, from K.M. 379.100 to K.M. 465.000 (Cherthalai-Oachira Section) on National Highway No. 47 in Alappuzha District in the State of Kerala.

- (26) S.O. 3148 (E), dated the 8th December, 2009, regarding acquisition of land, with or without structure, from K.M. 465.000 to K.M. 520.000 (Oachira-Thiruvananthapuram Section) on National Highway No. 47 in Kollam District in the State of Kerala.
- (27) S.O. 3152 (E), dated the 8th December, 2009, regarding acquisition of land, with or without structure, from K.M. 318.000 to K.M. 349.650 (Kuttipuram-Edapally Section) on National Highway No. 17 in Malappuram District in the State of Kerala.
- (28) S.O. 3153 (E), dated the 8th December, 2009, regarding acquisition of land, with or without structure, from K.M. 349.650 to K.M.413.000 (Kuttipuram-Edapally Section) on National Highway No. 17 in Thrissur District in the State of Kerala.

[Placed in Library. For (8) to (28) See No. L.T. 2051/15/10]

- (29) S.O. 3159 (E), dated the 9th December, 2009, regarding acquisition of land, with or without structure, from K.M. 524.720 to K.M. 556.840 (Hyderabad-Bangalore Section) on National Highway No. 7 in Bangalore Rural and Bangalore Urban Districts in the State of Karnataka.

[Placed in Library. See No. L.T. 1819/15/10]

- (30) S.O. 3167 (E), dated the 10th December, 2009, regarding acquisition of land, with or without structure, from K.M. 260.200 to K.M. 313.280 (Kannur-Kuttipuram Section) on National Highway No. 17 in Malappuram District in the State of Kerala.
- (31) S.O. 3175 (E), dated the 10th December, 2009, regarding acquisition of land, with or without structure, from K.M. 982.000 to K.M. 1041.000 (Nalbari-Bijni Section) on National Highway No. 31 in Barpeta District in the State of Assam.
- (32) S.O. 3176 (E), dated the 10th December, 2009, regarding acquisition of land, with or without structure, from K.M. 456.164 to K.M. 456.310 (Amritsar-Wagha Border Section) on National Highway No.1 in Amritsar District in the State of Punjab.
- (33) S.O. 3191 (E), dated the 14th December, 2009, regarding acquisition of land, with or without structure, from K.M. 455.400 to K.M. 491.620 (Amritsar-Wagha Border Section) on National Highway No.1 in Amritsar District in the State of Punjab.
- (34) S.O. 3198 (E), dated the 14th December, 2009, regarding appointment of competent authority for acquisition of land on National Highway No. 1 in the State of Punjab.

[Placed in Library. For (30) to (34) See No. L.T. 2051/15/10]

(35) S.O. 3222 (E), dated the 15th December, 2009, regarding acquisition of land, with or without structure, from K.M. 28.200 to K.M. 110.200 (Nelamangala-Hassan Section) on National Highway No. 48 in Bangalore Rural, Ramanagara, Tumkur and Mandya Districts in the State of Karnataka.

(36) S.O. 3223 (E), dated the 15th December, 2009, regarding acquisition of land, with or without structure, from K.M. 216.900 to K.M. 238.900 (Mulbagal-Andhra Pradesh/Karnataka Border Section) on National Highway No. 4 in Kolar District in the State of Karnataka.

[Placed in Library. For (35) and (36) See No. L.T. 1819/15/10]

(37) S.O. 3259 (E), dated the 22nd December, 2009, regarding acquisition of land, with or without structure, from K.M. 100.000 to K.M. 152.225 (Panipat-Jalandhar Section) on National Highway No. 1 in Karnal District in the State of Haryana.

(38) S.O. 3261 (E), dated the 22nd December, 2009, regarding acquisition of land, with or without structure, from K.M. 152.225 to K.M. 189.810 (Panipat-Jalandhar Section) on National Highway No. 1 in Kurukshetra District in the State of Haryana.

[Placed in Library. For (37) and (38) See No. L.T. 2051/15/10]

(39) S.O. 3288 (E), dated the 24th December, 2009, regarding fee to be recovered from users of the four-laned stretch from K.M. 8.765 to K.M. 33.130 (Silk Board Junction-Hosur Section) on National Highway No. 7 in the State of Karnataka.

(40) S.O. 3289 (E), dated the 24th December, 2009, regarding fee to be recovered from the users of the four-laned stretch from K.M. 159.000 to K.M. 168.500, (Chittorgarh Bypass Section) on National Highway No. 79 and 76 in the State of Rajasthan.

[Placed in Library. For (39) to (40) See No. L.T. 1819/15/10]

(41) S.O. 3291 (E), dated the 24th December, 2009, regarding acquisition of land, with or without structure, from K.M. 411.550 to K.M. 450.800 (Rohtak-Bawal Section) on National Highway No. 71 in Rewari District in the State of Haryana.

(42) S.O. 3292 (E), dated the 24th December, 2009, regarding acquisition of land, with or without structure, from K.M. 522.000 to K.M. 545.750 (Cherthalai-Thiruvananthapuram Section) on National Highway No. 47 in Thiruvananthapuram District in the State of Kerala.

[Placed in Library. For (41) and (42) See No. L.T. 2051/15/10]

(43) S.O. 4 (E), dated the 2nd January, 2010, regarding acquisition of land, with or without structure, from K.M. 52.000 to K.M. 67.600 (Dhaleshwari-

Bhairabi Road) on National Highway No. 154 in Hailakandi District in the State of Assam.

[Placed in Library. *See* No. L.T. 1819/15/10]

- (44) S.O. 5 (E), dated the 2nd January, 2010, regarding acquisition of land, with or without structure, from K.M. 67.000 to K.M. 75.000 (Dhaleshwari-Bhairabi Road) on National Highway No. 154 in Hailakandi District in the State of Assam.

[Placed in Library. *See* No. L.T. 2062/15/10]

- (45) S.O. 6 (E), dated the 4th January, 2010, regarding acquisition of land, with or without structure, from K.M. 58.245 to K.M. 177.000 (Beawar-Gomati Choraha Section) on National Highway No. 8 in Ajmer and Rajsamand Districts in the State of Rajasthan.

- (46) S.O. 11 (E), dated the 5th January, 2010, regarding fee to be recovered from the users of the stretch from K.M. 0.000 to K.M. 52.300 (Madurai-Virudhunagar Section) on National Highway No. 7 in the State of Tamil Nadu.

- (47) S.O. 12 (E), dated the 5th January, 2010, regarding fee to be recovered from the users of the stretch from K.M. 0.000 to K.M. 60.950 (Trichy-Tovarankurichi Section) on National Highway No.45B in the State of Tamil Nadu.

- (48) S.O. 13 (E), dated the 5th January, 2010, regarding fee to be recovered from the users of the four-laned stretch from K.M. 410.700 to K.M. 472.840 (Purnea-Dalkhola Section) on National Highway No. 31 in the States of Bihar and West Bengal.

[Placed in Library. For (45) to (48) *See* No. L.T. 1819/15/10]

- (49) S.O. 16 (E), dated the 6th January, 2010, regarding acquisition of land, with or without structure, from K.M. 212.161 to K.M. 241.200 (Panipat-Jalandhar Section) on National Highway No. 1 in Patiala District in the State of Punjab.

- (50) S.O. 17 (E), dated the 6th January, 2010, regarding acquisition of land, with or without structure, from K.M. 241.200 to K.M. 260.000 (Panipat-Jalandhar Section) on National Highway No. 1 in Fatehgarh Sahib District in the State of Punjab.

- (51) S.O. 18 (E), dated the 6th January, 2010, regarding acquisition of land, with or without structure, from K.M. 297.500 to K.M. 329.000 (Panipat-Jalandhar Section) on National Highway No. 1 in Ludhiana District in the State of Punjab.

- (52) S.O. 19 (E), dated the 6th January, 2010, regarding acquisition of land, with or without structure, from K.M. 329.000 to K.M. 347.400 (Panipat-Jalandhar Section) on National Highway No. 1 in Jalandhar District in the State of Punjab.
- (53) S.O. 20 (E), dated the 6th January, 2010, regarding acquisition of land, with or without structure, from K.M. 347.400 to K.M. 365.600 (Panipat-Jalandhar Section) on National Highway No. 1 in Kapurthala District in the State of Punjab.
- (54) S.O. 89 (E), dated the 15th January, 2010, regarding acquisition of land, with or without structure, from K.M. 185.980 to K.M. 260.200 (Kannur-Kuttipuram Section) on National Highway No. 17 in Kozhikode District in the State of Kerala.
- (55) S.O. 90 (E), dated the 15th January, 2010, regarding acquisition of land, with or without structure, from K.M. 148.000 to K.M. 171.200 (Kannur-Kuttipuram Section) on National Highway No. 17 in Kannur District in the State of Kerala.
- (56) S.O. 91 (E), dated the 15th January, 2010, regarding acquisition of land, with or without structure, from K.M. 171.200 to K.M. 185.960 (Kannur-Kuttipuram Section) on National Highway No. 17 in Kannur District in the State of Kerala.
- (57) S.O. 119 (E), dated the 20th January, 2010, regarding acquisition of land, with or without structure, from K.M. 44.200 to K.M. 93.800 (Delhi-Agra Section) on National Highway No. 2 in Palwal District in the State of Haryana.
- (58) S.O. 123 (E), dated the 20th January, 2010, regarding acquisition of land, with or without structure, from 66.500 to K.M. 73.200 (Kuruli-Kiratpur Section) on National Highway No. 21 in Roopnagar District in the State of Punjab.

[Placed in Library. For (49) to (58) See No. L.T. 2051/15/10]

- (59) S.O. 131 (E), dated the 20th January, 2010, regarding appointment of competent authority for acquisition of land on National Highway No. 37 (Jorhat-Dibrugarh Section) in the State of Assam.

[Placed in Library. See No. L.T. 1819/15/10]

- (60) S.O. 180 (E), dated the 25th January, 2010, amending Notification No. S.O. 864 (E), dated the 8th June, 2006, to substitute certain entries in the original Notification.

- (61) S.O. 198 (E), dated the 28th January, 2010, regarding acquisition of land, with or without structure, from K.M. 453.000 to K.M. 487.000 (Chariabahi-Teok Section) on National Highway No. 37 in Jorhat District in the State of Assam.
- (62) S.O. 199 (E), dated the 28th January, 2010, regarding acquisition of land, with or without structure, from K.M. 538.000 to K.M. 604.000 (Sepon-Lahowal Section) on National Highway No. 37 in Dibrugarh District in the State of Assam.
- (63) S.O. 223 (E), dated the 29th January, 2010, regarding acquisition of land, with or without structure, from K.M. 30.000 to K.M. 86.500 (Bahadurgarh-Rohtak Section) on National Highway No. 10 in Rohtak District in the State of Haryana.
- (64) S.O. 250 (E), dated the 3rd February, 2010, regarding acquisition of land, with or without structure, from K.M. 180.000 to K.M. 182.000 (Kannur Section) on National Highway No.17 (Survey No. 76/1) in Kannur District in the State of Kerala.
- (65) S.O. 251 (E), dated the 3rd February, 2010, regarding acquisition of land, with or without structure, from K.M. 180.000 to K.M. 182.000 (Kannur Section) on National Highway No.17 (Survey No. 76/1) in Kannur District in the State of Kerala.
- (66) S.O. 274 (E), dated the 8th February, 2010, regarding acquisition of land, with or without structure, from K.M. 182.200 to K.M. 248.875 (Tamil Nadu/Kerala Border (Walayar) to Thrissur Section) on National Highway No. 47 in Palakkad District in the State of Kerala.
- (67) S.O. 422 (E), dated the 18th February, 2010, regarding acquisition of land, with or without structure, from K.M. 5.000 to K.M. 36.000 (Nagaon-Daboka Section) on National Highway No. 36 and K.M. 0.000 to K.M. 22.000 (Daboka-Lanka Section) on National Highway No. 54 in Nagaon District in the State of Assam.

[Placed in Library. For (60) to (67) See No. L.T. 2051/15/10]

- (ii) A copy (in English only) of the Ministry of Road Transport and Highways Notification No. S.O. 313 (E), dated the 10th February, 2010, publishing Corrigendum to Notification No. S.O. 3056 (E), dated the 30th November, 2009.

[Placed in Library. See No. L.T. 2051/15/10]

- (iii) A copy (in Hindi only) of the Road Transport and Highways Notification No. S.O. 3037 (E), dated the 27th November, 2009, publishing Corrigendum to S.O. 785 (E), dated the 19th March, 2009.

[Placed in Library. See No. L.T. 2051/15/10]

- II. (i) A copy each (in English and Hindi) of the following papers, under Section 24 of the National Highways Authority of India Act, 1988:

- (a) Annual Report and Accounts of the National Highways Authority of India (NHAI), New Delhi, for the year 2007-08, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Authority.
- (ii) Statement (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 2051/15/10]

#### **Report of CAG of India for the year ended on 31st March, 2009**

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA):  
Sir, I lay on the Table, under clause (1) of article 151 of the Constitution, a copy each (in English and Hindi) of the Report of the Comptroller and Auditor General of India for the year ended on the 31st March, 2009 (No. 3 of 2009-10) Union Government (Civil) (Autonomous Bodies) Performance Audit of the Functioning of Major Port Trusts in India (Ministry of Shipping).

[Placed in Library. See No. L.T. 1802/15/10]

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#### **REPORTS OF THE PUBLIC ACCOUNTS COMMITTEE**

**श्री शान्ता कुमार** (हिमाचल प्रदेश): महोदय, मैं लोक लेखा समिति (2009-10) के निम्नलिखित प्रतिवेदनों की एक-एक प्रति (अंग्रेजी तथा हिन्दी में) सभा पटल पर रखता हूँ:

- (i) Eighth Report on Implementation of National Rural Employment Guarantee Act relating to the Ministry of Rural Development (Department of Rural Development);
- (ii) Ninth Report on National Programme for Nutritional Support to Primary Education (Midday Meal Scheme) relating to the Ministry of Human Resource Development (Department of School Education and Literacy); and
- (iii) Tenth Report on Undue favour to Vendor in Acquisition of Submarines relating to the Ministry of Defence.

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#### **REPORTS OF THE COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES**

SHRI MUKUT MITHI (Arunachal Pradesh): Sir, I lay on the Table, a copy each (in English and Hindi) of the following Reports of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes (2009-10):

- (i) Fourth Report of the Committee relating to the Ministry of Petroleum and Natural Gas on Reservation for Scheduled Castes and Scheduled Tribes in allotment of Gas and Petrol Agencies; and

- (ii) Fifth Report of the Committee relating to the Ministry of Human Resource Development (Department of School Education and Literacy) on Action Taken by the Government on the recommendations contained in their Twenty-fourth Report (Fourteenth Lok Sabha) on Reservation in services including reservation in admission and employment of Scheduled Castes and Scheduled Tribes in Kendriya Vidyalaya Sangathan (KVS), Kendriya Vidyalayas and in Navodaya Vidyalaya Samiti (NVS) and Navodaya Vidyalayas.

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#### STATEMENT BY MINISTER

##### **Implementation of recommendations contained in the Ninety-eighth Report of the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture**

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): Sir, I make a statement regarding status of implementation of recommendations contained in the Ninety-eighth Report of the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture.

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#### MOTION FOR ELECTION TO THE COMMITTEE ON OFFICIAL LANGUAGE

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): Sir, I move the following Motion:

“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 the single transferable vote, one Member from among 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 Shivraj Vishwanath Patil from the membership of the Rajya Sabha w.e.f the 21st January, 2010.”

*The question was put and the motion was adopted.*

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#### MOTION FOR ELECTION TO THE MARINE PRODUCTS EXPORT DEVELOPMENT AUTHORITY (MPEDA)

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): Sir, I move the following Motion:

“That in pursuance of clause (c) of sub-section (3) of Section 4 of the Marine Products Export Development Authority Act, 1972 (13 of 1972), read with sub-rule (1) of Rule 4 of the Marine Products Export Development Authority Rules, 1972, this House do proceed to

elect, in such manner as the Chairman may direct, one Member from among the Members of the House, to be a member of the Marine Products Export Development Authority.”

*The question was put and the motion was adopted.*

#### MATTERS RAISED WITH PERMISSION

##### Revelations from a document of the World Bank on not compelling Banks for financing any project in Arunachal Pradesh

**श्री प्रभात झा** (मध्य प्रदेश) : उपसभापति महोदय, मैं सदन का ध्यान एक अति संवेदनशील मामले की ओर दिलाना चाहता हूँ। महोदय, जिस तरह से चीन लगातार अरुणाचल प्रदेश के बारे में बयान दे रहा है, उससे मुझे लगता है कि कहीं हम यह कहने का अधिकार तो खोते नहीं जा रहे हैं कि अरुणाचल प्रदेश भारत का अभिन्न अंग है ! अभी हाल ही में भारत के विदेश मंत्री ने कहा कि भारत अरुणाचल प्रदेश से जुड़ी किसी भी परियोजना के लिए विश्व बैंक के सामने जोर नहीं लगाएगा। उसके बाद जो चीन के Executive Director हैं विश्व बैंक में, वे इस बात पर दबाव डालने लगे कि इनको पैसा नहीं देना चाहिए। पुलक चटर्जी नाम के व्यक्ति हैं, उन्होंने Finance Secretary, अशोक चावला को 12 फरवरी को एक पत्र में लिखा है कि प्रोजेक्ट दस्तावेज़ में किसी भी राज्य का नाम नहीं लिया जाएगा और भारत सरकार विश्व बैंक के समक्ष अरुणाचल प्रदेश पर फोकस करने वाली किसी भी परियोजना के लिए जोर नहीं लगाएगी। यह बयान चीन के उस क्षेत्र के सामने झुकने जैसा है, हथियार डालने जैसा है। लगता है कि इस ताज़ा घटनाक्रम के बाद हम helpless हो गए हैं। मनमोहन सिंह जी वहां जाते हैं, तो चीन विरोध करता है, वे तवांग जाते नहीं हैं, आखिर हम जानना चाहते हैं कि सरकार का रुख उसके बारे में क्या है? लगातार ये बातें चल रही हैं। हाल ही में चीन के विवादित क्षेत्र से जुड़ा एतराज, उसके बाद भारत को अरुणाचल प्रदेश के लिए ए.डी.बी. लोन नहीं मिल पाना, यह क्या दर्शाता है? क्या हम विवादित क्षेत्र के बारे में डरते हैं? क्या हमारी कोई परियोजना वहां नहीं होनी चाहिए? परियोजना के बारे में हमने घबराहट क्यों पैदा की है? हमें स्पष्ट करना होगा कि अरुणाचल प्रदेश भारत का अभिन्न हिस्सा है या नहीं। अगर है, तो हमें वहां पर परियोजना को पूरा करने के लिए चीन को मुंहतोड़ जवाब देना होगा। हमारी सरकार का रुख स्पष्ट न होने के कारण आज देश में यह बात लगातार बढ़ रही है और इनके मन में शंका पैदा हो रही है कि क्या अरुणाचल प्रदेश हमारा हिस्सा है या नहीं? अरुणाचल के लोग पूछते हैं कि क्या हम भारत के अभिन्न अंग हैं या नहीं? मुझे लगता है कि सरकार को स्थिति स्पष्ट करनी चाहिए। यह किसी पार्टी का सवाल नहीं है, यह देश की अस्मिता, अखंडता और एकता का सवाल है और इस पर उठने वाले सवाल का जवाब, चाहे वह चीन हो, अमेरिका हो या रशिया हो, भारत की सरकार को देना चाहिए और उसके सामने झुकना नहीं चाहिए। इसी के साथ मैं अपनी बात समाप्त करता हूँ।

**श्री रामदास अग्रवाल** (राजस्थान) : महोदय, मैं स्वयं को इस विषय के साथ सम्बद्ध करता हूँ।

**श्री विजय कुमार रूपाणी** (गुजरात) : सर, मैं अपने आपको इस विषय से सम्बद्ध करता हूँ।

**श्री विनय कटियार** (उत्तर प्रदेश) : सर, मैं भी इस विषय से एसोसिएट करता हूँ।

**श्री रवि शंकर प्रसाद** (बिहार) : सर, मैं भी इस विषय से सम्बद्ध करता हूँ।

MR. DEPUTY CHAIRMAN: All of them associate. *(Interruptions)*

**श्री रवि शंकर प्रसाद** : सर, प्रधान मंत्री जी ने House में कहा था कि चीन से हमारे संबंध बहुत ही अच्छे हैं, इसके बाद भी यह स्थिति हो रही है।...(व्यवधान)... इसका जवाब आना चाहिए।...(व्यवधान)...सर, इसका जवाब आना चाहिए।

**श्री उपसभापति :** नहीं, नहीं.... ज़ीरो ऑवर में यह नहीं होता है। Concerned Minister is not here. (Interruptions) रवि शंकर प्रसाद जी, ज़ीरो ऑवर में यह नहीं होता है। मोइनुल हसन जी, बोलिए। ...**(व्यवधान)**... ठीक है, इन्होंने mention किया है, इनको opportunity दी गई थी, लेकिन ...**(व्यवधान)**...

**श्री विनय कटियार :** सर, आपसे प्रार्थना है कि आप सरकार को कुछ निर्देश दें और देश को बचाएं।

**श्री उपसभापति :** देखिए, आपने House में mention कर दिया है, सरकार उसका नोटिस लेती है। ...**(व्यवधान)**... आप सरकार से जवाब-तलब नहीं कर सकते हैं। ...प्लीज़ ...**(व्यवधान)**...

**श्री रवि शंकर प्रसाद :** सर, यह भारत की integrity का सवाल है। ...**(व्यवधान)**...

**श्री विनय कटियार :** सर, चीन रोज़ भारत के खिलाफ ....**(व्यवधान)**...

**श्री उपसभापति :** नहीं....नहीं, देखिए, इस पर discussion हो सकता है, मगर अभी जवाब नहीं हो सकता। ...**(व्यवधान)**...

**श्री विनय कटियार :** उस पर रोज़ चीन कुछ न कुछ कर रहा है। ...**(व्यवधान)**...

**श्री उपसभापति :** आप बैठिए.... कटियार जी, आप बैठिए। ...**(व्यवधान)**... Nothing will go on record. (Interruptions)

**श्री विनय कटियार :** \*

**श्री उपसभापति :** उसकी Foreign Policy पर discussion हो चुका है। आप उस पर debate कर चुके हैं। आप बार-बार यह विषय उठाते हैं। ...**(व्यवधान)**... Foreign Policy पर discussion यदि और करना चाहते हैं, तो नोटिस दीजिए। ज़ीरो ऑवर में आप जवाब-तलब नहीं कर सकते।

#### **Alleged corruption in Government agency for sending Haj Pilgrims**

SHRI MOINUL HASSAN (West Bengal): Sir, I would like to mention that the Haj Committee was formed by an Act passed by the Parliament in the year 2002. I am very sorry to say that it is a mismanaged and failed institution. Right from the year 2002 till 2010, there has been no full-fledged Haj Committee of India. Even from July, 2009 till now, there is no existence of the Haj Committee of India, which was formed by an Act passed by this august House.

Sir, last year, news of 3,000 seats having been sold, bypassing the official procedure, appeared in many newspapers. These 3,000 seats of Haj pilgrims arose due to last minute cancellations of pilgrims. The convention is that the last-minute cancellation by pilgrims is to be filled-in by the waitlisted candidates.

But a section of this Haj Committee of India is not doing this. They are selling the vacant seats on payment between Rs. 25,000 to Rs. 40,000. So, rampant corruption is happening in the Haj Committee of India. It is a clear case of corruption, and it is increasing day by day. Earlier it has come in the open day light that only the private tour operators are doing such things. But this time the Government agency is responsible for this type of corruption. I would like to inform the House, through you, Sir, that 14 States have not yet even formed the Haj Committee. Forming a Haj Committee is a direction under section 51 of Haj Act. So, Sir, I would appeal before this august House and the Minister of External Affairs and urge upon the Government to

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\*Not recorded.

do something to stop this corruption and look after the Haj pilgrims, those who are out of India, going there for religious purposes. Otherwise, the situation will go out of control day by day. I urge upon the Government to do something so far as corruption is concerned. (*Interruptions*)

SOME HON. MEMBERS: We associate, Sir.

MR. DEPUTY CHAIRMAN: Okay. All of them associate.

#### Sexual Harassment of Children in Orissa

**श्री रुद्रनारायण पाणि (उड़ीसा) :** उपसभापति महोदय, देश में जो कन्याश्रम हैं, वेलफेयर डिपार्टमेंट की ओर से छात्राओं के लिए, बालिकाओं के लिए जो होस्टल्स बनाए गए हैं, उनमें जो छात्राएं रहती हैं, कन्याएं रहती हैं, उनके ऊपर जिस प्रकार का शोषण हो रहा है, उसे उजागर करने के लिए आपके माध्यम से आज मुझे अनुमति मिली है। महोदय, उड़ीसा में यह घटना घटी है। वहां पर नवरंगपुर जिला है, केउंझर जिला है, सुंदरगढ़ जिला है, जितने भी शेडयूल्ड एरिया है, जितने अनुसूचित जाति एवं अनुसूचित जनजाति के लिए शेडयूल्ड एरियाज है, ट्राइबल एरियाज है, वहां पर जो सेवाश्रम का स्कूल है, उसमें इस प्रकार से छात्राओं और कन्याओं के साथ बलात्कार जैसा शोषण हो रहा है, दुराचार हो रहा है। पिछले पांच-सात दिनों से प्रदेश के सभी समाचार पत्रों में भी इस प्रकार से लड़कियों के साथ जो दुराचार हो रहा है, उसके बारे में आया है। महोदय, स्टेट्समैन में आया है कि “A shocking incident of two teachers and another person ‘sexually exploiting minor girls at Baro Aamra Sevashram Residential School’”. हमारे यहां “बड़ो” कहते हैं। यह नवरंगपुर में हुआ है। महोदय, कल हम महिला बिल पर इस सदन में चर्चा कर रहे थे और कल ही इस महान सदन ने महिला बिल पारित किया। जो कन्याएं, जो बालिकाएं कल महिला बनने जा रही हैं, उनके प्रति किस प्रकार का आचरण होता है, इसके ऊपर कृपया आप विचार करें। कल जब यहां चर्चा हो रही थी तो कहा जा रहा था कि एक तिहाई क्यों? महोदय, एक तिहाई के बारे में उड़ीसा वह महान राज्य है, जो कि उत्तर दे सकता है क्योंकि उड़ीसा का जो presiding deity है, वहां पर जगन्नाथ, बलभद्र और सुभद्रा - सुभद्रा उनकी बहन है और जगन्नाथ और बलभद्र जो दोनों भाई हैं, वे भगवान होते हैं। इसलिए एक-तिहाई जो आरक्षण दिया गया है, जगन्नाथ महाप्रभु वनवासियों के गिरीगरहोर से पुरी तक आए हुए हैं। वहां पर वनवासी कन्याओं का बलात्कार हो रहा है। वहां पर जो कल्याण विभाग के मंत्री हैं, जो कि अनुसूचित जनजाति को बिलॉग करते हैं, उनके भतीजे के द्वारा उनके गांव में एक बलात्कार मर्डे के महीने में हुआ - पाइकमाल नामक स्थान पर सुजाता माल नाम की कन्या का। यह उनके भतीजे के द्वारा हुआ। इस मामले को दो-तीन महीने पहले मैं अनुसूचित जाति एवं अनुसूचित जनजाति आयोग में लेकर गया था, मानव अधिकार आयोग में भी लेकर गया था। वहां पर कुछ कार्यवाही हुई है। मैं निवेदन करूंगा कि वहां के मुख्य मंत्री अगर अपने आपको पाक साफ कहते हैं, अगर वे कहते हैं कि वे ऑनेस्ट हैं, तो वहां पर जो वेलफेयर मिनिस्टर बैठे हुए हैं, जो स्वयं जनजाति को बिलॉग करते हैं, जिनके भतीजे के ऊपर बलात्कार का आरोप है, वे उस जनजाति आयोग मंत्री को तुरंत बर्खास्त करें और उड़ीसा में कन्याश्रम में बालिकाओं का जो शोषण हो रहा है, इस मामले को केन्द्र सरकार गंभीरता से देखे। धन्यवाद।

**सुश्री अनुसुइया उइके (मध्य प्रदेश) :** महोदय, मैं माननीय सदस्य से स्वयं को संबद्ध करती हूं।

**श्रीमती माया सिंह (मध्य प्रदेश) :** महोदय, मैं माननीय सदस्य से स्वयं को संबद्ध करती हूं।

**श्री भागीरथी माझी (उड़ीसा) :** महोदय, मैं माननीय सदस्य से स्वयं को संबद्ध करता हूं।

**श्री अनिल माधव दवे (मध्य प्रदेश) :** महोदय, मैं माननीय सदस्य से स्वयं को संबद्ध करता हूं।

**श्री विजय कुमार रूपाणी (गुजरात) :** महोदय, मैं माननीय सदस्य से स्वयं को संबद्ध करता हूं।

## SPECIAL MENTIONS

### Demand to take urgent steps to check infant deaths in the country

DR. GYAN PRAKASH PILANIA (Rajasthan): Sir, according to the UNICEF 2009 data on state of children in the world, even after 62 years of Independence, a staggering 2.1 million children under the age of five years die annually in India and 60 per cent of these deaths are reported within the first 28 days of birth. For every 1000 live births, 57 deaths occur in children less than one year old. Of them, 65 per cent die even before they complete one month. 18.4 per cent children die between their first and fifth birthdays. What is even more alarming is that common causes for the deaths are curable diseases, like diarrhoea, pneumonia, malaria, measles and pre and post-natal complications.

Undernourishment was another major cause of infant mortality. One out of every four children in the world who die under the age of one and one out of every three malnourished children is an Indian. Over half of the country's children are malnourished. More than half of these deaths could be avoided if children were better nourished and problems such as anaemia in women were addressed. The deaths could be minimised by promoting home-based neonatal care and ensuring universal immunization. The benefits of various projects were not reaching poor families.

In view of above horrendous scenario of untimely deaths of children, I would strongly urge the hon. Minister of Health and Family Welfare to take urgent steps to save Indian childhood.

### Demand to provide adequate kerosene, sugar and foodgrains under Public Distribution System to State of Madhya Pradesh

**श्री प्रभात झा (मध्य प्रदेश) :** महोदय, मध्य प्रदेश एक आदिवासी बाहुल्य प्रदेश है, जहां ग्रामीण क्षेत्रों में केरोसीन की मांग विकसित प्रदेशों की अपेक्षा अधिक रहती है। प्रदेश को केन्द्र सरकार द्वारा वर्तमान में बहुत कम केरोसीन प्रति माह के मान से प्राप्त हो रहा है, जबकि राज्य की आवश्यकता 5 लीटर प्रति कार्ड के मान से 61,500 किलो लीटर है। अतः प्रदेश को प्रति माह 9288 किलो लीटर केरोसीन और आबंटित करने की आवश्यकता है। प्रदेश में बी०पी०एल० अंत्योदय सहित परिवार को खाद्यान्न आबंटन करने के लिए 2,40,807 मी०टन का बी०पी०एल० खाद्यान्न का आबंटन हो रहा है, जिससे सभी परिवार को निर्धारित खाद्यान्न उपलब्ध कराना संभव नहीं हो पा रहा है। अतः केन्द्रीय सरकार द्वारा प्रदेश को आवश्यक खाद्यान्न आबंटित किए जाने की आवश्यकता है।

सार्वजनिक वितरण प्रणाली के तहत प्रदेश को आबंटित होने वाली चीनी के कोटे में विगत माहों के दौरान लगातार कमी की गई है, जिसके कारण प्रदेश में बी०पी०एल० एवं अंत्योदय के पात्र हितग्राहियों को पात्रतानुसार चीनी नहीं उपलब्ध कराई जा रही है। अतः केन्द्रीय सरकार द्वारा प्रदेश को सार्वजनिक वितरण प्रणाली के तहत कम आबंटित चीनी को पूरा किए जाने की आवश्यकता है। धन्यवाद।

### Demand to take measures for restricting Multinational Companies from making India the centre of drug trials

**श्री कलराज मिश्र (उत्तर प्रदेश) :** महोदय, देश के कई अस्पतालों में बड़ी तादाद में बिना रजिस्ट्रेशन के ही दवाओं के परीक्षणों को अंजाम दिया जा रहा है। इसका पता लगाने और उसको रोकने के लिए हमारे पास

कोई सार्थक एजेंसी नहीं है। इसका दुखद् पहलू यह है कि इन परीक्षणों से उन लोगों को अनजान रखा जाता है अथवा उसके बारे में उनको सही जानकारी नहीं दी जाती है। इन परीक्षणों के बदले में उस गरीब व्यक्ति को बहुत ही थोड़ी रकम मिलती है, जबकि बिचौलिये और अस्पताल इन बहुराष्ट्रीय दवा कम्पनियों से मोटी रकम वसूलते हैं। इसके पूर्व केरल के रीजनल कैंसर संस्थान में गुपचुप तरीके से ऐसे परीक्षण किए गए थे। उसमें भी डाक्टरों की टीम ने उन व्यक्तियों को इससे अनजान रखा था और न ही कहीं से इसकी अनुमति भी ली गई थी, जबकि ऐसे परीक्षण पहले जानवरों पर करने के बाद उसके परीक्षणों के प्रभावों को जांचने के बाद ही मनुष्यों पर इसका परीक्षण किया जाता है।

महोदय, मैं सदन के माध्यम से मांग करता हूँ कि भारत को बहुराष्ट्रीय कम्पनियों की दवाओं का परीक्षण केन्द्र बनने से रोकने के लिए प्रभावी कदम उठाएं।

**Request for felicitating Sachin Tendulkar by conferring on him 'Bharat Ratna' for his achievements in Cricket**

SHRI RANJITSINH VIJAYSINH MOHITE-PATIL (Maharashtra): Mr. Vice-Chairman, Sir, one of the greatest players to have ever played the game, Sachin Tendulkar has been the greatest icon of the world cricket for almost two decades now. Ever since his debut, way back at Karachi against Pakistan in 1989, at the age of 16 years, he displayed exemplary skills when at the crease, and was immediately hailed as 'the next genius'. Sachin did not disappoint anyone and cruised his way into the record books with each knock. In principle, we all agree that "A person who defended the honour of the country is to be honoured", and Sachin Tendulkar has been continuously doing so over the years. Therefore, Hon. Vice-Chairman, Sir, through you, I would urge the Government to bestow "Bharat Ratna", the highest civilian honour, on him, which would inspire all the youth of India to take to the sports. Thank you, Sir.

SHRI R.C. SINGH (West Bengal): Sir, I associate myself with the Special Mention made by Shri Patil.

DR. JANARDHAN WAGHMARE (Maharashtra): Sir, I also associate myself with his Special Mention.

**Demands for implementing pay structure for Gramin Dak Sevaks on a par with other Government employees in the country**

SHRI N.R. GOVINDARAJAR (Tamil Nadu): Sir, I would like to bring to the notice of the Government the plight of Gramin Dak Sevaks who are working in rural post offices through the country. The demand of "Gramin Dak Sevaks for their pension, retirement benefits, bonus and proper time-related pay on a par with other Central Government staffs is unheard for a long time. The Gramin Dak Sevaks run almost 80 per cent of the country's post offices. Out of the 1,80,000 post offices in the country, 1,30,000 are run by them. The detrimental attitude of the Government has caused an extreme mental agony and disillusionment amongst the three lakh GDSs who are the backbone of Postal Department in the rural India. Further, these three lakh GDSs are excluded by the Government from the purview of Sixth Pay Commission. Even though the

Government has granted the entire arrears of Sixth Pay Commission to its other employees, these GDSs are not paid any scale of pay, pension, gratuity and medical leave facilities as are given to the other Government employees. Despite the fact that Gramin Dak Sevak is the communication bridge for the rural India, they are toiling without any such fiscal benefits as of unorganized workers in the country, with a meager wage structure. Therefore, I urge the Government to take necessary steps to bring them under the purview of Government pay structure on a par with other Government employees. This initiative will illuminate hopes in the life of three lakh GDS who have been demanding the same for decades. Thank you, Sir.

SHRI S. ANBALAGAN (Tamil Nadu): Sir, I associate myself with the Special Mention made by Shri Govindarajar.

SHRI RUDRA NARAYAN PANY (Orissa): Sir, I also associate myself with his Special Mention. ...*(Interruptions)*...

SHRI SHARAD ANANTRAO JOSHI (Maharashtra): Sir, I associate myself with the Special Mention made by Shri Govindarajar. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: All are associating. ...*(Interruptions)*... The whole House is associating.

#### **Demand for appointing the trained apprentices in Bhilai Steel Plant on a regular basis**

**श्री मोती लाल वोरा** (छत्तीसगढ़) : महोदय, भिलाई इस्पात संयंत्र की स्थापना का उद्देश्य इस्पात उत्पादन में देश को आत्म निर्भर बनाने के साथ ही शिक्षित बेरोजगार युवकों को रोजगार मुहैया कराना था।

भिलाई इस्पात संयंत्र प्रशिक्षण प्राप्त प्रशिक्षुओं का बिना किसी परीक्षा के 6 माह की टीओटी ट्रेनिंग देकर एस-3 टेक्नीशियन ग्रेड में स्थायी नियुक्ति देता था। इसी परम्परा का पालन करते हुए सितम्बर, 1996 के प्रशिक्षुओं को वर्ष 2001 में एस-3 ग्रेड दिया गया था। मार्च 1997 के बैच को तोड़कर प्रबंधन ने 84 उम्मीदवारों को वर्ष 2004 में पदनाम बदलकर एसीटी एस-1 (अटेंडेंट) में लिया। शायद संयंत्र के इतिहास में पहली बार हुआ कि टेक्नीशियन को अटेंडेंट पद पर लिया गया।

वर्ष 1981 से 1997 तक प्रशिक्षण प्राप्त सभी 8556 प्रशिक्षुओं को स्थायी नियुक्ति प्रदान की गई, किन्तु वर्ष 1997 से 2001 तक प्रशिक्षण प्राप्त 1083 प्रशिक्षुओं को विगत 10 वर्षों में स्थायी नियुक्ति नहीं दी गई है।

भिलाई इस्पात संयंत्र द्वारा प्रशिक्षुओं का चयन केवल प्रशिक्षण हेतु ही नहीं, वरन् भविष्य की रिक्रियों, सेवानिवृत्तियों एवं संयंत्र की विभिन्न इकाइयों के विस्तार को ध्यान में रखकर किया जाता था। संयंत्र द्वारा यह आश्वासन दिया गया था कि शेष बचे हुए प्रशिक्षित बैचों को निरस्त नहीं किया जाएगा तथा 10 प्रतिशत के अनुपात में प्रशिक्षुओं को नियुक्ति दी जाएगी।

भिलाई इस्पात संयंत्र द्वारा कनिष्ठ प्रशिक्षुओं को स्थायी नियुक्ति प्रदान की गई है, जबकि वरिष्ठ प्रशिक्षु नियुक्ति से वंचित हैं। मेरा इस्पात मंत्री जी अनुरोध है कि संयंत्र में स्वेच्छिक एवं आवश्यक सेवानिवृत्ति से रिक्त स्थानों तथा रावघाट परियोजना के विभिन्न विभागों में रिक्त स्थानों पर इन प्रशिक्षुओं को नियुक्ति प्रदान करने हेतु आवश्यक कार्यवाही करें, ताकि इस समस्या का समाधान हो जाए।

### **Demand to take effective measures to fight hunger and malnutrition**

SHRI VIJAY JAWAHARLAL DARDA (Maharashtra): Mr. Deputy Chairman, Sir, while observing “World Food Day” designated by the United Nations, during October 2009, news reports indicated that nearly one-third of world’s hungry people live in India. Their number may rise amid global economic crisis. Nearly, 35 per cent of our population, that is 35 crores, are malnourished and are uncertain about their next meal. The World Food Programme data estimates globally about one billion ‘urgently hungry’ people with grossly inadequate or even no access to food. India is at 22nd spot amongst listed 51 countries.

This deprivation, worsened by economic recession and uncertain rains in India for our rain-fed crops, means a healthy future lost forever for an entire generation. Social groups, further marginalised in the economic growth has intensified hunger, malnutrition and occasional starvation deaths.

Brazil and China, emerging economies like us, have intensified their efforts on ending hunger and achieved success also. China reduced hungry people by 58 millions during the last decade. Despite India’s sustained efforts, this grim situation is going out of control. Our Tenth Five Year Plan had adequate budgetary allocations to gradually eliminate ‘hunger’ and dilute the extent and content of ‘malnutrition’. Obviously, the programmes launched had either not been fully implemented or had in-built discrepancies. These shortcomings need identification for taking holistic measures so that hunger and malnutrition are judiciously handled during the Eleventh Five Year Plan. I, therefore, urge upon the Government to make dedicated efforts in conjunction with NGOs, Self-Help Groups, Panchayats, etc. to undertake periodical monitoring, evaluate the constraints and reorient implementation accordingly in order to effectively overcome such obstacles and make inclusive growth a reality. Thank you.

### **Demand to take steps to remove miseries of Jute workers**

**श्री आर.सी. सिंह (पश्चिमी बंगाल) :** महोदय, मैं आपके माध्यम से सरकार का ध्यान जूट मजदूरों की दयनीय स्थिति की ओर आकर्षित करना चाहता हूँ। यह सर्वविदित है कि जूट उद्योग में काम करने वाले मजदूरों की स्थिति कितनी दयनीय है और वे किस प्रकार शोषण का शिकार हो रहे हैं। इसी पृष्ठभूमि में पश्चिमी बंगाल के जूट मजदूर दिसम्बर 2008 में अनिश्चितकालीन हड़ताल पर भी रहे और वर्ष 2009 में भी वे हड़ताल पर हैं। उनके द्वारा उठाए गए मुद्दों में मुख्य हैं- 1. महंगाई भत्ते को समय-समय पर बढ़ाया जाए। 2. मजदूरों का देय प्रोविडेंट फंड, ग्रेजुटी और सेवानिवृत्ति/मृत्यु आदि के बाद पेंशन आदि का भुगतान समय पर किया जाए। 3. सभी मजदूरों को प्रोविडेंट फंड और ईएसआई के दायरे में लाया जाए और इन मदों का भुगतान एक समुचित प्राधिकार (अथॉरिटी) द्वारा किया जाए। 4. हरेक मजदूर को रोजगार कार्ड दिये जाएं।

त्रिपक्षीय समझौते के अनुसार मजदूरों को स्थायी किया जाए। यह भी सत्य है कि मिल मालिकों के पास मजदूरों का लगभग 1000 करोड़ रुपया बकाया है, जिसका भुगतान नहीं किया गया है और इस पूंजी से वे मिलों को चला रहे हैं।

केन्द्रीय श्रम मंत्री के हस्तक्षेप के बावजूद जूट मजदूरों को उनका उचित हक नहीं मिल पा रहा है।

अतः मैं सरकार से आग्रह करता हूँ कि वह जूट मजदूरों को उनका उचित हक शीघ्रतिशीघ्र दिलवाने के लिए प्रयास करे और राज्य सरकार और मिल मालिकों को इस सम्बन्ध में उचित निर्देश दें।

**श्री रुद्रनारायण पाणि (उड़ीसा) :** उपसभापति जी, मैं स्वयं को इससे संबद्ध करता हूँ।

#### **Need to amend Biodiversity Act**

SHRI MOINUL HASSAN (West Bengal): Sir, in the year 2009, on 26th October, the Ministry of Environment and Forests issued a notification. According to this, from now onwards, 47 types of crops/plant, 28 types of spices, 40 types of fruits, 51 types of vegetables, 24 types of flowers and perfume tree and 10 types of gardening fruits will not be in the list. In this list, there are coconut, coffee, black pepper, turmeric, cardamom, tamarind, brinjal, onion, garlic, neem, tulsi, arrarot, peepul, banyan tree, curry leaf, chilli, black cumin, mango, lemon, guava, tomato, potato, pudina, etc.

For conservation of biodiversity and their use of the above articles, a law was enacted in the year 2002 aiming at equal distribution and availing their advantages. According to the UNO declaration, there should be an appropriate policy in any country. In this regard, in the field of new invention of natural wealth, Indian position should not be compromised.

I urge upon the Government not to give up nation's interest and not to take any decision unilaterally.

SHRI SAMAN PATHAK (West Bengal): Sir, I associate myself with this Special Mention.

#### **Need for comprehensive study before launching any mega hydel power project in the North-Eastern region of the country**

SHRI KUMAR DEEPAK DAS (Assam): Sir, a massive plan has been taken up for generating 55,000 MW power in the North-Eastern Region by setting up around 100 projects and granting permission to such projects hurriedly. These projects, in the highly sensitive region, could inflict irreparable damage on forest cover, induce floods, displace people and even lead to earthquakes. The Government has failed to assess the painful experience of the construction of mega Hydel Power Project in the earthquake-prone zone on the Sichuan province of China, where in May, 2008, 7.9 Richter scale earthquake occurred, which was believed to be the outcome of complete lack of proper planning with scientific studies.

Though the North-Eastern Region is resource-rich, it has fallen under seismically sensitive zone V. An in-depth study on the likely impact of the proposed mega Hydro Electric Project in the downstream has not been made nor has there been an effort to make the assessment report public. The Centre does not seem to be committed to assiduously and meticulously conducting scientific and thorough studies and survey of the downstream impact of the big dam.

It is a fact that the civilisation of the region is river-centric. The mega dam will destroy all that. It is demanded that the construction of all mega Hydel Dams should be suspended until comprehensive studies on their socio-economic, environmental, technological and downstream impacts are completed, and people are convinced of the efficacy of the steps to keep life and property in the downstream areas safe. Also, the construction work on the Lower-Subansiri Hydel Power Project should be scrapped.

#### **Filling up of vacancies in the AIR station, Cuddapah**

SHRI M.V. MYSURA REDDY (Andhra Pradesh): Sir, All India Radio, Cuddapah, started as a Relaying Auxiliary Station in 1963 with a single transmission and it took nearly twenty years for it to become an originating station with three transmissions with a staff strength of 120. At that time, it started originating programmes in all spheres covering the entire Rayalaseema and had become one of the popular stations in Andhra Pradesh. But, over the last few years, for reasons best known to the Ministry of Information and Broadcasting, the staff in A.I.R., Cuddapah, came down drastically. The present sanctioned strength stands at just 29 with one Station Director, two Assistant Station Directors, 7 Programme Executives, 12 Transmission Executives and 7 Staff Artists. But, one would be shocked if one looked at the staff in position. Of the 29 sanctioned strength, there are only three Programme Executives working at present and all the remaining 26 posts are lying vacant. I fail to understand how A.I.R., Cuddapah, is being managed without its head and other key supporting staff. It is not that there is dearth of talent in Rayalaseema. It has got five universities, four music colleges, two veterinary colleges, four medical colleges, a Sanskrit vidyapeeth, Vedic school, etc. but the posts have been lying vacant for the last so many years.

So, I request the Government of India to immediately take steps to fill all the vacancies in A.I.R., Cuddapah, forthwith as it is a regional station, not a local radio station, and without the necessary staff it would be very difficult to transmit quality programmes, particularly for farmers.

SHRI SHARAD ANANTRAO JOSHI (Maharashtra): Sir, I associate myself with what the hon. Member has said.

#### **Financial assistance to farmers of Maharashtra**

SHRI SANJAY RAUT (Maharashtra): Sir, I would like to raise the issue of grant of financial assistance to farmers due to unseasonal rains that lashed many districts of Maharashtra during the last two months. This has caused heavy loss to the standing rabi crop, particularly wheat, jowar and green gram, in many parts of the State. Many districts have experienced untimely rains and, at some places, there were hailstorms too. Due to heavy rains that lashed Sangli, Solpaur, Satara, Pune and Nashik districts, the output of export quality pomegranates might see a sharp fall this year. Due to unseasonal rains there will be a dent in the export of cash crops such as grapes, pomegranates, alphonso mangoes and cashewnuts. Output of other crucial

crops such as rice, sugarcane and cotton is also expected to suffer in Konkan, northern and western Maharashtra. Sir, farmers have suffered huge financial losses and are in distress. They need immediate financial assistance from the Central Government to overcome this financial distress.

I, therefore, urge the Central Government to assess the loss to farmers due to heavy and unseasonal rains in Maharashtra and to provide the maximum financial help under the Agricultural Crop Insurance Scheme to those whose crops have been damaged due to heavy rains.

SHRI SHARAD ANANTRAO JOSHI (Maharashtra): Sir, I associate myself with what the hon. Member has said.

SHRI Y. P. TRIVEDI (Maharashtra): Sir, I also associate myself with what the hon. Member has mentioned.

DR. JANARDHAN WAGHMARE (Maharashtra): Sir, I also associate myself with what the hon. Member has mentioned.

SHRI RANJITSINH VIJAYSINH MOHITE-PATIL (Maharashtra): Sir, I also associate myself with what the hon. Member has mentioned.

**Demand to take steps to release water from Gandhi Sagar Dam to the canals for irrigation of Rabi Crops in some districts of Rajasthan**

**श्री ललित किशोर चतुर्वेदी** (राजस्थान): माननीय उपसभापति महोदय, मैं उस राज्य का प्रतिनिधि हूँ जहाँ किसान आत्महत्या नहीं करता, किन्तु वहाँ राज्य सरकार की निष्क्रियता के फलस्वरूप हजारों किसान आर्थिक संकट में फँस चुके हैं।

राज्य के कोटा, बारां, बूंदी जिलों का लगभग 2.5 लाख हैक्टेयर कृषि क्षेत्र चम्बल की नहरों से सिंचित है। इन जिलों में सूखे के बावजूद गेहूँ की फसल उगाई हुई है, जिसे बचाने के लिए अंतिम पानी की भारी जरूरत है। पानी के अभाव में फसल या तो सूख जाएगी अथवा बहुत ही कम उत्पादन मिलेगा। इन नहरों को गांधी सागर से पानी मिलता है, जहाँ वर्तमान में जलस्तर 1259 फीट होकर पर्याप्त है। पूर्व रिकार्ड 1248 फीट तक के जल स्तर तक नहरों में पानी छोड़े जाने का रहा है।

इन जिलों के किसान महीने भर से अंतिम पानी छोड़े जाने के लिए आन्दोलनरत हैं, किन्तु राज्य सरकार इनकी मांग पर पूर्णतः उपेक्षारत है। सरकारी अधिकारी पानी नहीं होने का तर्क देते हैं, जबकि इसी बांध के पानी से बिजली बनाई जा रही है। वर्तमान में पेयजल के बाद प्रथम वरीयता फसलों को बचाने की है।

कानून और व्यवस्था की स्थिति उत्पन्न न हो, इसलिए मेरा आग्रह है कि उक्त जिलों के किसानों की खड़ी फसल बचाने के लिए युद्ध स्तरीय उपाय किए जाएं तथा पानी नहीं छोड़ने के कारण किसानों को क्षतिपूर्ति और राहत देने हेतु राज्य सरकार को निर्देश दिए जाएं।

**Demand to restore quota of rice for people belonging to APL in Kerala**

SHRI P.R. RAJAN (KERALA): Sir, allocation of rice for APL card holders in Kerala has been reduced from 1,13,420 MTs to 17,056 MTs against the requirement of 1,33,704 MTs. The total number of APL cards as on June is 49,56,560. The main reason attributed by the Union Government for the cut imposed in the allocation of APL rice to the State is the decrease in the

off-take figures during earlier years. But now the off-take of APL rice is almost 100 per cent.

The main reason for low off-take earlier was the price difference between the open-market rice and of the PDS was very little. This led to low off-take. Now, the price in the open market rice has increased substantially and the consumers are approaching in large numbers to get the PDS rice.

Agricultural sector of Kerala is dominated by cash crops and production of food grains is only 15 per cent of our necessity. The cash crops produced in Kerala are contributing foreign exchange to the national exchequer. Hence, meeting the food requirement of the people of Kerala is a duty of the Central Government. Considering the special features of Kerala, the Government of India must provide sufficient allotment of APL rice and wheat as per State's requirement. Therefore, I request the Union Government to at least restore the allocation of APL rice of 1,13,420 MTs per month to Kerala.

SHRI MATILAL SARKAR (Tripura): Sir, I associate myself with this Special Mention.

SHRI PRASANTA CHATTERJEE (West Bengal): Sir, I also associate myself with this Special Mention.

#### **Demand to enact legislation on seeds**

SHRI SYED AZEEZ PASHA (Andhra Pradesh): Sir, I request that the following measures should be implemented to protect the Indian poor farmers from the extreme exploitation by Monsanto and other Multi National Companies and to assist the Indian seed industries to sustain:

- (1) The Seed Bill, which was amended in favour of the farmers and recommended by the Parliamentary Standing Committee on Agriculture in 2006, should be enacted in the present Budget Session of the Parliament without deleting any amendment.
- (2) Priority should be given in the Bill to ICAR in research and inventions on GM Crops in order to protect the economy, health and environment of India and GM Crop growing farmers. The Bill should be enacted in this Session of Parliament.
- (3) The Biotechnology Regulatory Authority Bill, 2009 should be prepared in the manner that there should be a balance between the technology provider and technology recipient.
- (4) The FDI should be restricted to 49 per cent in the Seed industry.
- (5) It has to be made mandatory to the technology owner to license the technology to all the seed companies who want it.

- (6) The Government of India should ensure that in no case the royalty charge on technology exceeds 5 per cent of the seed value.
- (7) The Seed sector should never be allowed to be monopolized by the MNCs. Otherwise, the nation's food security itself will be at great peril.

So, in the interest of our poor farmers and agriculture production, I demand the Government to take immediate necessary action.

#### **Separate High Court in Tripura**

SHRI MATILAL SARKAR (Tripura): Sir, the establishment of a separate High Court in Tripura has long been overdue. The population of Tripura has risen to the figure of 36 lakhs approximately. It is the second highest State of the north-eastern region in terms of population. The combination of its population corresponds to 17 per cent SCs, 31 per cent STs, 24 plus per cent OBC, 14 plus per cent religious minorities and a good number of linguistic minorities. In population structure, about 85 per cent of the population comprise of the weaker sections of the people.

It is of good concern that the literacy in Tripura has exceeded 83 per cent. This has developed in its turn into a situation where the sense of need for judiciary within people's easy reach has become an urge. The infrastructure for a High Court is not a problem at all for the State. The law college at Agartala has been producing a number of lawyers every year. Guwahati, the headquarter of the High Court, is very far from the State. The State has a bench of Guwahati High Court at Agartala. But, it is unable to cope with the growing number of litigations. The lawyers have attracted the notice of the Government by way of different forms of democratic movements. The right to judiciary is yet to be enjoyed by the common people of the State to a degree of deserving level.

In these circumstances, I urge upon the Government to expeditiously establish a separate High Court in the State of Tripura.

SHRI SAMAN PATHAK (West Bengal): Sir, I associate myself with the hon. Member.

SHRI RUDRA NARAYAN PANY (Orissa): Sir, I too associate myself with the hon. Member.

#### **Disruption of train traffic during winters**

SHRI SANTOSH BAGRODIA (Rajasthan): I rise to commend the attention of this House to the recurrent annual phenomenon of disruption of rail traffic particularly in north India, due to dense fog during winters. This year too, the train traffic throughout the north India remained disrupted due to long delays and recurrent cancellations. The misery of passengers was further accentuated due to indifferent attitude of railway authorities. The railway inquiry network proved to be grossly inefficient in giving correct and updated information about the trains. As the visibility on the tracks was drastically impaired during nights due to fog, serious train accidents

took place causing loss of precious lives and property. Furthermore, such disruptions caused stress on the railway staff involved in the running of long distance trains. Due to scarce staff, the rest hours of the drivers and guards were curtailed and they were asked to resume arduous duties. Such annual disruption is also a reflection on the functioning of railways that the phenomenon of fog recurs every winter and yet left unattended and no technological solutions have been explored particularly when there has been greater stress over passengers' satisfaction and railway safety.

I call upon the Government to take expeditious steps to develop the solutions indigenously or import the technology from the nations facing similar crisis. Communications system should be developed. The enquiry system should be made more efficient to give updated information. Authorities at railway stations should be ready to arrange for contingencies and the passengers' amenities at the stations should be enhanced.

**Demand to give approval for construction of a dam at the confluence of five rivers in Jalau  
District of Uttar Pradesh**

**श्री वृजलाल खाबरी** (उत्तर प्रदेश) : उपसभापति महोदय, मेरे संसदीय क्षेत्र उत्तर प्रदेश के जनपद जालौन में यमुना, चम्बल, कुवाँरी, सिंध एवं पहुज, इन पाँच नदियों का संगम होता है, जिसे पंचनद के नाम से जाना जाता है। प्रत्येक वर्ष बरसात में वर्षा का अत्यधिक पानी इन नदियों में आता है, किन्तु बांध न होने के कारण बेकार बहकर निकल जाता है। यह क्षेत्र पूर्णतः कृषि पर आधारित है तथा लोगों के भरण-पोषण के लिए दूसरा कोई अन्य साधन क्षेत्र में उपलब्ध नहीं है। विगत कई वर्षों से बुन्देलखण्ड क्षेत्र के किसान भीषण सूखा पड़ने के कारण परेशान व क्षेत्र से पलायन करने को मजबूर हैं। जमीन का जल-स्तर बहुत नीचे चला गया है। क्षेत्र में बिजली की कमी है जिससे लोगों में रोष व्याप्त है। उत्तर प्रदेश सरकार के पास सीमित संसाधन हैं। केन्द्र सरकार द्वारा वर्ष 1982 में पंचनद पर बांध बनाने के प्रस्ताव को मंजूरी दे दी गई थी, जिसमें कुल 764 मीटर लम्बे बैराज का निर्माण प्रस्तावित था, जिसमें 12 मीटर के 40 पियर होंगे और जिसकी जीवन्त क्षमता 3570 मिलियन घन मीटर (2.9 मिलियन एकड़ फुट) होगी। इस बैराज के बनने से 6 पियर (17 मीटर की मोटाई के) टाइप पावर यूनिटों का प्रावधान था, जिनमें 90 मेगावाट से कुल 410 मिलियन यूनिट विद्युत पैदा होगी। इस प्रस्ताव में जलाशय के दोनों तटों पर एक-एक लिफ्ट फीडर कैनाल का प्रावधान था। इस परियोजना से बिजली व पानी दोनों समस्याओं से क्षेत्र की सम्मानित जनता को छुटकारा मिलेगा तथा सूखे की स्थिति से हमेशा के लिए निपटा जा सकेगा।

मैं सदन के माध्यम से माननीय जल संसाधन मंत्री से अनुरोध करता हूँ कि जनपद जालौन, उत्तर प्रदेश में प्रस्तावित पंचनद बांध के निर्माण को स्वीकृति प्रदान कर तुरन्त कार्य प्रारम्भ कराने के लिए आवश्यक निर्देश जारी करने का कष्ट करें।

**Demand to increase supply of railway wagons for transportation of salt in Gujarat**

**श्री नतुजी हालाजी ठाकोर** (गुजरात) : माननीय उपसभापति महोदय, मैं आपके माध्यम से माननीया रेल मंत्री और सदन का ध्यान गुजरात के नमक उद्योग को अपर्याप्त मात्रा में रेल वैगनों की आपूर्ति के संबंध में आकर्षित करना चाहता हूँ।

महोदय, इस समय गुजरात के नमक उत्पादन जोन में 30 लाख मीट्रिक टन से अधिक नमक का स्टॉक पड़ा हुआ है, जिसके लिए प्रतिमाह 100 से अधिक रेलवे वैगनों की आवश्यकता है, लेकिन इसकी तुलना में रेल मंत्रालय द्वारा महीने में मात्र 10 से 12 रेल वैगनों की ही आपूर्ति की जा रही है और रेल मंत्रालय द्वारा शक्कर और फर्टिलाइज़र के मुकाबले में नमक के ट्रांसपोर्टेशन के लिए कम मात्रा में वैगनों की आपूर्ति हो रही है।

महोदय, खाद्य नमक मानव जीवन का एक अभिन्न अंग है और प्रतिदिन प्रत्येक घर में इसकी आवश्यकता होती है और देश के कुल नमक उत्पादन का 70 प्रतिशत से अधिक नमक एकमात्र गुजरात में ही उत्पादित होता है।

उपसभापति महोदय, पर्याप्त मात्रा में रेल वैगनों की आपूर्ति न होने के कारण इस उद्योग से जुड़े सभी कामगारों की रोजी-रोटी को भी खतरा हो गया है। स्थिति की गंभीरता को देखते हुए मेरा रेल मंत्री महोदया जी से आग्रह है कि तत्काल रूप से ठोस कदम उठाकर रेल मंत्रालय को आदेश दें कि वह गुजरात के नमक उद्योग को नियमित रूप से प्रतिमाह 100 से अधिक रेल वैगनों की आपूर्ति करवाने का उचित प्रबंध करे। इस संबंध में गुजरात सरकार के उद्योग राज्य मंत्री ने भी रेल मंत्री महोदया को अपने पत्र द्वारा रेल वैगनों की आपूर्ति के लिए अपनी मांग रखी है। धन्यवाद।

**Demand to discard the plan of introducing Bt. Crops in the country to protect the traditional crops and health of people**

SHRI A. ELAVARASAN (Tamil Nadu): Sir, I rise to urge upon the Government to relinquish the plan of introducing Bt. Brinjal or any other BT crops in the country since it may cause great health disaster and crop genocide. GM crops are unfit for human consumption as the toxic compounds they contain are retained in the crop and would naturally affect the human body. GM fed animals have shown problems with growth, organ development and immune responsiveness. For instance, in Andhra Pradesh some years ago, four animals died after eating BT cotton stalks. Further, a recent study in Madhya Pradesh showed that BT crops adversely impact the health of farm and factory workers causing allergies. It is shocking that land once used for GM crops can only accept GM seeds thereafter and, after three or four harvests the land will become barren. Also, we should not forget the negative impact witnessed by us that despite attaining self-sufficiency in food grain production, Green Revolution with excessive use of chemical fertilizers adversely affected the quality of the soil and abnormal usage of pesticides had led to underground water contamination. If the Government allows the cultivation of BT crops in any other way it will be the first step for national health disaster and crop genocide. Therefore, I urge upon the Government to abandon the decision of introducing Bt. brinjal or other Bt. crops into our land so that our traditional crops will be preserved and the health of country's people would be saved.

MR. DEPUTY CHAIRMAN: The House is adjourned till 2.00 P.M. for lunch.

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The House then adjourned at fifty seven minutes past twelve of the clock.

The House re-assembled after lunch at two of the clock,

MR. DEPUTY CHAIRMAN in the Chair

### THE BUDGET (RAILWAYS) 2010-11

MR. DEPUTY CHAIRMAN: Let us take up General Discussion on the Railway Budget. Mr. Kalraj Mishra will initiate the discussion.

**श्री कलराज मिश्र (उत्तर प्रदेश) :** माननीय उपसभापति महोदय, आपने मुझे रेल बजट पर अपने विचार व्यक्त करने का अवसर प्रदान किया है। मान्यवर, दो बजट ऐसे हैं, रेल बजट और सामान्य बजट, जिनके बारे में पूरा देश लालायित रहता है, उत्कण्ठित रहता है, क्योंकि ये दोनों बजट सर्वाधिक गहराई तक प्रभाव डालने वाले होते हैं। रेल बजट एक ऐसा बजट है, जो पूरे देश भर में देश की भौगोलिक एकता और साथ ही साथ देश के अंदर, सबको जोड़ने की प्रक्रिया का माध्यम होने के कारण, भावनात्मक एकता दोनों का एक महत्वपूर्ण कड़ी है, इसलिए जब रेल बजट प्रस्तुत होता है, तो लोगों को लगता है कि इसमें से कोई न कोई विशिष्ट प्रकार की स्थिति हमें प्राप्त होगी। हिन्दुस्तान में रेल सबसे बड़ा आधारभूत ढांचा के रूप में है और जब सबसे बड़ा आधारभूत ढांचा के रूप में है, तो चाहे यातायात होगा, चाहे ढुलाई होगी, चाहे किसी भी प्रकार से इस प्रकार का कार्य होगा, जो एक स्थान से दूसरे स्थान पर जाने में उपयुक्त होगा, वह इसके माध्यम से जाता है। इसलिए स्वाभाविक रूप से लोग अपेक्षा करते हैं कि यह जो चीज बन रही है, रेल बजट आ रहा है, इसमें उनको कितना लाभ प्राप्त हो रहा है। जब हमें आजादी प्राप्त हुई थी, तो 53 हजार किलो मीटर रेल रूट था, लेकिन आज वह रेल रूट 64 हजार किलो मीटर है। मान्यवर, इसमें केवल 11 हजार किलो मीटर की बढ़ोतरी हुई है। हमें विश्व में स्पर्द्धा के रूप में चलना है और विश्व स्तरीय स्पर्द्धा युग में जब तक हमारी गुणवत्ता नहीं होगी, तब तक हम लोगों के सामने competition में आगे बढ़ नहीं पाएंगे।

सबसे बड़ी रेल प्रणाली होने के बावजूद, जिसमें 14 लाख से ज्यादा कर्मचारी हैं, जिसमें 80,000 महिलाएँ हैं, जो लगभग 7 फीसदी हैं, लेकिन सबसे बड़ा ढांचा होने के बावजूद भी, विश्व के बाकी के देशों की तुलना में, चाहे अमेरिका हो, फ्रांस हो या जापान हो, इन देशों की तुलना में, चाहे गति का प्रश्न हो, सुझावों का प्रश्न हो, समय का प्रश्न हो या सुरक्षा का प्रश्न हो, इन सारे बिंदुओं पर अगर हम ध्यान देते हैं, तो हमें लगता है कि इनकी तुलना में हम कहीं भी नहीं हैं। हमारी स्थिति अभी उस स्तर की नहीं बन पाई है, इसलिए निश्चित रूप से इस पर विचार करते समय, आज के वैश्वीकरण के युग में, जहाँ विश्व के सारे देश बहुत नज़दीक हो गए हैं, ऐसे में जो सर्वाधिक महत्वपूर्ण आधारभूत ढांचे का रूप रेल है, उसको बहुत ही आधुनिकतम बनाना पड़ेगा। आधुनिकतम उपकरणों से सजा कर उसे आगे ले जाना पड़ेगा। अगर उसमें किसी प्रकार की कमी होती है, तो लगेगा कि कहीं न कहीं उस प्रकार की व्यवस्था करने में हमसे चूक हो रही है, इसलिए मैं इस संबंध में कहना चाहूंगा कि इसमें साफ-साफ दिखाई पड़ता है कि 90 के दशक में चीन रेल के मामले में, इलेक्ट्रिफिकेशन के मामले में हमसे पीछे था, लेकिन आज वह हमसे बहुत आगे बढ़ गया है। हमारे यहां रूट का जो विद्युतीकरण है, वह केवल 14,000 किलोमीटर किया है, जबकि उनके यहां यह 28,000 किलोमीटर किया है। माननीया रेल मंत्री जी ने इस बार घोषणा की है, 2020 के विज़न में उन्होंने लिखा है कि आगे चलकर 33,000 किलोमीटर विद्युतीकरण हो जाएगा, लेकिन मैं कहना चाहता हूँ कि जो रफ्तार है, वह रफ्तार बहुत ढीली रफ्तार है और उससे मुझे नहीं लगता कि उस रफ्तार में हम आगे बढ़ पाएंगे। हम 220 किलोमीटर विद्युतीकरण एक वर्ष में करते हैं, जबकि चीन में 1,000 किलोमीटर विद्युतीकरण होता है। 33,000 किलोमीटर का हमने लक्ष्य रखा है, लेकिन विगत 5 वर्षों में जो विद्युतीकरण हुआ है, वह 2,150 किलोमीटर का हुआ है। अब अगर यही रफ्तार रही, तो हम 2020 में 33,000 किलोमीटर का विद्युतीकरण कर पाएंगे, यह तो इससे दिखाई नहीं पड़ता है।

मान्यवर, आधुनिकीकरण की और भी बात कही गई है। कहा गया है कि कॉरिडोर का आधुनिकीकरण होगा। इसके पहले भी जो बातें कही गई थीं, कहा गया था कि बजट में कोल्ड स्टोरेज, महिला ट्रेनों की घोषणा की गई थी, इसमें कितने कोल्ड स्टोरेज बने, कितनी महिला स्पेशल चलाई गई? पिछले बजट में 50 विश्व स्तरीय स्टेशन और 375 आदर्श स्टेशनों के लिए 67 बहुउद्देशीय परिसर बनाने की घोषणा की गई थी। इसमें कितने कार्य प्रारंभ हुए और कितने ठंडे बस्ते में चले गए, यह पता नहीं और इस बार के बजट में जो घोषणा की गई है, इसमें यह कहा गया है कि इसमें और ज्यादा 93 ऐसे अन्य बहुउद्देशीय परिसर बनाए जाएंगे। अब इससे यह लगता है कि यह कैसे हो जाएगा, किस ढंग से चल जाएगा? विश्वस्तरीय स्टेशनों की जो घोषणा की गई और जिस तरीके से निर्माण कार्य चला है, इसके लिए हम दिल्ली का उदाहरण ले सकते हैं, जो अभी पूरी तरह तैयार नहीं हो पाई है। यहां कॉमनवेल्थ गेम्स होने वाले हैं।

यहां अक्टूबर 2010 में कॉमन वेल्थ गेम्स होंगी। इसके निर्माण की गति बताती है कि कम से कम दो साल का समय और लगेगा। इस बीच में बरसात भी होगी, उसकी गति धीमी होगी। इसी ढंग से बाकी जगहों का भी निर्माण कार्य होगा। प्रश्न यह है कि वह कितना तेज होगा, उसको किस ढंग से आप पूरा कर सकेंगे? फिर अगला वर्ष आ जाएगा, फिर रेल बजट आ जाएगा और फिर से इसी प्रकार की घोषणा होगी। लेकिन जो घोषणाएं हुई हैं, उनको पूर्ण करने के लिए आप कितना आगे बढ़े हैं और उसमें कितना धन खर्च हुआ है और जितने धन की आप घोषणा कर रहे हैं, वह कितना खर्च हो जाएगा, यह भी एक जीता-जागता प्रश्न है, ज्वलंत प्रश्न है। इससे सीधे यह सवाल खड़ा होता है कि अगर ऐसी ही स्थिति बनती रही तो शायद कोई घोषणा पूर्ण नहीं हो पाएगी। रेल के समय में, सुरक्षा में, सेवा में, कर्मचारियों के समर्पण में कितना सामन्जस्य है, उसको कितना क्रियान्वित किया गया है, उसको भी देखना बहुत जरूरी है। समय की स्थिति यह है कि राजधानी जैसी ट्रेन भी दो-दो घंटे लेट आती है। एक विचित्र स्थिति बनी हुई है। सुरक्षा की हालत यह है कि ट्रेन में डकैतियां पड़ती हैं, लोग मारे जाते हैं। इतना ही नहीं, ट्रेन बिल्कुल आतंकवादियों के टारगेट पर होती है। ट्रेन जा रही है, नक्सलवादी हमला हो गया। आज आम आदमी स्वयं को पूरा असुरक्षित महसूस करता है। इसकी कैसी व्यवस्था की जाए, प्रभावी तौर पर इसका कार्यान्वयन कैसे किया जाए - यह विचार का विषय है। आज आम आदमी यह अनुभव करता है कि ट्रेन में बैठकर हम जा रहे हैं, पता नहीं हम सुरक्षित वापस आ पाएंगे या नहीं आ पाएंगे। जहां तक कर्मचारियों का प्रश्न है, सेवाकर्मियों का प्रश्न है, समय-समय पर उनसे भी परेशानी झेलनी पड़ती है। उनको जिस प्रकार के प्रशिक्षण की आवश्यकता है, जिस प्रकार की ट्रेनिंग की आवश्यकता है, वह भी उन्हें दी जाती होगी, ऐसा नहीं लगता है। महोदय, इस बार बजट में एक सुरक्षा प्राधिकरण की घोषणा की गयी है कि उसको व्यवस्थित किया जाएगा, ठीक किया जाएगा। पिछले बजट भाषण में 140 संवेदनशील स्टेशनों पर महिला कमांडोज की संख्या बढ़ाने और उनकी ट्रेनों में तैनाती की घोषणा की गयी थी। कितनी ट्रेनों और स्टेशनों पर इन महिला कमांडोज की तैनाती की गयी, यह जानकारी अभी तक नहीं है। इसकी घोषणा की गयी थी। जो रेलवे द्वारा जारी श्वेत पत्र है, उसमें मालभाड़े में वृद्धि दर, 2004-05 में 10 फीसदी, 2005-06 में 14 फीसदी, 2006-07 में 12 फीसदी और 2007-08 में 10 फीसदी है। वहीं रेलवे द्वारा जारी श्वेत पत्र में यातायात आमदनी में वृद्धि 2004-05 में 6 फीसदी, 2005-06 में 7.5 फीसदी, 2006-07 में 14 फीसदी, 2007-08 में 16 फीसदी और 2008-09 में 10 फीसदी हुई। इसमें बीच में कुछ बढ़ोत्तरी हुई, उसके बाद फिर उसमें गिरावट आ रही है। मालभाड़ा और यात्री यातायात में रेलवे की भागीदारी का प्रतिशत कम हो रहा है। इसके कारण के बारे में भी विचार होना चाहिए कि आखिर ऐसा क्यों हो रहा है। जो बजट दिया गया है, इसमें बताया गया है कि 150 करोड़ से लेकर हजार करोड़ रुपए तक राजस्व ब्रेडिंग और विज्ञापन द्वारा प्राप्त होगा। सकल प्राप्तियां बतायी गयी हैं कि 88,419 करोड़ रुपए से घटकर 88,356 करोड़ रुपए रह गयी हैं। रेलवे का शुद्ध राजस्व 2009-10 के बजट अनुमान से 62,900 करोड़ रुपये था जो 65,500 करोड़ तक बढ़ा है। मूल्यहास निधि, जो depreciation है, वह 4,500 करोड़ है और पेंशन निधि 13,440 करोड़ है। कुल संचालन

व्यय के 83,440 करोड़ होने की संभावना लगती है जबकि शुद्ध संशोधित राजस्व 6,490 करोड़ है और लाभांश दायक जो राशि है वह 5,539 करोड़ है।

जो अधिक राशि है वह 951 करोड़ रुपए है। मैं इसलिए इतना वर्णन कर रहा हूँ कि इसमें जिस प्रकार की योजनाएं घोषित की गई हैं, इतने में से कैसे उसकी पूर्ति हो सकती है? योजनागत खर्च की आपूर्ति हेतु भारतीय रेल निगम से 350 करोड़ का अतिरिक्त ऋण का प्रस्ताव किया है। बाजार ऋण 9,170 करोड़ से बढ़कर 9,520 करोड़ होगा। संशोधित योजना का निवेश 40,284 करोड़ होने का अनुमान है। घोषणाएं, बजट और इसके पूर्व के छूटे हुए कार्य इन सब को जोड़ कर अगर मिलाएं तो जो आपके पास धन आ रहा है, उससे पूर्ति कैसे होगी? यह संभावना कम दिखाई पड़ती है। उससे लगता है कि घोषणाएं चाहें नई ट्रेनों की होगी, चाहे बाकी सारी चीजों की होगी, यह घोषणाएं केवल काल्पनिक बनकर के न रह जाएं। माल यातायात का 2010-2011 में जो बजट अनुमान 62,489 करोड़ का था, यात्री यातायात से 26127 करोड़ का, अन्य आमदनी 3171 करोड़ और कोची में 2778 करोड़ का। सकल यातायात प्राप्तियां 94,765 करोड़ की हैं, पिछले वर्ष की संशोधित 88,356 करोड़ की हैं। 6,409 करोड़ की सकल प्राप्तियां हैं। अब किस प्रकार से यह जो सकल प्राप्ति के आधार पर हम अपनी चीजों को ठीक से ले सकेंगे, मुझे लगता है कि उसमें दिक्कत आ सकती है। जो भारतीय रेल है, वह अर्थव्यवस्था का बड़ा महत्वपूर्ण अंग है। रेलवे निर्माण उद्योगों के लिए कोयला, लोह व्यस्क, कच्चा माल, सीमेंट की दुलाई व खाद्यान्नों के परिवहन में प्रमुख भूमिका अदा करती है। विजन 2020 के तहत भारतीय रेल का सकल राजस्व देश के सकल घरेलू उत्पाद के कुल तीन फीसदी तक ले जाना है, जो वर्तमान में देश के सकल घरेलू उत्पाद का कुल 1.2 फीसदी है। इसके लिए रेल को 10 फीसदी की वार्षिक वृद्धि हासिल करनी होगी। विगत 5 वर्षों में भारतीय रेल के सकल उत्पाद से प्रत्याशित वृद्धि और वास्तविक वृद्धि में बहुत बड़ा अंतर है। ये जो 2005 के आंकड़े दिए गए हैं, वह 2020 के विजन से लिए हैं। इन आंकड़ों को देखने के बाद विजन 2020 के अनुसार रेल को दूरदराज के क्षेत्र में आम आदमी तक पहुंचाना है, इसके लिए जो अभी 25 हजार किलोमीटर रेल लाइन बढ़ाने की बात कही गई है, बिछाने का लक्ष्य रखा गया है, विगत 5 वर्षों में 1,093 किलोमीटर की लाइन बिछाई गई है। अब इन सारी चीजों को देखने के बाद लगता है कि घोषणाओं में इनका क्रियान्वयन समुचित तौर पर संभव नहीं हो पाएगा। घोषणाएं तो जरूर की हैं, अपेक्षाएं भी की हैं लेकिन क्रियान्वयन किस ढंग से हो सके यह प्रभावी तौर पर देख नहीं रहा है। पहले जो दुर्घटनाएं होती थी, यह जो समपार हैं - चौकीदार, समपारों की संख्या 16,976 है, जिसके कारण आए दिन दुर्घटनाएं होती हैं। परन्तु इन समपारों पर चौकीदारों की भर्ती के विषय में कुछ नहीं कहा गया है। यह दुर्भाग्यपूर्ण है कि रेलवे दुर्घटनाओं में हताहतों का लगभग 70 फीसदी बिना चौकीदार वाले समपारों से होता है। लेकिन इस विषय में गंभीरता से नहीं सोचा गया है। पिछली बार भर्ती की बात कही गई थी और कहा गया था कि एक हजार समपार पर चौकीदारों की भर्ती होगी। लेकिन वह भर्ती नहीं की गई। चौकीदारों की भर्ती विशेष अभियान के तहत तुरन्त कराना बहुत आवश्यक है, अन्यथा यह स्थिति बनती जाएगी। विजन 2020 में 250 से 350 किलोमीटर प्रति घंटे की रफ्तार की बुलेट ट्रेन की परिकल्पना की गई है। इसके अतिरिक्त पृथक मार्गों में गति बढ़ाकर 160 से लेकर 200 किलोमीटर प्रति घंटे का प्रस्ताव है। परन्तु उस चुनौतीपूर्ण बदलाव के लिए उन्नत ऑफिशियल कर्मचारियों की कमी है। इसके लिए भी कहा गया है कि कर्मचारियों की कुशलता को, एफिशिएंसी को बढ़ाने के लिए ट्रेनिंग की व्यवस्था की जाएगी।

लेकिन उस ट्रेनिंग की व्यवस्था के लिए कौन-से संस्थान हैं, कुछ खुलने वाले हैं या खुल चुके हैं, इसका भी कहीं कोई उल्लेख नहीं है। परिचालन के लिए कहा गया है कि प्रयत्न यह होगा कि दुर्घटना शून्य परिचालन होगा। लेकिन दुर्घटना शून्य परिचालन होगा, इसके लिए जिस तरीके से व्यवस्था आधुनिकतम तकनीकी के आधार पर करनी चाहिए, सिग्नल की व्यवस्था है, बाकी सारी व्यवस्थाएं हैं, टक्कररोधी उपकरण की बात तो कही गई है, लेकिन वह किस प्रकार से व्यवस्थित हो सकेगी, इसको भी क्रियान्वित कराने का प्रयास नहीं किया गया है, इसका नतीजा यह है कि दुर्घटना शून्य हो पाएगी, ऐसा मुझे नहीं लगता है।

यह विज़न 2020 में मानव संसाधन को मजबूत बनाने के लिए कर्मचारियों के प्रशिक्षण का लक्ष्य रखा गया था, जिससे कर्मचारियों में आतिथ्य, दयालुता, नम्रता आदि गुण का समावेश होना चाहिए। रेलवे में 14 लाख कर्मचारियों के लिए प्रशिक्षण का बिल्कुल अभाव है और रेल बजट में नये प्रशिक्षण संस्थानों की कोई चर्चा भी नहीं की गई है।

देश को रेल मंत्री जी ने यह भरोसा दिलाने की कोशिश की है कि सुरक्षा ठीक होगी, आम आदमी आश्वस्त होकर जाने का प्रयत्न करेगा, लेकिन जिस प्रकार से सारी चीजें आयी हैं, उनसे सम्भावना नहीं लगती है कि वह स्थिति बन पाएगी।

रेल बजट का एक बड़ा हिस्सा खेलकूद में खर्च होता है, परन्तु इस क्षेत्र में भ्रष्टाचार और भाई-भतीजावाद का बोलबाला है। पिछले पांच वर्षों में रेलवे ने क्रिकेट और हॉकी में एक भी अन्तराष्ट्रीय स्तर का खिलाड़ी तैयार नहीं किया। बताते हैं कि इसमें ज्यादातर भाई-भतीजावाद चलता है और उसमें जिस प्रकार की खेलजनित प्रतिभा विकसित होनी चाहिए, वह खेलजनित प्रतिभा विकसित नहीं हुई, जिसके कारण भ्रष्टाचार का एक स्वरूप निर्माण हुआ है।

इस बजट में किराए की बढ़ोतरी की बात तो नहीं कही गई है, परन्तु इस तथ्य का दूसरा पहलू यह है कि रेलवे के 24 कोच ट्रेनों में 12 ए0सी0 थ्री कोच जुड़ेंगे अर्थात् कम किराए वाले स्लीपर कोच के स्थान पर ए0सी0 थर्ड कोच होंगे। अगर 400 मेल और एक्सप्रेस ट्रेन्स में 100 ट्रेनों को इस बदलाव के अन्तर्गत लाया गया, तो रेलवे एक हजार करोड़ रुपये अधिक अर्जित कर सकता है। इसी प्रकार पिछले दरवाजे से माल भाड़े में बढ़ोतरी होती है और यह वित्तीय वर्ष 2009-10 में तीन प्रतिशत से आठ प्रतिशत रही है। जिस अनुपात में ए0सी0 थर्ड के कोच बढ़ाए जाएं, उसी अनुपात में सामान्य वर्ग के लिए भी, सामान्य दर्जे के लिए भी कोच बढ़ने चाहिए। जो अनारक्षित कोच होते हैं, वे बढ़ाए जाने चाहिए ताकि आम आदमी रेल का ढंग से लाभ उठा सके। ऐसी स्थिति का निर्माण होना चाहिए।

माननीय मंत्री जी ने पिछले दिनों यह घोषणा की थी कि जो भर्ती बोर्ड हैं, एक साथ 22 भर्ती बोर्ड के अध्यक्षों को एकाएक हटा दिया गया था। उनको इसलिए हटा दिया गया था कि उनमें भ्रष्टाचार का जबरदस्त बोलबाला था। उनमें चेंबरमेन को हटाने के बाद, बाकी किस तरह से भ्रष्टाचार का रूप रहा है, इसका अगर उल्लेख होता तो ज्यादा अच्छा होता। हाल में ही सूचना के अधिकार के तहत मांगी गई जानकारी में यह तथ्य सामने आया कि जो लोग रेल में बिना टिकट पकड़े जाते हैं, जिनको दंडित किया जाता है और उनसे जो पेनल्टी ली जाती है, उसका भी पैसा पता नहीं कहां रह जाता है, किसके पास जमा रहता है, इसका भी उल्लेख नहीं होता है। दरअसल यह भी भ्रष्टाचार की गोद में चला जाता है।

महोदय, मंत्री जी का विवेकाधीन कोटा भी होता है और उस विवेकाधीन कोटे के अन्तर्गत ग्रुप सी और डी के पदों की भर्ती का जो नियम, भर्ती बोर्ड द्वारा सामान्यतः नियुक्तियों के बारे में होता है। लेकिन कहां भर्ती होती है, कैसे भर्ती होती है, किस ढंग से उसका उपयोग होता है, यह भी भ्रष्टाचार को आगे बढ़ाने में ज्यादातर समर्थ होता है। सामान्य वर्ग, पिछड़ा वर्ग 27 फीसदी, अनुसूचित जाति 15 फीसदी, अनुसूचित जनजाति 7 फीसदी और अनुकम्पा के आधार पर 5 फीसदी, जो मूल कर्मचारियों के आश्रितों के लिए है, ये रहते हैं। विवेकाधीन कोटे की भर्ती की शक्तियां, रिक्तियां हैं, इनका कैसे मापदण्ड सुनिश्चित किया जाता है। आप इसके बारे में जानकारी दें, तो ज्यादा अच्छा रहेगा।

सब मिलाकर मंत्री ने अपने बजट भाषण में एक घोषणा तीर्थ स्थानों को जोड़ने के लिए की है। मातृभूमि के नाम पर, कर्मभूमि के नाम पर, आपने जो घोषणा की है, हम निश्चित रूप से इस घोषणा का स्वागत भी करते हैं। इसके कारण स्वाभाविक रूप से भारत देश के प्रति एक भावनात्मक भाव, इस रेल की नई घोषणा के आधार पर, लोगों के मन के अंदर निर्मित होता है, निश्चित रूप से इसकी जितनी तारीफ करनी चाहिए, पर्याप्त है।

सबसे दुखद स्थिति यह है कि ज्यादातर पश्चिमी बंगाल और कुछ क्षेत्रों को यदि छोड़ दिया जाए, तो बाकी के क्षेत्र विशेषरूप से उत्तर प्रदेश वगैरह, बहुत ही उपेक्षित रहे हैं। इस मामले में उत्तर प्रदेश, बिहार व बाकी के अन्य प्रदेश भी काफी उपेक्षित रहे हैं। यदि उनकी तरफ भी ध्यान दिया जाता, तो ज्यादा अच्छा होता। इतनी बात कहकर मैं अपनी बात समाप्त करता हूँ। आपने मुझे बोलने का अवसर दिया, इसके लिए मैं आपका आभार व्यक्त करता हूँ।

PROF. SAIF-UD-DIN SOZ (Jammu and Kashmir): Mr. Deputy Chairman, Sir, I rise here to say that it is a very good Railway Budget, which Mamataji has presented. But before I offer my comments, I want to very briefly respond to some points made by Kalrajji. There are some areas, perhaps three areas, where all of us, cutting across party lines, agree. He mentioned a couple of areas. For example, in the area of safety, there cannot be any compromise on the question of safety. Second area is cleanliness, and, there cannot be any compromise on the question of cleanliness, and, third area is delay in trains. When we reach railway stations, the first words that come to our ears are “vilamb hai”, and, they say, “by four hours; by five hours”. There were many such occasions when I returned from the Old Delhi Railway Station to my home. Things have improved but with regard to these three areas, namely, safety, cleanliness and delay in trains, perhaps there is complete consensus in both the Houses.

I saw so many Railway Ministers working very hard. I rated Shri Madhavrao Scindia as one of the ablest Railway Ministers. He was not there for a long time. Once when I met him, I told him that these Budgets will come and go, and, there will be debates all the time on these figures of Railway earnings and expenditure; but if you want to have an impact, you declare that you will not accept delays in running the trains, thereby causing trouble. He agreed with me and tried quite a lot. This delay has been controlled, and, I think, we have improved the condition, at least, Rajdhani train to Jammu runs on time. These are three areas where all of us agree, and, Mamataji should take note that in all these three areas, she can make a contribution because she showed a culture and taste for the Railways. It is the Railway department which she sought for herself. She must then respond to the demands of the people of the country.

But Kalraj ji's comment with regard to comparing India with China is not acceptable to me for one good reason that we are a democracy. In fact, sometimes, I feel that we are the most transparent democracy in the world. We have a free Press and we salute it. Once we had moved a Bill in the other House that if there is defamation, and, it is not proved, the next day — it may be a Member of Parliament, it may be a Minister — that newspaper will publish an apology etc. in the same font etc. But we saw good reasons for that. We were prepared to move a Bill. I was one of the 40 MPs who held a seminar and said, “let us allow the Press to be free”, and, sometimes, you know, what kind of stories appear.

But it was a deliberate attempt by the Parliamentarians or the system to give Press full freedom; and this full freedom to the Press has made this democracy very transparent. So, when we are very transparent at an individual's freedom in India, you must know that we have

made a spectacular progress in this country. In spite of the fact that we have a democratic system, in comparing our system with China, will never be correct. When I went for the first time to see the Three Gorges Dam in China, I imagined after spending 4-5 hours there that it could happen only in China; it can never happen in India. 3,300 villages had to be bulldozed, including 33 cities to create that Gorge. Imagine, can you do it here? We are a democracy. We have to respect an individual's freedom. We have a system of courts, and sometimes terrible delay takes place in courts. We can reform our system, making it more efficient but we have to remain a democracy. We have no central authority here. So, in comparison with China, we are better off with our system. Our achievements in economic arena have been spectacular and our Railways have done very well.

Now, I come to the Budget Mamtaji presented a couple of days before. I say that it is a very good Budget. Mamtaji's concern for common people is reflected in the Budget. There are many areas in which her thinking has been reflected in this Budget and the comments of the Press that it is a pro-poor Budget, I accept this fact and congratulate Mamtaji for this. There has been no increase in passenger fares or freight charges. It is not an ordinary thing. It is a very big thing. That means it is the Railway Minister's perception that passenger fares should not be increased and she did not allow any increase in the fare. Congratulations for that. As far as expansion is concerned, Rs. 4,011 crores have been earmarked for expansion. It is a very good thing. There will be 54 new trains and 94 stations have been upgraded. These are the achievements of the Railway Minister. She has also promoted industry and health care. She will establish 522 hospitals. It is a very great idea. She has promoted industry also. This is her contribution this year. But, although she perhaps never mentioned 'Bengal' even once — I was not present in the other House when she presented Budget — she has sanctioned bounty to Bengal. I have no grudge. Bengal is also India. I am very happy. I will later come to the imbalance in the allocations, etc. Building a plant at Farraka and coach factory at Singur (*Interruptions*). I don't differ so violently on this. I say you have promoted industry. (*Interruptions*) I say your concern for Bengal is reflected in the Budget. I salute you for that. (*Interruptions*) Bengal is India. I don't grudge that. But you showed a lot of patience not to mention 'Bengal' and you have put our friends in the Left Party on the back foot. They had to hold their breath as to what they would say because you have made a net contribution there. So, I pay a tribute to you for that. (*Interruptions*) Yes, she put them on the back foot.

There was a widespread comment in the Press. I don't know. Sometimes, we don't have time to go through newspapers. There was a comment on this bounty. They called it a bounty for Bengal. In certain respects, it is unprecedented. And, you didn't make any show that it happened through your efforts. You allowed a cut. It may be small. It may be a small amount of money. You allowed a cut of Rs.100 per wagon for transportation of food. It is a very good gesture.

Then, I come to your gesture towards women. It's writ large in the Budget. You will appoint women guards and you will have creches for the children of women workers in the Railway Department. I congratulate you for that. These are reformative measures and these are positive situations in the Budget. There are so many good areas in the Budget. There is a feeling in my mind that it's a very good Budget and it serves the cause of the poor people of this country. But, there is an area which is worrying me. Since the hon. Minister, Mamataji, is here, she may take a little notice of what I have to say so far as finances are concerned. The Railways constitute the greatest national asset for this country. The Railways have to prosper and it will be our prayer all the time that the Railways should be prosperous. But, in the Railway Budget, it is mentioned that the Railways will borrow. It is very disappointing. But, borrowings all the time do not reflect the weakness of the system. Money is borrowed for investment; money is borrowed for development. So, that is not your weakness. But, I have taken notice because the Railways never borrow and these are market borrowings. So, I would wish that next time, this word does not appear because it will be misinterpreted outside Parliament and outside the precincts of the Railway Ministry. So, no borrowings for the next fiscal year! Please create some economy within the system. So, you don't borrow at all. You kindly look into the realm of finances. You have to be very sound because you are the greatest national asset. I have a worrying situation in my mind. The profit of your public sector undertakings in the Railways will dip by 30 per cent. And I saw this analysis in many newspapers. I don't know whether they are correct. Honourable Railway Minister, when you rise to answer the debate, at that time, I hope, you will throw some light as to whether the profits of the public sector undertakings in the realm of the Railways will dip by 30 per cent. Profit is a must for the Railways.

Then, I would suggest that you may kindly institute a kind of survey within your Ministry. It may not be a public show and ensure that there is a balanced railway development. What has happened over a period of long time is that the Railway Minister will look to the interests of his or her constituency. If Mamataji has done something for Bengal, I salute her for that. It is good. Bengal is part of India. But, we have to be sure that we also promote balanced regional development. Behaviour of some Members is gentlemanly. They can write letters. They can raise their issues about their constituencies politely. But, sometimes, polite people, gentlemen and women, suffer. Some Members have powerful voice in both Houses. They become Ministers and have greater influence. Therefore, I suspect, there isn't balanced development. Why not a coach factory in Srinagar? We don't have any public sector industries there. They talk of transportation of raw material. You have to ensure it. When you go on instituting these locomotive factories, coach factories, etc., you must have a system to understand whether you are ensuring balanced development.

So, don't depend only on the press; don't depend only on the comments of both the Houses of Parliament on the Budget, but do something as a safety measure, involve the senior Officers, the Chairman of the Board or other members the concerned Members and ensure a balanced development. Even if a State does not ask for a coach factory, you sanction it because you are Railway Minister who has a concern for the people of India. Therefore, I request you to kindly institute a survey. Even if some State has not asked for a locomotive factory, you sanction it so that they can receive that as a pleasant surprise. This can happen only when a necessary exercise is done by the Railways.

Now, I come to my last point. I suggest to this august House, not to the hon. Railway Minister alone, through the Deputy Chairman, who is in the Chair now, that you put Kashmir on the railway map of India. You will say it is already on the railway map of India. I beg to differ. Kashmir is not on the railway map of India. In this House, and in the other House also, I raised my voice all the time for rail development in Kashmir because if railways had been constructed there in time, that would have led to a great social development, national integration and an emotional integration. It is on record, what I spoke in the Lok Sabha at certain points of time, and here also. And I was wanting that rail should go to Kashmir. Now, I am grateful that the Railway Department, your predecessors also did, and you are conscious of that. Last year, the hon. Prime Minister went there, to Kazigunj, and Soniaji went there. They have shown the concern for railway development there. It is a very successful operation. Earlier, I thought it would be a Toy train, but, now, I say that it is a very good development in Kashmir. If there is anything in the development process which Kashmiris have celebrated, it is the railways! I never expected what has happened in Kashmir. Your coaches ply with full load. There is a good news that so far, there is no case of ticketless travel! ...*(Interruptions)*...

PROF. P.J. KURIEN (Kerala): But you have said that Kashmir is not on the railway map of India! ...*(Interruptions)*...

PROF. SAIF-UD-DIN SOZ: I am telling you why it is not on the map. That should be a surprise to you. No ticketless travellers! Peaceful people! They prove that Kashmiris are not for violence and I am telling this House, it is my conviction, it is my knowledge about Kashmir, that violence as an instrument of settling political issues has been given up by Kashmiris, that small fragment of population, because when there is a gun, it can silence any number of people. So, in Kashmir, I do not find people now looking to violence as an instrument of settling political issues. Yes, infiltration continues to be there. Maybe, the Pakistani Government does not have control on Lashkar-e-Toiba, Jaish-e-Mohammed and other outfits. Army will fight, and they are fighting brilliantly, and also, the paramilitary forces. And the people are fighting a battle against violence. Now, my knowledge is that militants are not welcome in Kashmir. Only the other day, I read in the newspaper that 25 people have infiltrated. The other successful stories from the

peace-loving people of Kashmir do not get reflected in the press. I do not want to waste the time of this House in stating how some people, sometimes, say that if a dog bites a human being, it does not make the news, but if a human being bites a dog, that becomes a news! That is, sometimes, the standard. So, many things, negative things, have been appearing in the press, but the pious stories that shown positive social development do not appear in press. I wish if some channels take this rail development in Kashmir on the television and show all the bogies packed to their capacity! Everybody purchasing the ticket. It is a peaceful travel.

Sir, Kashmiris have celebrated the train between Qazigund and Baramulla. But I am sad that Kashmir is not on the railway map of India. Unless Udhampur to Qazigund and then to Baramulla is connected by rail, Kashmir cannot be on the railway map of India. Yes, I congratulate the hon. Railway Minister, Km. Mamata Banerjee. She has sanctioned money. I raised it through Unstarred Question and she has answered it. I know tunnelling is difficult. But in modern days when there is modern technology, it is not a difficult thing now. Connect Udhampur to Qazigund, which is in national interest. It will be a great instrument of social development. It will be the greatest measure of national integration. We have delayed it much to our loss. It is not the loss of that State. It is the loss of the nation. So I make a strong plea. She can revisit the Railway Budget and she can raise this question before the Cabinet. Provide the funding, do the tunnelling and take the rail from Udhampur to Qazigund and also take notice of the celebrations that have taken place in the Kashmir Valley. The station is clean; people form a queue. There is no rowdism and there is no ticketless travel. You are earning good revenue in the Kashmir Valley. This is the cheapest transport in the Valley and also time saving. As I said, this was the greatest celebration for the people of Kashmir.

Let us hope that the hon. Railway Minister would take notice of what I have said that Kashmir has to be on the railway map of India. That will be a very great measure of national integration. Thank you.

SHRI PENUMALLI MADHU (Andhra Pradesh): Mr. Deputy Chairman, Sir, I am in full agreement with some of the major aspects referred to by Shri Kalraj Mishra and Prof. Soz. Both of them have raised a very important issue with which I am in full agreement. What is that? This Railway Budget is a budget for some preferred States. It is not a budget for India. This Railway Budget is very much discriminatory. Sir, I would like to bring to your notice that — not that I am very much politically opposed to the Congress Party or for that matter any other political party — people from different States, especially from those States which have been discriminated against, are talking about the Railway Budget which has been presented by the hon. Railway

Minister, Km. Mamata Banerjee. Whenever the Railway Budget is presented, different projects are sanctioned. It is obligatory on the part of the Minister to see the performance of the Railway in each area or for that matter even the backward areas also taken into consideration. Wherever the railway network is very low, those areas are also taken into consideration. But this Railway Budget has been presented without considering all these aspects. Sir, before I deal with the Railway Budget, I would like to mention what this Budget is.

This Budget, presented by the hon. Minister, is like putting politics before governance. What does it mean? It means to be funded for sheer politics. There is nothing wrong in pursuing politics. But pursuing politics, at the cost of governance, is not at all acceptable. If you look at the comparative earnings of each Railway Zone, in the previous Budget presented by the same hon. Minister, it brings out the basic discriminatory approach adopted by her. The Operating Ratio and the amount of money spent by the respective Zones are indicators of the performance of the Railways. To prove this, I would like to bring to your kind notice how the performances in three or four Zones have been. In 2008-09, when the Budget was presented, in respect of the Southern Railways, the Operating Ratio was that for every Rs.100 earned, Rs.112.60 was spent. So, the loss was Rs.554 crores. In the case of the Eastern Railways, the Operating Ratio was Rs.171.17 for every Rs.100 spent, and the loss was Rs.2,191 crores. In the case of the East Central Railways that is, Hazipur, it was Rs.105.20 and the loss was Rs.416.25 crores. In respect of the Northern Railways, that is, Delhi, for every Rs.100, Rs.109 was spent. So, the loss was Rs.425.20 crores. In the case of the South Central Railways, which I represent, for every Rs.100, Rs.75.70 was spent. This means that there was profit for the South Central Railways. The last year's earning was to the tune of Rs.2,304 crores. This is the profit which the South Central Railways is earning. But, in this Budget, due share and recognition to this Zone has not been given. Sir, apart from this, Andhra Pradesh is one of the States where the rail network is one of the lowest in the country. For every thousand square kilometres area, when we look at the rail network, Bihar has 36.22 route-kilometres; West Bengal has 44.60 route-kilometres; but Andhra Pradesh has 18.2 route-kilometres. After looking at this Budget, there is a general demand amongst all the political parties in Andhra Pradesh that we should demand for a Railway Minister hailing from Andhra Pradesh. It is generally seen that whichever State the hon. Minister represents, that particular State gets more funds. That is the reason why Members of Parliament, belonging to different political parties, soon after seeing the Budget, have raised this slogan. Whenever new projects are sanctioned, it is obligatory on the part of the hon. Minister to take into consideration the requirements of all the States of the country. It is true that Tamil Nadu

is a part of India. Karnataka is a part of India. Bihar is a part of India. It is also true that Jammu and Kashmir is also a part of India. Andhra Pradesh is also a part of India. So, the Budget should be an all-India Budget. It should not be a Budget for a few States. It should not be a discriminatory Budget.

I want to state that in view of the strategic importance, the Northeast Frontier Railway may be given the due importance. The neglected regions should also be given more funds. The Railway Minister has sanctioned the projects on her whims and fancies and against all established principles. It is objectionable. Sanctioning of projects to fulfill one's political needs is a harmful approach. It not only damages governance but it also amounts to spending huge funds for sheer political gains. The very purpose of development is defeated. In view of this, I propose, through you, Sir, that a Select Committee should be constituted which will decide on the allotment of projects and funds. Sanction of projects to the State to which the Railway Minister belongs has resulted in a lot of resentment amongst the people. Bihar and Tamil Nadu have got more projects and their neighboring States have been denied all this, which is attracting serious criticism. Sir, it is the normal practice that no new projects are announced in the Interim Budget. But in the last Interim Budget, some new railway projects were announced. But I want to state here that two new trains announced during the last Interim Budget have not yet started. One was supposed to run between Delhi and Hyderabad and the other between Machchlipattinam and Mumbai. When we questioned the Railway officials, they replied that rakes were not available. Sir, more and more trains are announced in every Budget without checking the availability of coaches. It is because of this that many new trains announced during the Budget have not yet been started.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): The trains already announced by the Railway Minister in the last Budget will be running...*(Interruptions)*

SHRI PENUMALLI MADHU: For your kind information, the trains announced by Shri Lalu Prasad Yadav have not yet started. *(Interruptions)* I am not yielding.

SHRIMATI BRINDA KARAT (West Bengal): Sir, please do not allow this. His time should not be taken away by others.

[THE VICE-CHAIRMAN (PROF. P.J. KURIEN) in the Chair]

SHRI PENUMALLI MADHU: Then, Sir, what is the most important aspect of this Budget? This Budget is totally different from the earlier Budgets. The core aspect of this Budget is PPP. Earlier, we never saw such proposals. The Railway Budget of 2010-11 does not exactly outline the kind of blueprint that the Railways were intended to put in place for achieving the goals set in the Vision 2020 document. I have read each word of the Vision 2020 document. What has been said in Vision 2020 has nothing to do with the Budget.

3.00 P.M.

Sir, in Vision-2020, it is said, "Expand its route network at the rate of 2500 kilometres per annum." But in the Budget, it is said, "1,000 kilometres this year". It is because the Central Government has issued a directive in this regard. Although the Minister of Railways repeatedly spoke of the PPP mode to speed up the implementation of the infrastructure projects, but, in turn, she has not indicated any specific framework. The PPP mode is proposed, but there is no framework for that. Sir, I want to know whether this Vision-2020 tasks are approved by the Cabinet or not. I am asking this because the Central Government has issued a directive to all Departments dissuading them from presenting any White Paper in Parliament without the approval of the Cabinet. That is the reason why I would like to know whether this Vision-2020 document is approved by the Cabinet or not.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Madhu, you are given three minutes. There are two more speakers from your party. ...*(Interruptions)*...

SHRI PENUMALLI MADHU: Sir, owing to the tight financial position and in the absence of the necessary Budgetary support from the Finance Ministry, as per the statement of the Railway Ministry, most of the railway projects announced are going to be set up as joint-ventures or on PPP mode, which has no framework. In view of the peculiar character of the Indian Railways, it is not clear how these would fructify in the days to come.

Sir, since Independence, the Railways are working with a temporary and timely support from the Central Government.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Madhu, your time is over.

SHRI PENUMALLI MADHU: But, after adopting the economic reforms, the Government of India stopped its earlier financial support. Instead of asking for financial support from the Government of India, the Railways are resorting to PPP mode, which will have devastating effect in the functioning of the Railways. So, I propose to the Railway Minister to demand the Government of India for repayable financial assistance so that it can go ahead with its projects.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Okay, fine. ...*(Interruptions)*...

SHRI PENUMALLI MADHU: Then, changing accounting system with an eye on getting loans from private institutions, I strongly feel is not in the interest of the Railways. Sir, no private player would participate until and unless the proposal is in his advantage and the control is with him. Now, there are many areas where some piece of work has been handed over to the private parties. These areas are like cleaning and catering. Prof. Soz Saheb told that cleaning is...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): There are two more speakers from your party.

SHRI PENUMALLI MADHU: After privatization of Cleaning Department in several areas, the quality of service has deteriorated many folds.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): That is all. Now, please conclude. There are two more speakers from your party. You are taking their time.

SHRI PENUMALLI MADHU: Madam Mamata Banerjee announced her plans to take up construction of hospitals, schools, colleges, sports academies on a war footing. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Have consideration for your other Members.

SHRI PENUMALLI MADHU: The White Paper released recently by the Railways shows 1,12,000 acres of railway land is there. Now, the Minister proposes to handover all these lands to the private parties for different purposes. The proposed expansion is considered on the basis of attracting private investors. ...*(Interruptions)*...

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Sir, this is absolutely wrong.

SHRI PENUMALLI MADHU: The Railway Minister said that surplus railway land would be used to set up 400 hospitals, 50 Kendriya Vidyalayas, 10 residential schools on the Navodaya School model, several degree colleges, and technical and management institutions of national importance. *(Interruptions)*

Sir, lands once handed over to the multi-functional complexes cannot be taken back. Till now, Railways have adopted one policy and that is not to hand over land for any permanent structures by private parties. Today, it is altered; it is intended to hand over for permanent structures which is very dangerous for the expansion of Railways. *(Time Bell rings)*

Coming to safety, the Minister has said...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, you do not have time, please.

SHRI PENUMALLI MADHU: But, at that time, she did not reveal how she is going to bring down the number of accidents that have brought the Indian Railways bad name in the recent past. The reduction of Rs.580 crores to the Railways safety fund is a glaring example of the Minister's interest on railway safety. It did not find any concrete proposal in the Budget to bring down accidents because the Minister could not identify the main reasons behind accidents. *(Interruptions)*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Madhu, please sit down. *(Interruptions)* After all, you are reading, do not do like this. *(Interruptions)* Remember that you are reading. Your party has given time. Mr. Madhu, please listen. *(Interruptions)*

SHRI PENUMALLI MADHU: There are 14 lakh employees. There are 2 lakh vacancies in the Indian Railways! No recruitment is taking place, you know that. The overloading of work is leading to these accidents.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Madhu, your party has given 15 minutes for you, not me. You have now taken 19 minutes! If you take more time, your own party Members would lose time. I am pleading for them; take your seat. (*Interruptions*)

SHRI PENUMALLI MADHU: Sir, I am concluding. The safety of Indian Railways is most important. (*Interruptions*) But the reason behind the accidents is not recognized by our hon. Minister. She has to recognize that. Unless the vacancies are filled, over-burdening of the railway workmen will continue. New trains, new lines are coming up but no recruitment. This is leading to accidents. I request the Railway Minister to recognize that. Thank you. (*Interruptions*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Thank you. Now, Dr. K. Malaisamy, your party has 19 minutes and there are two speakers.

DR. K. MALAISAMY (Tamil Nadu): I may take two-thirds of the time and one-third can be reserved for Mr. Anbazhagan.

Mr. Vice-Chairman, Sir, thank you for calling me as the first speaker of the AIADMK party. I am really happy and it is a privilege to speak on an organization namely the Railways which is a massive, gigantic and magnificent organization in all respects and it is said to be the second largest network in the world. It has got to transport on an average of 14 million passengers every day. It is an ideal transport for long travel and for bulk movement. Sir, it plays a very vital role in the economy of the country in terms of industry improvement and public transport. Sir, on the whole, this is a unique public sector organization in India.

Sir, I am very much inclined to speak more and more on railways depending on the time prescribed for me and, some more time you are likely to be gracious enough to give me, I am inclined to speak and come to the subject straightaway. Sir, as far as subject is concerned, I would like to compare it like this. A coin has two sides. Similarly, this Budget has both plus and minus. To be honest with you, many of the Press people and many of the Members have said that it is an innovative Budget, it is a positive Budget, it is a populist Budget and it is a people-friendly Budget. This is one side of the argument. Another side is, as Mr. Madhu and others have tried to say, it is a partial Budget, it is a political Budget, it has got an underlining meaning. Whatever it is, as far as I am concerned, I will try to go by the observation made by our great leader Madam Jayalalitha, who has said that it has got both plus and minus, it has got some highlights and some grey areas. As far as the highlights are concerned, in fact, I have read through it, there are as many as 38 items of plus points. As far as hon. Minister is concerned, she is not new to this portfolio. She held this *portfolio* earlier ably supported by Ahammedji and

Muniappaji. So, they know men and matters and they are very much keen on doing something constructively. As far as plus points are concerned, there is no increase of passenger fares, there is no increase in freight, etc. and it is a surplus Budget in the sense that unlike any State Government, unlike any Central Government, which will invariably go for a deficit Budget, here is a Budget which is a surplus Budget. Thirdly, Sir, it has got a lot of plus points, namely, to contain the price rise they have reduced Rs. 100 per wagon carrying foodgrains etc. Then there is concession to cancer patient and people accompanying cancer patients, journalists, students, etc. They will so for tourist trains, and infrastructure, and as usual new trains, extension of trains, etc. Sir, as far as plus points are concerned, it is well taken. This is the main point which I wanted to make.

Sir, coming to the other side, the grey side, I am inclined to say that the Annual Plan envisages Rs.41,426 crores which is the highest of the Budget ever we have seen. That is the Annual Plan. While it is on higher side, we are frightened to see the surplus you are able to earn is only Rs. 951 crores only. So, they have to depend upon the budgetary support. As far as the Finance Ministry is concerned, they have said 'no', they have given a big 'no'. If budgetary support is not going to be there, as far as surplus is concerned which is only Rs.951 crores, where do they get this huge money from? Are they going to outside borrowings or going to generate internal resources, etc.? I am interested to know how the finances are going to be managed. Sir, it is very unfortunate that the passenger revenue is on the decline. Over a period of time, it is going on declining. Somehow or the other, they are managing it. They estimated the passenger revenue at Rs.8121 crores but it has declined to Rs.6489 crores only. This is a matter of fact. I borrowed all these details from their Budget documentary only. Secondly, the operating ratio is slipping. This is another adverse factor. Thirdly, Sir, with reference to safety to which Mr. Madhu was very much particular, no appropriation has been made under this head. So, how they could manage? Sir, as far other countries are concerned, when we compare the passenger rate and the freight rate, it is on the increase. The Chair may kindly note that in India initially during the year 2003-04, it was at the ratio of .34:1. Now it has come down to 0.26 to one. Then China has 1.3:1, Germany and UK have got 1.5:1, Japan is 1.9:1. So, to match this world trend, the passenger rate has to necessarily go up whether you like it or not by another 10 to 15 per cent in future.

This is what I want to say. Sir, coming to certain projects — Mr. Madhu also pointed out — I appreciate the public interest, the welfare measures in the Railway Budget, I have got my reservations about some of the projects like bottling plant, parks, sports academy and museums? According to me, I am sorry to say that this is not your prime task purview. You have gone beyond your purview. They are going to be useful. But is it your prerogative to see those

museums, parks etc? It is not your basic function. It is the task of somebody. As such when you are in dearth of money, when there is stringency of finance, do you go for these kind of projects?

Coming to another aspect, we have already seen the plus and minus. I am trying to tell you how you can manage. Sir, as a student of management, I have been taught that any organization will have an objective and the organization will have structure manpower. The organization will have the operation. So, with the objective on the one side and operation on the other with manpower, it is up to you Madam, to think whether your organization is in perfect order, whether your manpower is okay, whether your system is okay, whether people are doing the right job, whether the right person has been given the right job. All these things need a review because you are already in dearth of finance. How do you manage? How do you generate funds? Your passenger revenue is coming down. They are on the decline. How are you going to manage? These are the things the House may be interested to know about. Sir, coming to services, when you give extension of services, when you operate new trains etc., we are told that in some areas enough occupancy ratio is not at all there. In such a situation, rationalization is necessary. Then, coming to subsidisation, whether Central Government or State Government, believe in giving things free is definitely against the public interest because public money should not be spent like this. That is my point. Sir, the important thing, we need service from Railways for the public. Service adequate must be timely, it must be equitable, it must be continuous, it must be efficient. Are you doing this kind of service? Sir, amenity-wise or infrastructure-wise, many times you are able to say that you are making a number of infrastructures. In all these things, are they well maintained, are they really doing service? That is my point. Sir, I am coming to the most important aspect of my observation, leave apart the introductory part of it, Madam, kindly listen to what I am going to say now. The Chair must permit me to finish off my important part because my friends from Tamil Nadu, including the DMK will watch whether I will speak about our Tamil Nadu. That is why I am very particular...

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Now you are speaking about Tamil Nadu.

DR. K. MALAISAMY: As far as Tamil Nadu is concerned, the Southern Railway has sent a proposal to the hon. Madam for Rs. 300 crores, listing out certain projects. Unfortunately, you have given only Rs. 798 crores. That means 25 per cent of the requirement sponsored by your own team, by your own Southern Railway; will be met and 75 per cent of the projects could not be carried out. That is my first point. Secondly, Sir, as far as BG conversion is concerned my friend Mr. Madhu may note, taking the case of Andhra Pradesh, Karnataka and Kerala, we are lagging very much behind in BG conversion in Tamil Nadu. Out of 8000 and add kilometre length, which is yet to be done by way of BG conversion, in the entire country nearly about 1000 kilometres is pending only in Tamil Nadu. What does it mean? It is nearly one-eighth of the total

length is pending in Tamil Nadu alone. I raised it in the Lok Sabha. I am raising it in the Rajya Sabha also. BG conversion is in T.N. very, very slow. The third point is, a project has been approved connecting the Egmore Railway Station with the Central Railway Station in Chennai. It is for a small distance. Three years have gone. Till now nothing has happened. Everyone feels that it is a dire need; it is the most important priority. There may be some technical snags there but you have got all *pandits* to sort out. Is it uncontrollable? Definitely, it is a controllable factor.

A time-frame should be fixed and they have to be completed in time. I am not going into the details. I am only mentioning the areas. As far as doubling is concerned — I have got all the details with me — the progress is very, very slow; it is dead slow.

The next point is, Madam, you have granted in the Budget 16 world-class stations. But, you have not given anything to Tamil Nadu. Coming to setting up of bottling plants also, Sir, the hon. Minister has proposed to set up six bottling plants in the country. But, nothing has been given to Tamil Nadu. Sir, out of 522 Outpatient Departments, Diagnostic Centres, etc., announced, just for the name sake you have given one or two to Tamil Nadu. You have talked about corridors everywhere. Tamil Nadu is considered as one of the important players. But, nothing has been done. Last but not the least, out of 19 electrification route projects, nothing has been given to Tamil Nadu. What I am trying to say, Madam, is, you are a very...

KUMARI MAMATA BANERJEE: Sir, survey will start with regard to corridors. It will cover. I have already announced. Please see my Budget speech.

DR. K. MALAISAMY: I will check up.

KUMARI MAMATA BANERJEE: Kindly check.

DR. K. MALAISAMY: What Madam says with authority is correct, I stand corrected.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIAPPA): Madam is always correct.

DR. V. MAITREYAN (Tamil Nadu): All Madams are always correct.

DR. K. MALAISAMY: Sir, in my conclusion, my earnest and honest appeal to the hon. Minister is this. Sir, Madam Jayalalitha is well known to you...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIAN): Time is over. Please conclude.

DR. K. MALAISAMY: If you take care, we have no objection. Whatever neglect is done or being done to Tamil Nadu or whatever deficiency that Tamil Nadu is facing may please be addressed.

SHRI K.H. MUNIAPPA: We will take care of Tamil Nadu.

DR. K. MALAISAMY: So, I request the hon. Minister to kindly pay special attention to do something concrete so that our grievances are redressed. Thank you.

SHRI RANJITSINH VIJAYSINH MOHITE-PATIL (Maharashtra): Hon. Vice-Chairman, Sir, I thank you very much for giving me this opportunity to speak on the Railway Budget for 2010-11. I rise to support the Railway Budget presented by our hon. *Didi*.

Sir, may I take this opportunity to congratulate our hon. Railway Minister and her efficient colleagues for making the Indian Railways a truly people-friendly, socially committed and economically viable organization?

Sir, the Indian Railways provides itself as the nation's lifeline with a huge workforce of 14 lakhs employees, 17,000 trains running everyday by carrying 18 million passengers in the network of 64,015 route kms. Therefore, since Independence, the role of Indian Railways has been visualized as a harbinger of a balanced development, as an engine for inclusive growth and a symbol of national integration. This was emphasized by the hon. Railway Minister when she said in her Budget that she has made conscious efforts to give primacy to social responsibility against commercial viability.

Sir, the common man is happy with the performance of the UPA Government, because fares and freight charges have not been increased.

At the same time, so many amenities are made available to passengers. The objective of providing a safe, secured, affordable and comfortable rail services are always challenging. I am happy that despite several constraints, the Indian Railways has done a remarkable job. We must endeavour to do our best, so that the Indian Railways enjoy a place of pride in the socio-economic life of the nation.

Sir, the Railway Budget for 2010-11 has proposed Rs. 41,426 crores outlay. Allocation for new lines has been increased from Rs. 2,848 crores to Rs. 4,411 crores. Railways proposed to earn revenue through branding/advertising from Rs. 150 crores to Rs. 1,000 crores. The Railway Minister has announced to start 101 new suburban trains in Mumbai and holding railway recruitment exams in local languages. These are welcome steps.

I strongly believe that the step for not increasing fares has fulfilled the UPA Government's agenda of giving priority to common man. Besides, I strongly believe that the decision of giving railway exams in local languages would give more opportunities to youths.

The hon. Railway Minister is doing a commendable job. But, at the same time, I would like to bring some grievances and points for her kind consideration. I am sure the Railway Minister, being sensitive to the needs of the common man, would certainly pay attention to them.

New trains are being introduced to several destinations, to and fro, in Maharashtra. I thank the hon. Railway Minister for the same. India, with special reference to Maharashtra, is known for large-scale production of agricultural and horticultural produce. The transportation of the said

goods is a difficult job. Therefore, I request the Railway Minister to consider constructing cargo house and cold-storages for agricultural goods in Maharashtra, especially in the districts, like, Sangli, Satara, Solapur and Nashik, where land is surplus. Another area, which has been pending for a long time, is construction of a broad gauge coach factory. Instead of the narrow gauge coach factory at Kurduwadi Junction, Solapur District, a broad gauge coach factory is needed as both, land as well as work force, are there. If it is converted into a broad gauge coach factory, it will certainly help the labours and would contribute in the development of the area.

Hon. Railway Minister has considered the demand for new railway routes in Maharashtra. But the long-awaited demand of Lonand-Pandharpur route has not been considered. I appeal to the hon. Minister to consider the said route on priority.

Besides electrification of Gondia-Ballarshah route, via Naghbir in Vidarbha, connecting Manmad with Daund in Northern Maharashtra, is not satisfying unless adequate budgetary support is allocated and time-bound monetary mechanism is put in place for completion of the project. Therefore, the same should seriously be considered.

Sir, there are six railway stations in the State of Maharashtra, which are earmarked for upgradation as ideal stations. They are Miraj, Nashik Road, Parbhani, Purna, Sangli and Solapur. Here, I would like to remind the hon. Railway Minister that, last year, she had announced, in her Budget Speech, that on the recommendations of the respective Members of Parliament one railway station, per Member of Parliament, would be developed as an ideal railway station. I would request the hon. Minister to fulfill her promise.

Then, for the 271 km, Wardha Yeotamal-Nanded, route, the Maharashtra Government has deposited 40 per cent of its share. The *bhoomi poojan* had been done by the then Minister. A budgetary provision of Rs. 35 crores had been done. As it is in process, I would like to request the hon. Minister to complete this project, as had been promised. This matter had also been raised by my colleague, Shri Vijay Darda.

Mr. Deputy Chairman, Sir, I thank you for having given me this opportunity to speak on the Railway Budget. The demands, which I have made here, are genuine and in the interest of passengers and convenient transportation. I shall be grateful to the hon. Minister if these demands are fulfilled.

With these words, I conclude, Sir.

**श्री आर.सी. सिंह** (पश्चिमी बंगाल) : सर, माननीय मंत्री महोदय ने पिछले साल जो बजट पेश किया था, वह 38 पन्नों का एक पुलिंदा था और इस साल वह 47 पेज का है और अगले साल तक वह अर्ध-शतक हो ही जाएगा। उन्होंने जो लोक लुभावन घोषणाएं पिछले साल के बजट में की थीं, अधिकांशतः पूरी नहीं हुई हैं और इस साल भी वही हथ्र होना है। मैं उदाहरण के तौर पर कह सकता हूं कि जो आदर्श अन्तर्राष्ट्रीय रेलवे

स्टेशन बनाने की बात थी, उसमें कोई खास प्रगति नहीं हुई। इसके साथ ही जो लम्बी दूरी की ट्रेनें थीं, ग्रीन टॉयलेट और हवाई जहाज जैसे vacuum toilet जैसी बातें कही गई थीं, वे सारी कोरी रह गईं। सर, 67 multi functional complexes का निर्माण अभी भी अधर में लटका हुआ है। जिन 120 नई ट्रेनों को चलाने की घोषणा की गई थी, वे पूरी नहीं हुई। रेलवे के operating ratio को 90.5 से बढ़ाकर 94.7 करने की घोषणा की गई थी, वह भी जैसी की तैसी धरी रह गई।

सर, मुझे ऐसा प्रतीत होता है, हालांकि बंगाल काफी खुश है और हम अपने को भाग्यशाली समझते हैं कि मंत्री महोदया ने छूट करके बंगाल को दिया है, लेकिन कहीं ये चुनावी बजट होकर ही न रह जाए। एक बात है कि कुछ परिवर्तन जरूर हो रहे हैं, स्टेशनों के रंग बदल रहे हैं। जहां पर लाल थे, वहां सभी जगह नीले हो रहे हैं। यह प्रगति जरूर हो रही है। माननीय मंत्री महोदया, खूब जोर-शोर से प्राइवेटाइजेशन की तरफ बढ़ रही हैं। इनसे अनुरोध है कि प्राइवेटाइजेशन की तरफ कदम न बढ़ाएं। मैं आपका ध्यान इस बात की ओर आकर्षित करना चाहूंगा कि तमाम काम पब्लिक प्राइवेट पार्टनरशिप मोड में करने के लिए कह रही हैं। रेल मंत्री जी ने कहा कि पैसेंजर लाइन बिछाने के कार्य में private investment के लिए दरवाजे खोले जा रहे हैं, जो प्राइवेटाइजेशन की तरफ ले जा रहा है। अभी तक रेलवे कंटेनर ट्रैफिक में privatization की स्वीकृति थी, लेकिन माननीय मंत्री महोदया ने उत्पादन करने वाली इकाइयों और वैगन निर्माण वाले काच बनाने वाली यूनिट्स, ऑप्टिक फाइबर केबल बिछाने का काम में भी प्राइवेट इन्वेस्टमेंट के रास्ते खोल रही हैं। इसके साथ ही हम सभी जानते हैं कि dedicated freight corridor भी पब्लिक प्राइवेट पार्टनरशिप के अधीन होने जा रहा है। इससे पता चलता है कि मंत्री महोदया ने अमित मित्रा कमेटी की सिफारिशों को स्वीकार कर लिया है। वे रेलवे को प्राइवेट करने पर तुली हुई हैं। ..(व्यवधान)...

KUMARI MAMATA BANERJEE: Sir, he is, absolutely, wrong.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You please carry on.

**श्री आर.सी. सिंह:** मैं रेलवे मंत्री महोदया से प्रार्थना करता हूं या मांग करता हूं कि रेलवे को प्राइवेट करने से दूर रखें क्योंकि प्राइवेट इन्वेस्टर की रुचि केवल मुनाफा कमाने में होगी और वह सामाजिक दायित्वों को पूरा करने में सक्षम नहीं रहता है, जैसा कि हमने दूसरे क्षेत्रों में देखा है। मंत्री जी बिजनेस कल्चर की बात करती हैं और कहती हैं कि स्पेशल टास्क फोर्स बनाया जाएगा, जो यह देखेगा कि 100 दिनों के अंदर private capital attract कर सके। इससे साफ-साफ जाहिर होता है कि रेलवे को प्राइवेटाइजेशन की तरफ बढ़ाया जा रहा है। मैं एक बात याद दिलाना चाहता हूं कि पिछली बार मंत्री महोदया ने कहा था कि आरा में ताप विद्युत केन्द्र चालू किया जाएगा। इस बजट में उसका कहीं उल्लेख नहीं है। इसके साथ ही साथ मैं आपका ध्यान इस बात की ओर भी आकर्षित करना चाहता हूं कि रेलवे की क्षमता और दुर्घटनाओं में कमी लाने के लिए नए प्रयासों की तरफ कोई खास ध्यान नहीं दिया गया है। रेलवे सेप्टी फंड में 580 करोड़ की कमी इस बात को दर्शाती है कि मंत्री महोदया सुरक्षा के प्रति कितनी गंभीर हैं। पैरा-34 में मंत्री महोदया ने कहा है कि Anti Collision Device लगाया जाएगा। मैं पिछले दस-पन्द्रह सालों से Anti Collision Device के बारे में सुनता आ रहा हूं। इतने सालों के बाद भी केवल NF रेलवे में install किया गया है। अगर इसी गति से काम चलता रहा, तो सभी जोनों में से install करने में कई दशक लग जाएंगे। इसलिए मैं मांग करता हूं कि रेलवे सेप्टी फंड में और अधिक धन देने की आवश्यकता है।

साथ ही यात्रियों की सुरक्षा के लिए नई तकनीकों का इस्तेमाल करने की तरफ ध्यान आकर्षित करता हूं। महोदय, मैं एक हास्यास्पद तथ्य की ओर आपका ध्यान आकर्षित करना चाहता हूं। एक तरफ तो मंत्री महोदया

कहती हैं कि फंड की कमी है और दूसरी तरफ नॉन कोर सेक्टर में इन्वेस्ट कर रही हैं। मुझे समझ नहीं आता कि रेल मंत्री जी रेलवे के संसाधनों को बोटलिंग प्लांट, स्पोर्ट्स अकादमी, कल्चरल सेंटर, टेन इको पार्क और दूसरे डिपार्टमेंट में क्यों खर्च कर रही हैं। इससे मुझे यह लगता है कि अगले बजट में आई.पी.एल. की टीम खरीदने की कोशिश भी जरूर करेंगी। इसलिए मैं उन्हें सुझाव देना चाहता हूं कि रेलवे को मजबूत करने के लिए ..(व्यवधान) ..

**श्री बीरेन्द्र प्रसाद वैश्य (असम) :** स्पोर्ट्स के लिए होना चाहिए।

**श्री आर.सी. सिंह :** जरूर होना चाहिए, स्पोर्ट्स की मदद करना और स्पोर्ट्स टीम तैयार करना दोनों अलग बातें हैं। वह बड़ा अच्छा है, लेकिन इसकी जगह पर सेफ्टी डिवाइस लगाए जाएं, तो उससे बेहतर होगा। मैं सुझाव देना चाहता हूं कि रेलवे को मजबूत करने और विस्तार देने की तरफ आपको ध्यान आकर्षित करना चाहिए। सर, हमने पिछले सात सालों में केवल 10,419 रूट किलोमीटर ही बनाए हैं। अगर आप गणना करें तो यह एक साल में केवल 180 रूट किलोमीटर ही आता है। मंत्री जी एक साल में 1000 रूट किलोमीटर और 2020 तक 25 हजार रूट किलोमीटर बनाने की बात कर रही हैं, यह कैसे संभव होगा? वे खुद फंड की कमी का रोना रो रही हैं। इस कोर सेक्टर में इन्वेस्ट करने की जरूरत है, इसकी कमी है और इसके लिए वे पब्लिक प्राइवेट पार्टनरशिप के तहत करने जा रही हैं, जोकि प्राइवेटाइजेशन की तरफ एक कदम है। मैं उनका ध्यान इस तरफ आकर्षित करना चाहता हूं कि इस सेक्टर को और मजबूती प्रदान करें। हम सभी जानते हैं कि देश में रोजगार प्रदान करने वाला सबसे बड़ा सार्वजनिक क्षेत्र रेलवे है, लेकिन यदि आप इसमें वेकेंन्सीज को देखेंगे तो आश्चर्यचकित होंगे। मेरी जानकारी में 1 लाख 70 हजार पोस्ट वेकेंन्ट पड़ी हुई हैं, इनमें से 90 हजार पोस्ट केवल रेलवे सेफ्टी से जुड़ी हुई हैं। मैं रेल मंत्री जी से पूछना चाहता हूं कि 1 लाख, 70 हजार पोस्ट क्यों खाली पड़ी हुई हैं? उनकी रिक्तियों को भरने के लिए कौन सा कदम उठाया जा रहा है? सर, इस संदर्भ में एक बात और याद दिलाऊँ चाहता हूं, जहां तक मेरी जानकारी है, पहले ड्राइवर्स सिक्स ऑवर्स ड्यूटी करते थे, अब उनको दस घंटे कंटीन्युअसली ड्यूटी करनी पड़ती है, मैं इसकी तरफ ध्यान आकर्षित करना चाहता हूं कि यह एक बहुत कठिन काम है। सर, मैंने हाल ही एक न्यूज में पढ़ा था, मैं बहुत आश्चर्यचकित हुआ कि जहां पर बड़े-बड़े वेंडर्स रहते हैं, विशेषकर दिल्ली में जो मेन ट्रेन्स हैं, प्लेटफॉर्म पर मिली-भगत करके, उनको डाइवर्ट किया जाता है और स्मॉल वेंडर्स को उसमें कोई गुंजाइश नहीं दी जाती है। इसकी तरफ भी ध्यान आकर्षित करना चाहता हूं कि अगर इस तरह की घटनाएं हो रही हैं, तो मंत्री महोदया इसको रोकने के लिए भरसक प्रयास करें। इस बजट से पता चलता है कि वित्तीय स्थिति में गिरावट आई है। नेट रेवेन्यू में बी.ई. में 8,121 करोड़ रुपए से कम होकर 6,489 करोड़ रुपए होने का अनुमान है और बी.ई. में 642 करोड़ रुपए कैपिटल फंड के लिए प्रदान किए गए हैं, लेकिन इन सबसे कुछ भी उपलब्ध नहीं कराया जा सकता है। जब आप 2008-09 का बजट देखेंगे तो पाएंगे कि कैपिटल फंड के लिए 3,065 करोड़ रुपए का प्रावधान था और मंत्री जी ने बाजार से 9,120 करोड़ रुपए व्यवस्था करने का प्रस्ताव दिया है, जिससे पता चलता है कि रेलवे को बाहरी स्रोतों पर आश्रित होना पड़ रहा है। मेरा मंत्री महोदया से अनुरोध है अपने फंड की उगाही की जाए। मैं कुछ जरूरी मांगों की तरफ माननीय मंत्री महोदया का ध्यान आकर्षित करना चाहूंगा। एक बात बताता हूं, मैं उत्तर प्रदेश के मऊ जिले में गया था, वहां पर मऊ शहर रेल के दो तरफ बसा हुआ है, लेकिन वहां पर रेल का ओवर ब्रिज या अंडर ब्रिज नहीं है। मैं उनसे गुजारिश करता हूं कि इस बात की बहुत आवश्यकता है कि इसको ध्यान में लेकर विशेष तरीके से पूरा किया जाए।

मैं उनसे गुजारिश करता हूं कि प्राथमिकता के आधार पर उन्हें इसे पूरा करना चाहिए।

सर, मैंने एक बात और देखी कि जहाँ पर एक लाख से ज्यादा TVUs हैं, वहाँ पर ओवरब्रिज की कोई व्यवस्था नहीं है। ऐसी कई जगहें हैं। जैसे जीटी रोड पर आसनसोल में, मानकर स्टेशन पर, अंदाल स्टेशन के

नजदीक। रानीगंज में, जहाँ इस पार से उस पार जाने के लिए फुट ब्रिज बनाना था, बर्दवान ईस्ट केबिन में, इसी तरह से गोलसी और पराज के बीच 83 नंबर गेट के बगल में, मानकर ईस्ट केबिन पर, पानागढ़ में, जहाँ मिलिटरी बेस है, वहाँ भी ओवरब्रिज की व्यवस्था नहीं है, राजबाँध और दुर्गापुर के मायाबाजार वगैरह में इस प्रकार के ओवरब्रिज की व्यवस्था करने की जरूरत है। मैं मंत्री महोदया का ध्यान इनकी तरफ आकर्षित कराना चाहता हूँ कि उन्हें इन सब की तरफ जरूर देखना चाहिए।

[उपसभाध्यक्ष (श्री कलराज मिश्र) पीठासीन हुए]

सर, मैं एक बात और कहना चाहता हूँ कि बर्दवान स्टेशन के बगल में एक ट्राएंगुलर रोड बनता है, जहाँ बहुत ज्यादा एक्सीडेंट्स होते हैं। वहाँ रेलवे के कुछ क्वार्टर्स हैं। अगर उनको हटा कर उस रोड को चौड़ा किया जाए, तो एक्सीडेंट से बचा जा सकता है और उस रेलवे क्वार्टर्स में जो लोग रहते हैं, उनकी सुरक्षा की व्यवस्था हो सकती है।

सर, जब माननीय श्री रामविलास पासवान जी रेल मंत्री थे, तो उस समय कहा गया था कि बर्न स्टैंडर्ड कंपनी, जो वैगन बनाती है, उसका रेलवे में merger किया जाएगा। पिछली बार भी मंत्री महोदया ने इस बात को कहा था, लेकिन इस बार के बजट में कहीं इसका उल्लेख नहीं है।

सर, पिछली बार उन्होंने यह भी कहा था कि हिन्दुस्तान केबल्स, जो फाइबर केबल्स बना सकता है, वह आज बीमार पड़ा हुआ है। रेलवे में फाइबर केबल की जरूरत है। इसलिए हिन्दुस्तान केबल्स को रेलवे के साथ merge करने की बात कही गई थी। इसके लिए एक विशेष टीम verification करने के लिए गई थी, लेकिन बजट में इसका कोई उल्लेख नजर नहीं आया। इसको रेल में मर्ज कर लेना चाहिए था।

सर, मैं एक बात और कहना चाहता हूँ। जब हिन्दुस्तान आजादी की लड़ाई लड़ रहा था, तो हमारे देश में उत्तर प्रदेश के बलिया, बंगाल और महाराष्ट्र में, तीन जगह आजादी घोषित कर दी गई थी। देश आजाद होने के पहले बलिया को जब आजाद घोषित किया गया था, तो चित्तू पांडे उसके प्रधान मंत्री बने थे। इसलिए उनके नाम से एक विशेष ट्रेन बलिया से दिल्ली के लिए या कोलकाता के लिए या मुम्बई शहर के लिए दी जानी चाहिए। मैं इसकी तरफ उनका ध्यान आकर्षित करना चाहता हूँ कि पिछले साल भी उन्होंने कहा था, इसलिए उन्हें इस बार इसे देना चाहिए था।

इसके बाद मैं यह कहना चाहता हूँ कि कैफियत ट्रेन को आजमगढ़ से नहीं, बल्कि इसको थोड़ा और बढ़ा कर मऊ से, जहाँ टर्मिनल घोषित करना चाहिए, वहाँ से इसे चालू करना चाहिए।

सर, माननीय मंत्री महोदया ने हैदराबाद में एक नई ट्रेन दी है, इसके लिए मैं उनको बधाई देता हूँ, लेकिन उर्दू के जो famous poet हैं, मकदूम साहब, उनके नाम पर उस ट्रेन को दिया जाना चाहिए। इसके लिए मैं उनसे आग्रह करना चाहता हूँ।

मैं एक बात और कहना चाहता हूँ कि केरल को टर्मिनल घोषित किया जाए। (समय की घंटी)

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** आपका समय समाप्त हो गया है।

**श्री आर.सी. सिंह :** सर, एक मिनट। उसे टर्मिनल घोषित किया जाए और रेलवे का एक जोन केरल में स्थापित किया जाए।

मैं ये कुछ बातें कहना चाहता हूँ और यह उम्मीद करता हूँ कि ममता जी जो महिला बटालियन बनायेंगी, उनकी ट्रेनिंग और रहने की व्यवस्था आसनसोल में की जाएगी।

सर, एक ट्रेन, जो बाँकुड़ा को रानीगंज से जोड़ेगी, उसमें सिर्फ कोयला जाता है, उसको strengthen करके आसनसोल से बाँकुड़ा के लिए एक ट्रेन दी जाए। मैं यह बात भी कहता हूँ।

आखिरी बात मैं यह कहना चाहता हूँ कि सबसे पहले रविन्द्रनाथ टैगोर जी के परदादा, ठाकुर द्वारकानाथ जी ने रानीगंज से कोयला का व्यवसाय शुरू किया था। उस रानीगंज स्टेशन को हिन्दुस्तान का एक धरोहर घोषित किया जाए।

इन्हीं चंद बातों के साथ, आपने मुझे समय दिया, इसके लिए आपको धन्यवाद देते हुए मैं अपनी बात समाप्त करता हूँ। धन्यवाद।

SHRI M.V. MYSURA REDDY (Andhra Pradesh): Mr. Vice-Chairman, Sir, the time at my disposal is short and that is why I will limit myself to the South-Central Railways. This South-Central Railways gets the highest earning among all the zones in the country, but the allocations are not satisfactory. For example, Sir, in 2006-07 the income was Rs.5769 crore but the allocation was Rs.923 crore; in 2007-08 the income was Rs.6830 crore but the allocation was Rs.1611 crore; in 2008-09, the income was 7791 crore but the allocation was Rs.2741 crore and in 2009-10 the income was Rs.8500 crore but the allocation was Rs.3092 crore. The network in the South-Central Railway is also very poor and lowest in the country. Andhra Pradesh has got only 8.2 route km. per thousand sq. km against 44.69 km of West Bengal and 31.67 km of Tamil Nadu. Sir, one problem with this South-Central Railways is that major portion of South-Central Railway before its formation was with the Southern Railways. Whatever funds were allocated to Southern Railways, they were spent only in Southern Railway's portion of Madras State, not in Andhra Pradesh. That is why the network in South-Central-Railways is very poor and lowest in the country. Even with this lowest route network, the earnings are higher because of its freight traffic. In the South-Central Railways, the passenger trains' connectivity is also very lowest and poor. Even our representations were neglected and not taken care of. Instead of removing this inequality, adequate funds were not allocated to the South-Central Railway Board. The successive Railway Ministers and the Railway Board also show step-motherly treatment to this South-Central Railways. In spite of our representations to Ministers and also to the Railway Board, nobody is bothered about this network. Sir, if you see the Budget speech, this time the South-Central Railway got many projects on papers. In Telugu a saying is there which means heaven in hand. If you see the Socially Desirable Rail Connectivity Proposals, it is proposed to update the surveys for the following lines and thereafter these lines will be processed through the Planning Commission for necessary approval. It is cleverly and intelligently drafted to fool the people of Andhra Pradesh. Almost six projects were given. They are Bhadrachallam-Kovvur, Bhadrachellam Road-Vishakapatnam, Krishna-Vikarabad, Mantralayam Road-Kurnool, Nizamabad-Ramagundam and Hyderabad to Gazwal-Jagityal. Another proposals are surveys. The following surveys are proposed to be taken up: Diddalur-Bakrapet, Bapatala-Nizampatnam-Reppalle, Pagidipalli-Shankarpalli and Vijayanagaram-Palasa via Rajam. It seems to me that

surveys will be updated. But I may not see all these projects. My son also will not see; my great son also may not see. My great grandson only will see these projects. The proposals will be updated; surveys will be updated. The Railway Budget speech of the hon. Minister is only about the updating of the surveys and services to be taken up.

There is no need to mention that also. But, on cost-sharing basis, three-four projects were taken up on 50:50 per cent basis, namely, Nadikudi - Srikalahasti, Bhadrachalam Road - Kovvur, Manuguru - Ramagundam, and Akkanapet - Medak - Medchal. I do not think Andhra Pradesh Government will pay their share. But the only thing is that Bhadrachalam - Kovvur may be taken up because Singareni Collieries will pay the amount. But, I am asking the hon. Minister, through you, Sir, on cost-sharing basis, if Kolkata was given MMTS, and when Andhra Pradesh is ready to give cost-sharing of MMTS in Hyderabad, then why it was not sanctioned, or, why it was not announced. In fact, it may be in Hyderabad City. Now, Telangana brothers may have the luxury of having this facility if the State is divided. But, till now, it is the capital of Andhra Pradesh. Thus, I am asking the Minister why this was not announced on cost-sharing basis. Even the State Government is interested in this project.

Sir, the next point is regarding the pre-Budget meetings with Members of Parliament at zonal level. This is a big farce, and also it is a ritual. Just four or five days before the Budget, these meetings are held at zonal level with the MPs. But, I do not know whether officials are really taking care of our representations or not. It is my personal experience. It appears to be a small incident to quote in this august House and I am afraid it will waste the time of my hon. colleagues. *(Time-bell rings)* But, since it is the *izzath* of the Members of Parliament, I thought I would mention this point. In this zonal meeting, I requested for two trains to halt at my native place, Yerraguntla in Cuddapah district of Andhra Pradesh, that is, Train No.2707 - Tirupati-Hazrat Nizamuddin, and Train No.1043 - Kurla-Madurai Express. I represented this on 14th September, 2006, to the G.M. in writing. He said that he would look into it. *(Time-bell rings)*. Sir, within a minute, I will complete.

**उपसभाध्यक्ष (श्री कलराज मिश्र):** आपका समय खत्म हो गया है।

SHRI M.V. MYSURA REDDY: In 2007 also, the same request was made. Then, they said that it would be sent to the Railway Board because that proposal was to be accepted by the Railway Board and they were recommending this request. After that, I gave it to the Railway Minister in 2008. Again, I wrote a letter to GM, SCR. In the last meeting also, when I wrote this letter, they said that it would be forwarded. Already, they said in one meeting, in 2007, that they had forwarded this letter to the Railway Board. But, in this meeting, they are telling that it will be again forwarded.

THE VICE-CHAIRMAN (SHRI KALRAJ MISHRA): Please conclude.

SHRI M.V. MYSURA REDDY: That means, they have not at all sent this recommendation to the Board. It is my personal experience. Many Members of Parliament may be sending their proposals to the Board, but it is not being considered by the Board. The Board is responsible to the Parliament. At least, they should seriously consider our proposals and they should be redressed properly. Thank you, Sir.

**श्री ललित किशोर चतुर्वेदी (राजस्थान):** माननीय उपसभाध्यक्ष महोदय, आपका बहुत-बहुत धन्यवाद।

माननीय रेल मंत्री महोदय ने वर्ष 2010-2011 के लिए जो रेल बजट प्रस्तुत किया है, यह भी पिछले वर्ष के समान ही एक लोक-लुभावन बजट है। इससे उन्होंने सभी को खुश करने की कोशिश की है। किन्तु, एक बात अगर आप ध्यानपूर्वक देखेंगे तो पाएँगे और जिसकी चर्चा कुछ माननीय सदस्यों ने भी की है कि माननीय मंत्री महोदय के सामने पश्चिमी बंगाल का चुनाव एक तारे के समान दिख रहा है। मैं उनको अग्रिम बधाई देता हूँ। उन्होंने संघर्ष किया है। कल महिला आरक्षण विधेयक पास हो गया और आज यह रेल बजट आया है। सर, मैं यह बात क्यों कहना चाहता हूँ? क्योंकि चाहे मातृभूमि गाड़ियाँ हों, चाहे कर्मभूमि गाड़ियाँ हों, चाहे दूरांतो गाड़ियाँ हों या चाहे पैसेंजर गाड़ियाँ हों, आप यह देख लीजिए कि 6 मातृभूमि गाड़ियों में से 2 पश्चिमी बंगाल को मिली हैं। इसी प्रकार, तीन कर्मभूमि गाड़ियों में से एक, तीन दूरांतो गाड़ियाँ, 13 लम्बी दूरी की गाड़ियाँ और 3 पैसेन्जर गाड़ियाँ पश्चिमी बंगाल के लिए हैं। संस्कृति एक्सप्रेस भी पश्चिमी बंगाल के लिए है। जब रेलवे स्टेशन की नयी इमारत बनाने की बात आयी तो इसके लिए पश्चिमी बंगाल के बालीगंज स्टेशन को लिया गया। अगर नया नाम देकर भगत सिंह के नाम पर कालीबाड़ी स्टेशन का नामकरण हुआ तो वह भी पश्चिमी बंगाल में ही है। ..(व्यवधान).. इसी प्रकार, रेल कोच फैक्ट्री सिंगुर में, सवारी डिब्बा कारखाना काचरापाड़ा में, रेल अनुसंधान केन्द्र पश्चिमी बंगाल में, उन्नत लोको पायलट प्रशिक्षण केन्द्र बेलीघाटा में, उन्नत रेल प्रशिक्षण केन्द्र मालदा में, माल डिब्बा कारखाना बर्दवान और हल्दिया में और दोहरीकरण की पाँच योजनाएँ इत्यादि भी पश्चिमी बंगाल के लिए ही हैं। मैंने उनका सारा भाषण आद्योपांत पढ़ा है। ऐसा दिखता है कि पश्चिमी बंगाल का चुनाव उनकी आँखों के सामने है। जैसा मैंने अभी कहा कि मैं उनको अभी से बधाई देता हूँ क्योंकि उन्होंने एक तरफ तो संघर्ष किया ही है। कल महिलाओं के लिए कानून भी आ गया और निर्माण के कार्य में भी पश्चिमी बंगाल को सामने रख कर उन्होंने किस प्रकार की बात की है, वह इस बात का द्योतक है। पता नहीं राजस्थान उनके ध्यान में क्यों नहीं आता? पश्चिमी मध्य प्रदेश और गुजरात, ये दीदी की नजरों में केवल मात्र सर्वे के लिए हैं। आप पूरे भाषण को पढ़ जाइए, उसमें केवल अद्यतन सर्वे की बात है। ऐसा लगता है कि यह बजट दीर्घगामी विकास को दृष्टि में रखकर नहीं अपितु तात्कालिक नजरिये का लेखा-जोखा है।

माननीय मंत्री महोदय ने कुछ घोषणाएँ की हैं। घोषणाएँ तो सदा होती हैं। पूर्ववर्ती मंत्री भी घोषणाएँ करते रहे हैं, लेकिन ये घोषणाएँ गर्त में डूब गयीं। मैं माननीय मंत्री महोदय से पूछना चाहता हूँ कि लम्बी दूरी की गाड़ियों में जो 26 कोच लगाने की घोषणा की गयी थी, उसका क्या हुआ? लम्बी दूरी की गाड़ियों में, जिनमें 26 से कम कोचेज थे, उनमें 6 जनरल कोच लगाये गये, उसका क्या हुआ? क्या वह वादा पूरा हो गया? 26 कोचेज को accommodate करने वाले platform की लम्बाई बढ़ायी जाएगी, यह आश्वासन था, उसका क्या हुआ? उन्होंने अपने भाषण में जो घोषणाएँ की हैं, उनका वादा करने की बात तो कही है, किन्तु मैं उनसे इस बारे में कुछ सवाल करना चाहता हूँ। महिला स्पेशल और युवा स्पेशल ट्रेनों की जो बातें कही गयी थीं, उनके पालन का क्या हुआ? मैं आपके भाषण में से आपको ही quote कर रहा हूँ। उन्होंने स्वयं इस बात को स्वीकार किया है कि green toilets की योजना क्रियान्वित नहीं हो सकी। इसीलिए मेरा उनसे निवेदन है,

4:00 P.M.

जब उन्होंने यहाँ और लोक सभा में भी अपना बजट भाषण दिया, तो उसमें दीर्घकालीन विकास को दृष्टि में रखते हुए कुछ और addition करें।

पिछले बजट में उन्होंने इज्जत योजना की घोषणा की थी। इसमें 1500 रुपये से कम मासिक आय वाले लोगों को 100 किलो मीटर प्रतिदिन यात्रा करने के लिए रियायत दी गयी थी। 1500 रुपये का मतलब है, 50 रुपये रोज कमाने वाला। जो 50 रुपये रोज कमाने वाला व्यक्ति है, वह 100 किलो मीटर कहाँ जाएगा? मैं चाहता हूँ कि जब माननीय मंत्री महोदया अपना जवाब दें तो वे यह बताने का कष्ट करें जिससे सत्यता प्रकट हो जाएगी। इज्जत के नाम की योजना में देश भर में कितने टिकट खरीदे गये, अगर वे इसके आँकड़े भी देंगी तो बहुत अच्छा होगा।

मैं एक-दो बातों के लिए आपको बहुत धन्यवाद देना चाहता हूँ। पहला धन्यवाद तो इस बात का कि आपने लाभप्रदता के प्रतिफल की दर के बजाए सामाजिक उत्तरदायित्व के पक्ष को तरजीह देने वाली एक नई विचारधारा को जन्म दिया है, लेकिन आपने डिटेल्स नहीं बताए। मैं आपको केवल कुछ बिन्दु बताना चाहता हूँ। यह सोशल बात है, बात नम्बर एक है पिछड़े क्षेत्र की, जिसमें झारखंड भी आएगा, छत्तीसगढ़ भी आएगा, उड़ीसा भी आएगा। दूसरी बात, नक्सलवाद से मुकाबला। आज जिस क्षेत्र में नक्सलवाद फैला हुआ है, अगर वहाँ विकास हो जाता है, रेलें चली जाती हैं तो नक्सलवाद का मुकाबला किया जा सकता है। यह भी एक सोशल फंक्शन है। माननीय मंत्री महोदया इस बारे में बताने की कृपा करेंगी। इसी प्रकार से आतंकवाद से पीड़ित क्षेत्र हैं, निश्चित रूप से उसके बारे में भी आप बताने की कृपा करें और सबसे बड़ी बात मैं कहना चाहता हूँ कि प्रशासनिक रूप से प्रदेश जिले क्यों बनाते हैं, जिला केन्द्र क्यों बनाते हैं, क्योंकि प्रशासनिक रूप से वे सारे प्रदेश को उन क्षेत्रों से, जिला केन्द्रों से कंट्रोल कर सकें। क्या माननीय मंत्री महोदया इस बात को बताने की कृपा करेंगी कि हिन्दुस्तान में जितने जिला केन्द्र हैं, उनको जोड़ने के लिए, जो प्रशासनिक दृष्टि से बहुत आवश्यक है, वे कुछ करेंगी? उन्होंने लाभप्रदता के प्रतिफल की दर के बजाए सामाजिक उत्तरदायित्व की बात जो कही है, वह इन बातों को पूरा करने से ही प्रकट होगी। यह होगा तो राजस्थान में, पश्चिमी उत्तर प्रदेश में, उत्तर गुजरात में और सौराष्ट्र में, यहां जो आज योजना में कमी दिखती है, वह पूरी हो सकेगी।

एक बात का और मैं धन्यवाद देना चाहता हूँ कि इन्होंने बिना चौकीदार वाले रेलवे समपारों को, क्रॉसिंग्स को पांच सालों में परिवर्तित करने की घोषणा की है। माननीय मंत्री महोदया, मैं निवेदन करना चाहता हूँ कि काम पूरा नहीं होगा। उन पर छोटा टोल टैक्स लगाइए। वैसे तो वामपंथी भाई प्राइवेट पार्टनरशिप की बात आते ही नाराज हो जाते हैं। मैं जानता हूँ कि प्राइवेटाइजेशन नहीं करना है, पूरा प्राइवेटाइजेशन संभव भी नहीं है। किन्तु यदि छोटा-छोटा टोल टैक्स लगा दिया, योजना बना ली, तो आपकी की हुई घोषणा निश्चित रूप से पूरी हो जाएगी। छोटा टोल टैक्स किसी को अखरेगा भी नहीं, जो पूंजी लागत है, वह भी पूरी हो जाएगी और संधारण की व्यवस्था भी हो जाएगी।

एक धन्यवाद और आपको देना चाहता हूँ रेलवे कर्मचारियों के आवास के लिए। मैं रेलवे कमिटी का सदस्य था। मैंने लगातार दौरे किए और जो हालत देखी है मैंने आवासों की, कर्मचारियों के आवासों की, वह इतनी बुरी थी कि शायद उसमें जानवर भी नहीं रह सकते। आपने घोषणा की दस वर्षीय योजना की, उसका भी मैं स्वागत करता हूँ। रेलवे की आज जो वर्तमान स्थिति है, वह मुझसे और आपसे छिपी हुई नहीं है। सभी लोग इसकी पीड़ा भोग चुके हैं। मैं राजस्थान के बारे में निवेदन करना चाहता हूँ। पिछले दो महीने में सुरक्षा की स्थिति क्या बनी है, कैसी पीड़ा भोगी है हमने। बांसको स्टेशन के फाटक पर आश्रम एक्सप्रेस पटरी से उतर

गई। कनकपुरा रेलवे स्टेशन पर मालगाड़ी ले जाने वाले इंजन का पावर फेल हो गया। वह कई घंटे पड़ा रहा, नया इंजन लगाना पड़ा, क्योंकि वह वजन उठाने में सक्षम नहीं था। जोधपुर-लूनी के बीच इंजन में आग लग गई। मेडता रोड पर गाड़ी जंक्शन स्टेशन पर आने के स्थान पर लूप लाइन पर चली गई। बीकानेर से नागौर आने वाली मालगाड़ी के दो टुकड़े हो गए। निवाई स्टेशन से पहले बान्द्रा एक्सप्रेस का इंजन फेल हो गया और अभी हाल ही में 2 मार्च, 2010 को फिशप्लेट खुल गई और मंडोर एक्सप्रेस के साथ हादसा होते-होते बचा। मैंने यह किस्सा तो केवल राजस्थान का कहा है, कृपया देखने की कृपा करें, क्योंकि इसी प्रकार की घटनाएं होती रहती हैं - कहीं पटरी में क्रेक आ जाता है, कहीं फिशप्लेट अटक जाती है। इसका कारण क्या है? कारण है कि सारी व्यवस्था ओवर स्ट्रेच है।

इस overstrained व्यवस्था पर विचार किया जाना चाहिए। आज कर्मचारी असंतुष्ट हैं, दूसरी तरफ अधिकारी लोग अपनी जिम्मेदारी भूलकर उन क्षेत्रों में रुचि ले रहे हैं, जहां से कुछ प्राप्ति हो सकती है। उत्तर पश्चिमी रेलवे के जनरल मैनेजर को रंगे हाथों पकड़ा जाना, वर्क्स मैनेजर के खिलाफ भ्रष्टाचार के आरोपों में कार्यवाही होना, कार्मिक निदेशक के यहां छापे में 2.5 करोड़ रुपये से अधिक की संपत्ति का पाया जाना, ये घटनाएं किस बात को परिलक्षित करती हैं? ये इसी बात को परिलक्षित करती हैं कि पिछली UPA सरकार के समय इस सारे वातावरण को या तो प्रश्रय दिया गया या अनदेखा किया गया। आज UPA सरकार बहुत ढोल बजा रही है, रिवाड़ी-फुलेरा लाइन के बारे में मैं आपको याद दिलाना चाहता हूं कि बहुत साल पहले इसके आमान परिवर्तन के मामले में भ्रष्टाचार को लेकर मैंने अधिकारियों से कुछ मुद्दों पर स्पष्ट जानकारी चाही थी, लेकिन वह जानकारी मुझे आज तक नहीं मिली। ऐसे वातावरण में आपको नयी रोशनी लाने के लिए आमूलचूल परिवर्तन करने होंगे। आपका स्वभाव अच्छा है, आपका व्यवहार मधुर है, आप कुछ करना चाहती हैं।

उपसभाध्यक्ष महोदय, अब मैं Vision 2020 की चर्चा करना चाहता हूं। मैं परमात्मा से प्रार्थना करता हूं कि आपका Vision 2020 सफल हो, किन्तु मैं आपसे कहना चाहता हूं कि जब तक backup ठीक नहीं होगा, जब तक उसके लिए सार्थक प्रयत्न नहीं किए जाएंगे, तब तक Vision 2020 पूरा नहीं हो सकेगा। आपने प्रति वर्ष एक हजार किलोमीटर नया रेल पथ बनाने की घोषणा की है, लेकिन इन अधिकारियों के साथ यह नहीं हो सकता है। मैं आपसे निवेदन करना चाहता हूं कि UPA के 6 सालों में इन चार चीजों के लिए - New railway lines, doubling, electrification और आमान परिवर्तन, इनके क्या targets रहे, इन targets के बारे में आप बताने की कृपा करें। मैं आपको पूरे आंकड़े नहीं बताना चाहता, मैं कुछ उदाहरण आपको दे रहा हूं कि वर्ष 2008-09 में नई रेलवे लाइनों के लिए भौतिक लक्ष्य 543 किलोमीटर का था, जो घटकर 377 किलोमीटर रह गया, लेकिन केवल 357 किलोमीटर पूरा हो पाया। इसी तरह दोहरीकरण में 1,000 किलोमीटर के भौतिक लक्ष्य के मुकाबले 363 किलोमीटर की उपलब्धि हुई। इसी तरह पुलों के पुनर्निर्माण के लिए 1,656 किलोमीटर के बजाय 1,388 किलोमीटर के लक्ष्य की प्राप्ति हुई। यह तो मैंने केवल एक वर्ष का जिक्र किया है। मैं माननीय मंत्री महोदय से निवेदन करना चाहूंगा कि अपने बजट भाषण के उत्तर में वे बताएं कि इन चारों क्षेत्रों में पिछले 6 साल के लक्ष्य क्या थे? What were the physical targets? Financial targets तो वही बने रहे, लेकिन physical targets पूरे नहीं हुए। आपके लोगों की इस प्रकार की मनःस्थिति है। Cost management, economic management, berth management, कोटा पूरा न होने से लक्ष्य पूरे नहीं होते। आपको बहुत कोशिश करनी पड़ेगी। आपकी काबिलियत पर मुझे विश्वास है, लेकिन मेरा निवेदन है कि कहीं Vision 2020 का आपका सपना, केवल सपना ही न रह जाए, आपको इसे पूरा करने के लिए प्रयास करना पड़ेगा।

उपसभाध्यक्ष जी, अब मैं Public Private Participation की भी चर्चा करना चाहूंगा, आपने यह विषय छोड़ दिया था। मैं dogmas में विश्वास नहीं करता। निश्चित रूप से सभी क्षेत्रों में privatisation अच्छा नहीं है, लेकिन निर्माण के अंदर Public Private Participation किया जाना चाहिए। जो economically viable

projects हैं, commercially viable and economically viable हैं, उनको अतिरिक्त साधन देने की आवश्यकता है। प्राथमिकताओं के आधार पर निश्चित अवधि में काम पूरा किया जाए और प्रतिबद्धता के साथ पूरा किया जाए। Dedicated Freight Corridor और local transport development क्यों नहीं किया जा सकता? मुझे जानकारी मिली है कि Dedicated Freight Corridor के फाइनंस के लिए जापान के साथ जो समझौता हुआ, उसके लिए भी आपके अधिकारियों का नकारात्मक दृष्टिकोण है, negative attitude है। जब तक यह negative attitude नहीं बदला जाएगा, तब तक यह काम नहीं हो सकता है। मैं आपकी इस बात से सहमत हूँ कि हमें व्यावसायिक संस्कृति अपनाने की आवश्यकता है। मैं जानता हूँ कि हमें रेलवे का पूरा privatisation नहीं करना चाहिए, किन्तु आपने देखा होगा कि स्थिति क्या बन गई थी। मैं PWD में 6 सालों तक मिनिस्टर रहा हूँ, स्थिति यह बनी कि सड़कों के विकास के लिए हमने जिस प्रकार निजी निवेशकों का सहयोग लिया, उससे आज सड़कों का जाल बिछ गया है। इसलिए मैं कहना चाहता हूँ कि यदि आप निर्माण के क्षेत्र में किसी भी प्रकार का सहयोग PPP के माध्यम से करेंगी, तो आपका भी भला होगा, हमारा भी भला होगा और निर्माण भी होगा।

अब मैं आमान परिवर्तन की चर्चा करना चाहता हूँ। आपने कहा कि हम 2012 तक आमान परिवर्तन कर देंगे, यह बहुत आवश्यक है। मीटरगेज और ब्रॉडगेज की दोहरी व्यवस्था बहुत नुकसान कर रही है। आपने जो 800 किलोमीटर का लक्ष्य रखा है, वह अपूर्ण है। इसके पूरा होने से हमारा मंतव्य पूरा नहीं होगा, इसको बढ़ाने की कृपा करें। दोहरीकरण में आपने 700 किलो मीटर का लक्ष्य रखा है, किन्तु जिस प्रकार का सिस्टम है, मुझे नहीं लगता है कि यह काम पूरा होगा। मुझे तो बड़ा आश्चर्य होता है, जब मैं दिल्ली से अहमदाबाद की लाइन को देखता हूँ। बान्दीकुई-अलवर बचा हुआ खंड है, बाकी दोहरीकरण हो गया है। माननीय मंत्री महोदय, मैं स्पेशल कोट कर रहा हूँ कि अगर बान्दीकुई से अलवर के बीच में दोहरीकरण हो जाए, जिसका रिटर्न 14 परसेंट है, यह आपका विभाग मानता है और आपने भी माना है, तो दिल्ली से अहमदाबाद बड़ी शान से डबल लाइन पर ट्रेनें चलेंगी। आपने घोषणा तो नहीं की। बड़ी कृपा होगी, आप मेरी बात को वहां tally करेंगी और tally करने के बाद अगर 14 परसेंट रिटर्न है, तो निश्चित रूप से इस लाइन का दोहरीकरण करने की आवश्यकता है।

आप जानते हैं कि 60 प्रतिशत क्षेत्र में भार का वहन लगातार सड़क परिवहन से किया जा रहा है। यह एक competition है, इस competition में रेलवे को उतरना पड़ेगा। मेरा निश्चित विश्वास है कि आप इस नाते से लगातार प्रयत्न करने लगेंगी।

महोदय, मेरा एक और विषय है, जिस पर आपने पिछली बार भाषण में अपना उत्तर दिया था — “इतने पुराने पोजेक्ट छोड़ गए, इतना करोड़ रुपए चाहिए, कैसे पूरा होगा?” ऐसा क्यों होता है? यह इसलिए होता है, क्योंकि जिस समय बजट बनाया जाता है, उस समय जन प्रतिनिधियों की, सांसदों की, विधायकों की और किसान प्रतिनिधियों की राय नहीं ली जाती है और उन्हें विश्वास में नहीं लिया जाता है। मेरा आपसे निवेदन है कि जब इस प्रकार की अद्यतन या सर्वेक्षण का प्रस्ताव हो या दूसरा प्रस्ताव हो, तो all these should be taken into confidence. इस नाते से मैं कहना चाहता हूँ और राजस्थान की दो-चार लाइनों को quote कर रहा हूँ— अजमेर-कोटा-पुष्कर-मेडता, देवली-टोंक सकतपुरा, बारां-शिवपुरी, अलवर-पलवल पूरी तरह economically viable है, इसका रिटर्न इतना होगा कि सारी कीमत भी इससे वसूल हो जाएगी और आपका जो विजन है, दस वर्ष का, 2020 में करने का, इनको प्राथमिकता से पूरा करने की बात भी हो जाएगी।

महोदय, मैं आपके माध्यम से रेल मंत्री महोदय को रेल विद्युतीकरण के बारे में बताना चाहता हूँ। आपने 11वीं पंचवर्षीय योजना में 3500 किलो मीटर मार्ग के विद्युतीकरण का लक्ष्य रखा था, उनमें से 2300 किलो मीटर पूरा हो गया है। दो वर्ष में 2000 किलो मीटर कैसे होगा? यह बात मेरी समझ में नहीं आती है। आपको यह

upto date करना पड़ेगा। सवाई माधोपुर-जयपुर के बीच का विद्युतीकरण का सर्वे आप करवा चुकी हैं, क्या हुआ? यह बहुत महत्वपूर्ण है। राजस्थान की राजधानी जयपुर को इस लाइन के electrification के सहारे देश के अन्य हिस्सों से जोड़ा जा सकता है। अगर आप study करेंगी, तो आपको लगेगा कि इसका विद्युतीकरण एकदम आवश्यक है। मैं एक और बात, अनारक्षित डिब्बों और ट्रेनों, की चर्चा करना चाहता हूँ, जिसकी चर्चा आपने भी की थी। इसको दिन में चलाइए। बहुत passengers हैं। बाडमेर-जोधपुर-आगरा और अहमदाबाद-दिल्ली के बीच में दिन में अनारक्षित डिब्बों वाली गाड़ियां चलनी चाहिए। दुरंत सेवाओं का भी थोड़ा विस्तार करने की आवश्यकता है।

महोदय, मेरा एक निवेदन है कि आपने कोलकाता-अजमेर एक्सप्रेस वाया कटनी-भोपाल साप्ताहिक चलाने की बात की है। इतना अवश्य है कि इसको सप्ताह में तीन बार भी चलाएंगी, तो काम पूरा नहीं होगा। उसी प्रकार उदयपुर-चित्तौड़-कोटा-बारां-बीना-कटनी होकर कोलकाता के लिए नई ट्रेन प्रारंभ की जाए, इसके लिए भी मैं आपसे निवेदन करना चाहता हूँ। अंत में, मैं अपनी ओर से कहना चाहता हूँ कि यात्री सुविधाओं की चिंता करने की आवश्यकता है। “जनता आहार भोजन” की चर्चा की गई है। महोदय, मैं आपके माध्यम से माननीय मंत्री महोदया को फिर याद दिलाना चाहता हूँ, पिछली बार भी मैंने याद दिलाई थी, मुझे समझ में नहीं आती है कि जो छोटे-छोटे वेन्डर्स हैं, जो स्टेशन पर आते हैं, उनको कहा कि नहीं, यहां चूल्हा नहीं जलाओगे, घर से बासी सब्जी लाओगे, ठण्डी चाय लाओगे, ठण्डे पकोड़े लाओगे, बासी खिलाओगे, इससे स्वास्थ्य का क्या होगा? आपने कहा है कि योजना पर पुनर्विचार कर रहे हैं। आप पुनर्विचार कीजिए। इस प्रकार से छोटे वेन्डर्स को हटाने की जो प्रक्रिया बड़ी जोर से चल रही है, इसकी चर्चा मैंने पहले भी की थी, फिर आपसे चर्चा करना चाहता हूँ।

मैंने तो रेलवे बोर्ड से सूची भी मांगी थी कि कृपया मुझे बताया जाए कि कहां-कहां केटरिंग की व्यवस्था है, किंतु मुझे सूची नहीं दी गई, क्योंकि अगर सूची दे दी जाती, तो आखिर मैं भी उस कमेटी में चर्चा करता, कुछ बात करता। मेरा आपसे निवेदन है ...(समय की घंटी).. एक मिनट बस.. तो मेरा यही निवेदन है कि आपने 94 स्टेशनों को आदर्श स्टेशन और 10 नए स्टेशनों को विश्व-स्तरीय बनाने की घोषणा की है। इस साल तो ठीक है, किंतु पहले से ही पांच सालों के लिए यह घोषणा क्यों नहीं हो जाती, ताकि पब्लिक पार्टिसिपेशन वाले भी आएँ, और लोग भी आएँ, जिससे आपका भी फायदा हो और उनका भी फायदा हो।

माननीय मंत्री महोदया, थोड़ा स्वच्छ पेय जल की भी चिंता कीजिए। बॉटलिंग प्लांट तो आप लगा रही हैं, किंतु बड़े दुख का विषय है कि पीने का पानी गरीब आदमियों को खरीदना पड़ रहा है। आप public hydrants की व्यवस्था कीजिए और हरित शौचालय बनवाइए।

महोदय, एक बात और कहकर मैं अपनी बात समाप्त करूंगा। आजकल सुरक्षा के नाम पर स्टेशनों पर जाने की रोक लगी हुई है। जो आश्रित हैं, अशक्तजन हैं, वृद्धजन हैं, अगर उनके साथ स्टेशन पर कोई नहीं जाएगा, तो उनका क्या होगा, यह विचार करने की बात है।

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** समाप्त कीजिए।

**श्री ललित किशोर चतुर्वेदी :** माननीय मंत्री महोदया, कुलियों की संख्या भी बढ़ाई। वे बहुत कम हो गए हैं और अनाप-शनाप पैसे चार्ज करते हैं। उसी तरह से मैंने रिक्ता की चर्चा की है....

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** ललित जी, समाप्त करें।

**श्री ललित किशोर चतुर्वेदी :** आप उन रिक्त स्थानों को भी भरने की कृपा कीजिए। मैंने अपनी बातें कुछ सुझावों के रूप में आपके सामने रखीं और कुछ बातें मैंने आपसे निवेदन कीं, जिनका उत्तर आप मुझे देंगी। मंत्री महोदया ने मेरी बातों को ध्यान से सुना और महोदय, आपने मुझे बोलने की इजाजत दी, इसके लिए धन्यवाद देते हुए मैं अपनी बात समाप्त करता हूँ।

SHRI PRAVEEN RASHTRAPAL (GUJARAT): Thank you very much, Mr. Vice-Chairman. Sir, I am here.....(*Interruptions*)...

THE VICE-CHAIRMAN (SHRI KALRAJ MISHRA): You have got twenty minutes.

SHRI PRAVEEN RASHTRAPAL: Sir, I was told 'twenty minutes'.

THE VICE-CHAIRMAN (SHRI KALRAJ MISHRA): Yes, twenty minutes are shown in the list.

SHRI PRAVEEN RASHTRAPAL: Sir, I am speaking here on behalf of Congress Party, coming from the State of Gujarat. I will obey the discipline of the Party and the UPA Government, as a whole, because now-a-days, there are Ministers who are not obeying the discipline of the Government in spite of being in the Cabinet! I will not make that mistake. Once you join a Government, you are supposed to obey the hon. Prime Minister of the country and the decision taken in the Union Cabinet. I will not go into the details of this thing. ...(*Interruptions*)...

SHRI BIRENDRA PRASAD BAISHYA: Sir, we are discussing the Railway Budget. ...(*Interruptions*)...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** वैश्य जी, कृपया आप शांत रहें।

SHRI PRAVEEN RASHTRAPAL: Sir, I am going to touch some of the points which my previous colleagues have not touched. In fact, when the Budget discussion was started by our hon. Member, Kalraj Mishraji, he had taken the correct line because he did not mention about this train or that train. The account of a train which is announced and not started even after ten years, and of various projects which are announced but are not completed, we should take from the Railway Ministry, and also from the Planning Commission, whether the announcements which were made on various occasions are implemented or not. Let me request, on behalf of this House, the hon. Railway Minister to produce an Action Taken Report on all the last five Budgets and let the people in this country know whether the assurances given during the course of last five Budgets were implemented or not, and, particularly, the assurances directly connected with the common people, with the poor people, including the low-paid employees of the Railways. In the previous Budgets also, the then Minister made an announcement, a very laudable announcement, that 25 per cent stalls on the railway stations would be given to the weaker sections of the society. And during my speech, I requested the hon. Minister to give the details, to give five names, in Gujarat, where you have given an opportunity to a man belonging to a Scheduled Caste or a Scheduled Tribe. That is not done, Sir! That is not implemented! This should stop.

Sir, I am going to touch some of the issues which are concerning the employees, which are concerning the Railway services, which are concerning the Western Railway, as a whole, and which are also concerning my State and my own constituency. I am referring to some of them

only because I am not much interested in a particular corner. Otherwise, I am elected from Patan and I am very much concerned about the issues of North Gujarat. But I will put here, first, the problems of the State.

As the hon. Member of the BJP in the this Session pointed out in a Special Mention... (*Interruptions*). He raised a very pertinent issue regarding transport of salt manufactured by Gujarat. In the country, we are manufacturing or producing more than 60 per cent salt which is an essential commodity, which is a perishable commodity. It is not sent by trucks or steamers. It can be dispatched only by the railway. The Government of Gujarat is requesting for railway rakes, but we don't get. It will be a loss to the salt industry and it will be a loss to all other States who require salt for household purposes and also for industry. So, my first request is that the Railway should provide sufficient railway rakes for the salt industry in Gujarat.

The second thing is about a very general problem for entire Gujarat. Gujarat is one of the most organised States as far as the railway is concerned. Some of you, who know history, know that Gujarat had many Princely States; 350 small and big Rajwadas, among whom were the Maharaja of Baroda, the Maharaja of Bhavnagar, the Maharaja of Jamnagar, the Nawab of Junagadh, the Maharaja of Rajkot, the Maharaja of Porbunder and the Maharaja of Kutch. They had their own railway network right up to the small village of the State. As a result, the railway network is there in Gujarat from the very beginning. Nothing new has been done during the last many years but for starting this train or that train. In the Western Railway, Gujarat is the only State where you have broad gauge railway line, meter gauge railway line and narrow gauge railway line also. Today, Gujarat is the only State where we have got narrow gauge railway line, which, the Western Railway Department has declared would be removed as early as possible. But they are not doing it. One main problem of Gujarat is, as a matter of policy, the Railway Department has converted all meter gauge railway into broad gauge railway. Now I just want to know from the Railway Board, not from the Minister because the Ministers come and go, have they got complete figures of which meter gauge lines were converted into broad gauge; what were the railway services available to people of that area when meter gauge was in existence? When they started conversion, the railway was completely closed. The people suffered before conversion because no railway facility was available because the conversion work was going on. That work went on at some places for one year and at some places for two years. For example, Patan to Ahmedabad broad gauge conversion took three-four years. After the conversion was over, there was no railway service. After laying down the railway track, they said, "First we will take trial of the goods train". They took one-two years for trial. Now goods trains have started, but no passenger train has started. The rail fare from Ahmedabad to Patan is Rs. 20/- to 21/-,

and the bus fare is Rs. 40/- to Rs. 50/-. The people of that historical town are suffering right now. This situation is not only in my Constituency. It is all over Gujarat; Bhavnagar, Mehsana to Ambaji. Shri Kalraj Mishra rightly thanked the Railway Minister for starting Tirthkshetra Train. It is a good idea because people travel all over the country. I wanted her presence, but she is going.

I would also congratulate the Railway Minister for connecting all religious places with the rest of India. Now the famous *Shakti Peeth* of India, where the heart of Devi Durga was thrown, is at Ambaji. At all other *Shakti Peeths*, it was either the hand or the leg or the ear that was there. But the heart of Goddess was cut by the demon and thrown into pieces, and this fell at Ambaji. That is what the *Shashtra* says. Ambaji is one of the most pious places for all the Hindus all over the country. Sir, there was a train from Mehsana to Tharanga to Ambaji. Tharanga is a place which is associated with Jainism. It is also associated with Buddhism because the only Buddhist relic, which was the most authentic one, was found from the Tharanga hill. Now that train is not working. So, the *Theertha Sthal* of Ambaji is not connected to other parts of the country by train. Now, my main demand is that Ambaji should be connected to Rameswaram; Ambaji should be connected to Kali; and, Ambaji should be connected to Bhatinda. People from all over the country would like to visit Ambaji. Another point is also related here. You will go there *via* Siddhpur. Siddhpur is the only vedic place where *Mathru Sradh* is performed. It is a 2,500-year-old place. Vadnagar is a 3,500-year-old place. Patan is a place which was established by a king exactly 1200 years ago. Now, these historic places are not connected by broad gauge railway line. Hence I would request that this should be done. No doubt, it is not that Gujarat is not getting anything; I have gone through the details. Here, I would request the Railway Board officials to kindly refer to the *Gujarat Samachar* dated 9th March, 2010. I would also give a copy of that particular article to them. In that, a Social Activist has written completely about the Railway Budget with reference to Gujarat. He says: "We have got eight new railway lines. We have got upgradation of Ahmedabad, upgradation of Surat, upgradation of small stations like Dahod, Himmatnagar and Jamnagar. You have also given us some new lines - Karagora and Santalpur line; Dholera, Suthrapada, Mahuva, Hazira Tina and Porbunder. So, we are thankful to the Railway Ministry for giving us some new lines. But one very serious thing which I was also not aware, as Member of Parliament, is that you have given 12 new railway lines in this Budget presuming that you will start within five or six months. But I have come to know only today, after reading this newspaper, that during the last 20 years, you have closed down 46 railway lines which had been running since Independence. These lines, which were already there, have been closed down. I do not want to waste the time of the House by reading the list of 46 railway lines. The first among them is Ankleshwar-Jhagadia-Rajpipla. This line was there. But it has been closed down. These are also historic places. Now, Rajpipla was an old State. Jhagadia is in

Baruch, and Ankleshwar is now the oil producing asset of the ONGC. And the last is Veraval-Somnath. Again, this is a historic place. Veraval, where Lord Krishna sacrificed his life...*(Interruptions)*

SHRI PENUMALLI MADHU: You talk about the people living there.

SHRI PRAVEEN RASHTRAPAL: I am talking about the religious importance. Lord Krishna sacrificed his life at Veraval. And, I need not say about the importance of Somnath...*(Interruptions)* I am pleading for the common people.

You belong to a party which has thrown away the religion. I belong to a party which gives equal importance to religion and ideology too. I will give you a list of this afterwards. Forty-six railway lines which were in operation in Gujarat have been closed by the Railway Ministry during this period. I come to new railway lines which are very important for Gujarat. One is from Patan to Bhiladi. If north Gujarat is connected with Bhiladi in Rajasthan, then, we can go up to Bhatinda without any problem. The Ahmedabad-Delhi line will be released of the entire pressure if people can go directly from Banaskantha, Kutch, Viramgam and so on. Via Bhiladi, we go to Punjab and we go to Delhi. Similarly, Viramgam, Bechrajee and Makrana, I would like to have a line from Bhavnagar to Botad and a Mehsana-Taranga-Ambaji line. Another major problem in Gujarat, as we came to know through the reply of the hon. Labour Minister, is the migration of workers; even from Gujarat, 90 lakh people have gone to other States; they were taken by contractors. The figure about Maharashtra is two crores. The figure about Andhra Pradesh was one crore and twenty one lakhs. These figures pertain to migrant workers alone. In Gujarat, 50 years ago, because of drought and other problems, a lot of people migrated from Saurashtra. Chaturvedi very rightly pointed it out and I must thank him. He is a leading MP from Rajasthan. He spoke about Gujarat and Saurashtra. Many people from Bhavnagar, Amreli, because of drought, have gone to Bombay in search of their livelihood sixty or seventy years ago. They are in thousands. They come back to their native places for marriage, for other things, for taking care of their agriculture or for their children's education. There are no trains. But between Bombay-Ahmedabad, there are a lot of trains. There are trains which are coming to Ahmedabad and waiting there for six to seven hours. But they are not taken up to Palanpur. I have been requesting for many years now. If a train can be made to halt at Ahmedabad for seven hours, it can also go up to Palanpur. That means, it will touch Mehsana, Siddhapur and Palanpur. And from Palanpur, it can go to Bombay. And they do not have to spend even a single naya paisa. Such demands have been there but the Railways are not taking care of these things.

Then, take this survey. Many hon. Members have pointed it out and I do not want to talk much about that. Survey! Survey! Survey! What is the survey and what are you doing? Let me

request you. Please give a list of all the surveys to this House. How many surveys are going on at this moment? How much time will you take to complete your surveys? Then, how much time will you take to complete the work if it is accepted? I have another request to the Railway Board. You have undertaken the work of conversion of meter gauge into broad gauge. What happened to the meter gauge coaches? Please help me in this. Where are those coaches? You must have sold out those things. Is that income reflected in the Railway Budget or not? I am talking about the coaches which are now not in use, because broad gauge trains require new coaches. What is your assessment? If you convert a meter gauge train into a broad gauge train, how many new railway coaches will you require? I am not only talking about Gujarat but about the whole of the country. How many meter gauge coaches are in spare and lying in shunting yards? Are the shunting yards' income going in x, y or z's pocket or into the pocket of the Railway Ministry? What happened to the railway planks of meter gauge which were removed... *(Interruptions)*

SHRI E. AHAMMED: Sir, this is not correct. *(Interruptions)*

**श्री प्रवीण राष्ट्रपाल:** आप उन डिब्बों का क्या करोगे ? Once it has become useless, you should take a decision. It is national property

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** प्रवीण जी, आपके पास तीन मिनट बोलने का समय रह गया है।

SHRI PRAVEEN RASHTRAPAL: All right, Sir. There is a demand and this is not only for my State. I want to make this demand and it is for the State of Uttar Pradesh. Sir, Lord Buddha was born in Lumbini. People come to Lumbini from all over the world. Lumbini is the birthplace of Lord Buddha. They go to Bodh Gaya.

SHRI PRASANTA CHATTERJEE (West Bengal): Sir, no Cabinet Minister is here. Such an important discussion is going on in the House. ...*(Interruptions)*...

SHRI PRAVEEN RASHTRAPAL: Sir, Lumbini is 19 kilometres away from the Indian railway station. ...*(Interruptions)*... I made that demand four years ago.

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** वे अभी आ रहे हैं।...*(व्यवधान)*..

SHRI PRASANTA CHATTERJEE: Has the Cabinet Minister taken his permission?

SHRI P. RAJEEVE (Kerala): Sir, all Cabinet Ministers, including the Railway Minister is not present here. ...*(Interruptions)*...

SHRI PENUMALLI MADHU: If the Cabinet Minister is otherwise busy, let us take up this discussion tomorrow. ...*(Interruptions)*...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** सुबोध जी, किसी कैबिनेट मिनिस्टर को बुलवाइए।...*(व्यवधान)*.. अभी आ रहे हैं।

SHRI PRAVEEN RASHTRAPAL: Let me complete. At least, allow me to complete. Then, you can decide. My four minutes will be lost unnecessarily. अभी मेरा मेन प्वाइंट तो बाकी है।  
...(व्यवधान)

Sir, about Lumbini, when I wrote a letter to the Railway Minister, the reply given to me was that this matter can be decided only by the Ministry of External Affairs. I know it that a letter from the Railway Minister cannot go to the Government of Nepal. That letter has to go from the Ministry of External Affairs. But, this is an internal matter. The Railways must see to it that a direct railway line from the Indian border up to Lumbini is constructed.

**श्रीमती माया सिंह (मध्य प्रदेश) :** उपसभाध्यक्ष जी, आप कुछ करिए। ....(व्यवधान)...

**श्री विजय कुमार रूपाणी (गुजरात) :** सरकार गंभीर नहीं है। ..(व्यवधान)...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** अभी आते हैं। ..(व्यवधान) ..Some Cabinet Minister should be here. ..(व्यवधान) .. आप बैठिए अभी आते हैं। ..(व्यवधान) ..

**श्री ललित किशोर चतुर्वेदी :** आप 5 मिनट का ब्रेक कर दीजिए। ....(व्यवधान) ..

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** आप बैठिए, अभी आ जाएंगी। ....(व्यवधान) ..

**श्री प्रवीण राष्ट्रपाल :** मुझे न्याय देना बाबा....(व्यवधान) ..

SHRI PRASANTA CHATTERJEE: I don't know whether this is the UPA Government's Budget or the Railway Minister's Budget. ...*(Interruptions)*... Because the Minister is also ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI KALRAJ MISHRA): The Cabinet Minister should be here. ...*(Interruptions)*... आ बैठिए, अभी आ जाते हैं। ..(व्यवधान)...

**श्री ललित किशोर चतुर्वेदी :** आप 5 मिनट का ब्रेक कर दीजिए। ....(व्यवधान) ..

SHRI PRAVEEN RASHTRAPAL: Sir, what are your orders? ...*(Interruptions)*...

**श्री एस.एस. अहलुवालिया (झारखंड) :** उपसभाध्यक्ष महोदय, रेल मंत्रालय के बजट पर डिस्कशन हो रहा है और उस सदन में रेल मंत्रालय का उस सदन में दिन में सब कुछ पास हो गया। अभी अगर रेल मंत्री महोदय किसी ट्रेजरी बैंक के मैम्बर के किसी वक्तव्य पर नाराज होकर, यहां से गुस्से में आकर चली गईं, तो उसके लिए सदन जिम्मेवार नहीं होना चाहिए। ये उनका घर का मामला है, वे इसे घर में सुलट कर आएंगी।  
...(व्यवधान) ..

**वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री (श्री ज्योतिरादित्य माधवराव सिंधिया) :** अहलुवालिया जी, एक मिनट। ..(व्यवधान) ..

**श्री एस.एस. अहलुवालिया :** यह गलत नहीं है, एकदम सही है। ....(व्यवधान) .. वे अभी नाराज होकर गई हैं। ....(व्यवधान) ..

**श्री ज्योतिरादित्य माधवराव सिंधिया :** अहलुवालिया जी, आप गलत कह रहे हैं। वे नाराज होकर नहीं गईं। ....(व्यवधान) ..

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** श्री सुबोध कांत सहाय कैबिनेट मिनिस्टर हैं। ....(व्यवधान) .. Shri Subodh Kant Sahay is the Cabinet Minister. ...*(Interruptions)*...

**श्री एस.एस. अहलुवालिया :** मैं यह नहीं कह रहा हूँ कि वे कैबिनेट मिनिस्टर नहीं हैं।..(व्यवधान)..

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The Cabinet Minister is represented by Shri Subodh Kant Sahay, and the Minister of State in the Ministry of Railways is here. ...*(Interruptions)*...

SHRI S.S. AHLUWALIA: I am aware of that he is a Cabinet Minister and they have a collective responsibility. But I am also aware as to why she left. ...*(Interruptions)*... I am also aware as to why she left. ...*(Interruptions)*... She left because a Member from the Treasury Benches said that there is an indisciplined Cabinet Minister. That is why she left. That is my point. ...*(Interruptions)*...

SHRI K.H. MUNIAPPA: No, no; that is not correct. ...*(Interruptions)*...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** सिंधिया जी, आप बैठिए।..(व्यवधान)..

SHRI PRASANTA CHATTERJEE: You adjourn the House for some time. Let the Minister come. ...*(Interruptions)*...

SHRI S.S. AHLUWALIA: Why don't you call the Minister? ...*(Interruptions)*... You call the Railway Minister. We want the Railway Minister here. That is our point. Is there any other job than the discussion on the Railway Budget? Call her inside the House. ...*(Interruptions)*...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** अहलुवालिया जी, आप बैठिए।..(व्यवधान)..यहां कैबिनेट मिनिस्टर हैं, सुबोध कांत सहाय, MOS हैं।

SHRI S.S. AHLUWALIA: Sir, the point is, रेलवे मिनिस्टर सुडान के साथ या अफ्रीका के साथ डिस्कशन कर रहे होते तो मैं समझता कि रेलवे मंत्री व्यस्त हैं, यहां नहीं आ सकते।..(व्यवधान)... वे सेन्ट्रल हाल में बैठी हुई हैं। वे यहां नहीं बैठ सकती? यह कैसे होगा? आप उनको बुलाइए ...*(व्यवधान)*...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** कैबिनेट मिनिस्टर यहां थीं, वे अभी-अभी किसी आवश्यक कार्य से गई हैं और।..(व्यवधान).. एक मिनट।..(व्यवधान)..

**श्री एस.एस.अहलुवालिया :** गई क्यों ...*(व्यवधान)*.. यह भी बताइए ...*(व्यवधान)*... किसी आवश्यक कार्य से गई हैं...*(व्यवधान)*...मालूम है...*(व्यवधान)*...

**श्री ज्योतिरादित्य माधवराव सिंधिया:** एम.ओ.एस. कर सकते हैं...*(व्यवधान)*... यह कैसी बात है...*(व्यवधान)*...यह प्रथा बिल्कुल नहीं है...*(व्यवधान)*...केवल कैबिनेट मिनिस्टर को ही बैठना है...*(व्यवधान)*...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** एम.ओ.एस. हैं, कैबिनेट मिनिस्टर सुबोध कांत सहाय हैं...*(व्यवधान)*...ऐसा नहीं है...*(व्यवधान)*...आप बैठ जाएं...*(व्यवधान)*..एम.ओ.एस.हैं ...*(व्यवधान)*... सुबोध कांत सहाय हैं...*(व्यवधान)*... उनको सूचना दे दी जाती है...*(व्यवधान)*.. कैबिनेट मिनिस्टर को सूचना दे दी जाती है...*(व्यवधान)*...

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The MOS is here, the Cabinet Minister can authorize his or her MOS. ...*(Interruptions)*...

SHRI S.S. AHLUWALIA: It is a temporary arrangement. *(Interruptions)*

**उपसभाध्यक्ष (श्री कलराज मिश्र):** यहां एम.ओ.एस. हैं, वे सुन रहे हैं..(व्यवधान)..कैबिनेट मिनिस्टर हैं..(व्यवधान)..आप बैठ जाइए..(व्यवधान)..अभी कैबिनेट मिनिस्टर को सूचना दे दी जाती है..(व्यवधान)..एक कैबिनेट मिनिस्टर यहां बैठे हैं..(व्यवधान)..एम.ओ. एस. यहां बैठे हैं..(व्यवधान)..वे सुनेंगे और अपना भाषण करेंगे..(व्यवधान)..

[श्री उपसभापति पीठासीन हुए]

SHRI S.S. AHLUWALIA: Mr. Deputy Chairman, Sir, I was submitting that one of the speakers from the Treasury Benches, while speaking said that they were disciplined Members but the Cabinet Ministers were indisciplined. After Listening to this, the Railway Minister left the House; and she is now sitting in the Central Hall. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Ahluwalia... *(Interruptions)*

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: This is not acceptable. This is not the case. *(Interruptions)*.. यह अंदर की सोच है..(व्यवधान)..विचारधारा है..(व्यवधान)..यह सही बात नहीं है..(व्यवधान)..

**श्री एस.एस. अहलुवालिया :** सर, जो अभी हुआ..(व्यवधान)..दूसरी बात..(व्यवधान)..मंत्री जी आपको..(व्यवधान)..दूसरी बात है कि जब रेल बजट डिसकस हो रहा हो..(व्यवधान)..तो उस टाइम रेलवे मंत्री का उपस्थित रहना उचित है..(व्यवधान)..पहली बात..(व्यवधान)..सुनो ..(व्यवधान)..

**श्री उपसभापति :** मैं बताता हूं..(व्यवधान)..

**श्री विजय कुमार रूपाणी :** वे सेंट्रल हॉल में बैठी हैं..(व्यवधान)..

**सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री महादेव एस. खंडेला) :** सुन तो लीजिए ...*(व्यवधान)*..

**श्री एस.एस. अहलुवालिया :** ठहर जाइए, मुझे मालूम है..(व्यवधान)..आप कितने मंत्री हैं..(व्यवधान)..मुझे मालूम है..(व्यवधान)..

**श्री उपसभापति :** अहलुवालिया जी, मुझसे बोलिए, उनसे क्या बोल रहे हैं ..*(व्यवधान)*..

**श्री एस.एस. अहलुवालिया :** मैं कह रहा हूं कि मंत्री जी के अनुपस्थित होने का कारण कोई विशेष कारण हो सकता है ..*(व्यवधान)*.. चलिए, अगर उस डिपार्टमेंट का..*(व्यवधान)*.. जिसका डिसकस होना है..*(व्यवधान)*.. वन मिनट ..*(व्यवधान)*..

SHRI K.H. MUNIAPPA: The hon. Minister has told me, and she has authorized me. *(Interruptions)*

MR. DEPUTY CHAIRMAN: I know, Mr. Ahluwalia, let us not make it an issue.

SHRI S.S. AHLUWALIA: Sir, I am making it. I have just come from the Central Hall to the House. The Cabinet Minister if she were sitting and holding a meeting with the Railway Board Chairman or with some other Railway companies, I can understand that she is busy. But she is sitting in the Central Hall! If she were in the other House, that too is understandable.

**श्री उपसभापति :** देखिए, अहलुवालिया जी, वहां पर बैठी थीं, She was here when the debate started.

SHRI S.S. AHLUWALIA: Yes, she was here.

**श्री उपसभापति :** चाय पीने के लिए गई हैं, एम.ओ.एस. हैं ...**(व्यवधान)**... She will come. Now, carry on Mr. Rashtrapal.

PROF. P.J. KURIEN: Sir, I would like to submit.

SHRI S.S. AHLUWALIA: Why?

**श्री उपसभापति :** देखिए, रेलवे मिनिस्टर एम.ओ.एस. हैं, अगर यहां पर एम.ओ.एस. भी नहीं रहते हैं, I would have understood and asked the Minister to come. Now, she might have gone on an important work.

SHRI S.S. AHLUWALIA: Sir, how can it be?

MR. DEPUTY CHAIRMAN: Yes, in other cases we have allowed. *(Interruptions)* हम message भेजेंगे, do not stop the discussion. *...(Interruptions)...* Ahluwaliaji, if any new Member is talking like this, I can understand it. *...(Interruptions)...* Let us not make it a serious issue. *...(Interruptions)...* She was here. *...(Interruptions)...* If she has not come, *...(Interruptions)...* Till I was here she was here. *...(Interruptions)...* After that also she was here. *...(Interruptions)...* Only for 15-20 minutes she must have gone. *...(Interruptions)...* Chair is not prepared to buy this argument. *...(Interruptions)...*

SHRI S.S. AHLUWALIA: Can these Ministers explain to me why the Railway Budget is separated from the General Budget? *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: No, no.

SHRI S.S. AHLUWALIA: If they do not know...*(Interruptions)...*

MR. DEPUTY CHAIRMAN: This is not correct. *...(Interruptions)...*

**श्री ज्योतिरादित्य माधवराव सिंधिया :** इनकी बात सुन लीजिए ... **(व्यवधान)** ...

MR. DEPUTY CHAIRMAN: Let us not take debate to that level. *...(Interruptions)...* आप बैठिए ... **(व्यवधान)** ... Let us not say whether any Minister knows about the Budget or not which is not correct. *...(Interruptions)...* It is reflecting on the Minister, therefore, please, do not do it. *...(Interruptions)...* Please do not do that. Tomorrow anybody can be a Minister. *...(Interruptions)...* Please do not do that. *...(Interruptions)...* Ahluwaliaji, there are certain systems. *...(Interruptions)...* Please sit down. *...(Interruptions)...*

SHRI S.S. AHLUWALIA: She was insulted. *...(Interruptions)...* She was insulted by the Treasury Benches. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Nobody has insulted. *...(Interruptions)...* शर्मा जी, आप यहाँ क्यों आ रहे हैं? शर्मा जी, आप यहाँ आकर अहलुवालिया जी को बता रहे हैं, अहलुवालिया जी आपको बताएंगे ... **(व्यवधान)** ...

SHRI S.S. AHLUWALIA: "I am leaving this House", she said.

SOME HON. MEMBERS: No, no. ...*(Interruptions)*...

**श्री एस.एस. अहलुवालिया** : वे कह रहे हैं कि मेरा छक्का फिर निशाने पर लगा ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: There is nothing like that. ...*(Interruptions)*... It is being done just to obstruct the debate.

**श्री एस.एस. अहलुवालिया** : मैं normal ही बोल रहा हूँ ... *(व्यवधान)* ...

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The MoS can listen to the debate when the Cabinet Minister is not present. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Jyotiraditya Scindia, no, no. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*...Mr. Madhu, please sit down.

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The MoS is present. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please sit down. I am on my legs. ...*(Interruptions)*... Ahluwaliaji, please sit down. ..*(Interruptions)*.. Look, the rules are very clear. The Cabinet Minister, when Budget discussion is there, should be present. It is not that ..*(Interruptions)*.. Mr. Madhu, what is this? ...*(Interruptions)*... When I am speaking, please do not interrupt. Give that much courtesy to the Chair. ...*(Interruptions)*... When the debate started the Cabinet Minister was here. MoS is also equally responsible for the Department which they handle. ...*(Interruptions)*... They are equally responsible. ...*(Interruptions)*... It is the practice that showing the dignity there should be a Cabinet Minister. ...*(Interruptions)*... Let me complete. It is not necessary that during the entire debate the concerned Cabinet Minister should be sitting in the House. It is not, for the first time, that a Cabinet Minister during the Budget discussion has gone out.

DR. V. MAITREYAN (Tamil Nadu): The Minister has been insulted, Sir. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No, no. Nowhere has it been recorded. ...*(Interruptions)*... Why are you reading too much into it? This is not correct. ...*(Interruptions)*...

**श्री एस.एस. अहलुवालिया** : राष्ट्रपाल जी ने क्या बोला, उस रेकार्ड को दिखाइए ... *(व्यवधान)* ... ट्रेजरी बेंच से कैबिनेट मिनिस्टर के बारे में क्या बोला गया, वह दिखाइए, जिसके कारण वे चली गईं। ... *(व्यवधान)*...

**श्री उपसभापति** : अगर वह unparliamentary है या उन्होंने ऐसा कुछ कहा है, that will be looked into. मधु जी, यह आपने क्या बात कर दी है ...*(व्यवधान)* अहलुवालिया जी, यह क्या है, कल इतना अच्छा माहौल बना कर आज उसे क्यों बिगाड़ रहे हैं ...*(व्यवधान)*

**श्री एस.एस. अहलुवालिया**: मैं आज का भी माहौल अच्छा बना दूंगा।

MR. DEPUTY CHAIRMAN: No, please sit down. Now, I have called Mr. Praveen Rashtrapal. Please speak.

SHRI PRAVEEN RASHTRAPAL: Let me complete.

SHRI TIRUCHI SIVA (Tamil Nadu): This is a reference about MoS. *(Interruptions)*

**श्री उपसभापति:** आप बोलिए, बोलिए ...**(व्यवधान)** Mr. Rashtrapal please continue.

SHRI PRAVEEN RASHTRAPAL: Sir, I will start from where I have left. *(Interruptions)*

MR. DEPUTY CHAIRMAN: आप अब जल्दी कंप्लीट कीजिए ...**(व्यवधान)** आप लोग भी क्या करते हैं ...**(व्यवधान)**

Rules are very clear. Rules are clear. *(Interruptions)*

SHRI TIRUCHI SIVA: Sir, he mentioned about MoS. Kindly listen to me. It is very offensive. *(Interruptions)*

MR. DEPUTY CHAIRMAN: What MoS? No, no, I have spoken about it. I have spoken more than you, what else do you want? *(Interruptions)* Please, I have given my ruling. *(Interruptions)* What are you doing? You people are not...*(Interruptions)*...

PROF. SAIF-UD-DIN SOZ: I have a point of order. *(Interruptions)*

MR. DEPUTY CHAIRMAN: What is this, Mr. Soz? I have given my ruling. What are you doing? I have given my ruling. राष्ट्रपाल जी, आप बोलिए ...**(व्यवधान)**

SHRI S. S. AHLUWALIA: I will quote.

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The Minister can authorize the MoS. *(Interruptions)* I do not agree with you. *(Interruptions)* This is not right on your part. *(Interruptions)*

SHRI S. S. AHLUWALIA: No, this is not correct. The MoS has to be entitled...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Scindia, what is this? *(Interruptions)* Mr. Scindia, I have already spoken from the Chair that MoS can be here. They are responsible. *(Interruptions)* I don't agree with them. Why are you unnecessarily speaking? *(Interruptions)* क्या बात है, भई ...**(व्यवधान)** आप बोलिए, बोलिए ...**(व्यवधान)** आप इतना कोऑपरेट करते हो, आज आप क्यों ऐसा कर रहे हो ...**(व्यवधान)** अहलुवालिया जी, आज क्या आप लंच पर नहीं गए थे? Please, what is this? You always cooperate. Why are you wasting an hour?

SHRI S. S. AHLUWALIA: I want to tell you something. I want to tell you why the Railway Budget is different from the General Budget. Why is it not part of the general finances, *i.e.* General Budget? It was in the Ackworth Committee Report 1924. That is why it was separated.

The importance of the Railway Budget is this. That does not mean... अरे, आप क्या बात कर रहे हो, आपको इसके बारे में पता ही नहीं है ..(व्यवधान) सुन लीजिए, तंग मत करिए ...(व्यवधान)

**श्री उपसभापति:** अरे, यह क्या बात है, अब छोड़ो भी ...(व्यवधान) We are supposed to know everything. Don't say पता ही नहीं. अरे भई, आप डिस्कशन चाहते हो या नहीं? ...(व्यवधान) आप बताइए कि आप डिस्कशन चाहते हो या नहीं? ...(व्यवधान)

SHRI S. S. AHLUWALIA: That is why Railway Budget is debated...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: That has not been questioned by anybody.

SHRI S. S. AHLUWALIA: Now, you say that it is like a Short Duration Discussion.

MR. DEPUTY CHAIRMAN: No, no, nobody has said. Only you are saying it. *(Interruptions)*  
Mr. Ahluwaliaji...*(Interruptions)*

SHRI K. H. MUNIAPPA: I am also a senior Member. I know you very well. You must have your limitations. I am also in the Council of Ministers. You should give due respect.

MR. DEPUTY CHAIRMAN: Mr. Ahluwalia, *(Interruptions)* Mr. Muniappa, please...*(Interruptions)*...

SHRI S. S. AHLUWALIA: Why is she missing? You must call the Railway Minister.

MR. DEPUTY CHAIRMAN: When the House is in order...*(Interruptions)*... Do you want a discussion? *(Interruptions)* This is very unfortunate. When a matter is settled ...*(Interruptions)*...

SHRI S. S. AHLUWALIA: Why will the Minister not come? You tell me. When the Railway Budget is going on...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: That is not correct. That is not correct....*(Interruptions)*...That is not correct...*(Interruptions)*...That is not correct...*(Interruptions)*...No, no. That is not correct.

SHRI S.S. AHLUWALIA: Can the Finance Minister run away from the House when the discussion on General Budget is in progress?...*(Interruptions)*...

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: Sir, you have given a ruling. They are bound to obey that...*(Interruptions)*...

**श्री उपसभापति:** नहीं, नहीं ...(व्यवधान)... इसे prestige का मामला मत बनाइए! ...(व्यवधान)... इसे hold कर लीजिए ...(व्यवधान)... यह अच्छा नहीं है! ...(व्यवधान)... It is not good...*(Interruptions)*... आप इस विषय में क्या बोलना चाहते हैं? ...(व्यवधान)...

SHRI S.S. AHLUWALIA: You are talking of Railway Budget...*(Interruptions)*...

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The Chair has given its ruling...*(Interruptions)*...

SHRI SHARAD ANANTRAO JOSHI (Maharashtra): Sir, there is a procedural flaw...(Interruptions)... He is aware of the rules...(Interruptions)...He is aware of the importance of the Railways...(Interruptions)..Hon. Railway Minister was present ...(Interruptions)... We are not talking of the Railway Minister at all...(Interruptions)...Any Cabinet Minister...(Interruptions)...I want guidance on this subject...(Interruptions)...I am not talking of the hon. Railway Minister, Sir. I am talking of the necessity of the presence of any Cabinet Minister all the time in the Rajya Sabha. That was the point raised.

MR. DEPUTY CHAIRMAN: He is there...(Interruptions)...

SHRI PRASANTA CHATTERJEE: The Railway Minister is not present all the time...(Interruptions)...

MR. DEPUTY CHAIRMAN: Mr. Prasanta Chatterjee, this is not for the first time when the Cabinet Minister was not in the House. Whenever the Opposition reminded of that, we have called. Sometimes it happens...(Interruptions)...From the Chair ...(Interruptions)...Please listen to me...(Interruptions)...

SHRI PRASANTA CHATTERJEE: But the Cabinet Minister was not there ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Please listen to me ...(Interruptions)...The Chair also gave direction...(Interruptions)...

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): Mr. Deputy Chairman, Sir, Mr. Antony was here, Ku. Mamata Banerjee was here and I was here. All the three Cabinet Ministers were here...(Interruptions)...First, Mr. Antony left, then, for a short time, she had gone...(Interruptions)...

SHRI S.S. AHLUWALIA: Sir, he was on his Roaster Duty...(Interruptions)...

MR. DEPUTY CHAIRMAN: She has gone for a short time...(Interruptions)...

SHRI PENUMALLI MADHU: Sir, even when she was present, she was not listening to us...(Interruptions)...

MR. DEPUTY CHAIRMAN: Mr. Madhu, what is this?...(Interruptions)...Are you interested in the debate, or, you want to hold this debate on technicalities? Tell me...(Interruptions)...I would like to appeal to the House and wanted to know from you whether you are interested in having general discussion on the Railway Budget, or, are you interested to hold on the discussion on technical points. ...(Interruptions)...

SHRI PENUMALLI MADHU: Sir, we want to co-operate with you...(Interruptions)...

SHRI BIRENDRA PRASAD BAISHYA: Sir, I am saying that we are the sufferers ....(Interruptions)...Whenever we are trying to speak, some disruptions will be there...(Interruptions)...We want your protection...(Interruptions)...

**श्री उपसभापति:** राष्ट्रपाल जी, अब आप अपनी बात complete कीजिए। ...**(व्यवधान)**... I appeal to the Treasury Benches to co-operate...**(Interruptions)**...

SHRI BIRENDRA PRASAD BAISHYA: We are the worst sufferers...**(Interruptions)**...

SHRI PRAVEEN RASHTRAPAL: Sir, I resume my speech...**(Interruptions)**...

SHRI PENUMALLI MADHU: Sir, I have a point to make...**(Interruptions)**...We all agree with your ruling...**(Interruptions)**...

MR. DEPUTY CHAIRMAN: Kurianji, you should take control of the Treasury Benches...**(Interruptions)**... मधु जी, आप बोल चुके हैं ...**(व्यवधान)**... अब आप क्या बोलना चाहते हैं? ...**(व्यवधान)**... What you want to say, Mr. Madhu? ...**(Interruptions)**...You are wasting the time of your colleagues...**(Interruptions)**...

SHRI PENUMALLI MADHU: Sir, we agree with your observation. We are totally in agreement with you...**(Interruptions)**...But the spirit is: When the discussion is taking place, the spirit is to present in the House and listen to the speeches, not to avoid the hon. Member...**(Interruptions)**...

MR. DEPUTY CHAIRMAN: No Minister avoids to listen to a Member...**(Interruptions)**...

SHRI PENUMALLI MADHU: If the Minister has any work, she can go out ...**(Interruptions)**...But, avoiding to listen the speeches is not proper...**(Interruptions)**...

**श्री उपसभापति:** अब तो हो गया न? ...**(व्यवधान)**... अब आप बैठिए। ...**(व्यवधान)**... Mr. Madhu, please sit down...**(Interruptions)**...Mr. Rashtrapal, you go ahead with your speech ...**(Interruptions)**...Hon. Members, don't disturb the House further...**(Interruptions)**... We have already lost a lot of time...**(Interruptions)**...

SHRI PRAVEEN RASHTRAPAL: Sir, I was saying that the birth place of Lord Buddha should be connected with a direct railway track. If necessary, the Railway Minister should meet the hon. Minister of External Affairs and take up the matter at the highest level in Nepal.

Now, I am coming to the problems of Railway employees. Sir, in the last 10 or 15 years, because of development, many Broad Gauge, many new railway lines...

**श्री उपसभापति:** राष्ट्रपाल जी, आपके 20 minutes पूरे हो गए हैं। ...**(व्यवधान)**... आपकी पार्टी ने हमें 20 minutes लिख कर दिया है। ...**(व्यवधान)**...

**श्री प्रवीण राष्ट्रपाल:** नहीं, सर, मेरा जो टाइम इस में गया, वह तो ...

**श्री उपसभापति:** नहीं, इसमें आपका टाइम नहीं गया है। हमने उसको पास किया है।

**श्री प्रवीण राष्ट्रपाल:** मेरा कितना टाइम बाकी है?

**श्री उपसभापति:** आपका कोई टाइम नहीं गया है। हमारे अनुसार आपका कोई टाइम नहीं गया है।

5.00 P.M.

**श्री प्रवीण राष्ट्रपाल:** सर, मेरा कितना टाइम बाकी है?

**श्री उपसभापति:** बाकी तो आपकी पार्टी का टाइम है, आपका नहीं है।

**श्री प्रवीण राष्ट्रपाल:** नहीं, सर। मुझे बोला था...

**श्री उपसभापति:** आपके 20 minutes हैं, यहाँ लिख कर दिया गया है।

**श्री प्रवीण राष्ट्रपाल:** वह टाइम पूरा नहीं हुआ है।

**श्री उपसभापति:** 20 minutes पूरे हो गए हैं।

**श्री प्रवीण राष्ट्रपाल:** वह तो इस गड़बड़ में हुआ।

**श्री उपसभापति:** उस गड़बड़ को निकाल कर। ...**(व्यवधान)**... उस गड़बड़ को निकाल कर।  
...**(व्यवधान)**...

**SHRI PRAVEEN RASHTRAPAL:** Sir, I have got two points only.

**MR. DEPUTY CHAIRMAN:** Please complete them quickly.

**SHRI PRAVEEN RASHTRAPAL:** When the work in the Railways has increased, the staff strength in Railways has not increased proportionately. I want that appropriate staff in Class III and Class IV is increased. For example, it was announced that all Railway crossings will be manned and at every railway crossing you will require three or four employees for 24 hour duty. So, you must recruit Class III and IV employees. You require drivers, guards, technical staff, etc. So, that increase should be there. Before two years, I put a Question to the Railway Minister about the backlog vacancies of SC/ST. It was admitted by the Railway Ministry that there is a backlog to the extent of 12,000 employees in the promotion quota.

So, there was a backlog of 12,000. I asked them why they were not filling up those vacancies. After one year, I got a reply that they had converted that promotion quota backlog into direct recruitment. How can you take away the right of a senior employee to get a promotion in his service? I would like to know under what rule they had converted the quota of promotion backlog into the direct recruitment. They say that they want young man. You cannot say 'young' or 'old'. For Governors you are taking aged people. For so many other things you are taking aged people. And, for Railways you are saying that you want young boys. *(Interruptions)* What about the man who has put in 20 years of service. He should be promoted. A class-II officer is entitled to become a class-I officer. He should be promoted. So, that conversion of promotion quota backlog into direct recruitment is an injustice to the people belonging to the Scheduled Castes. This injustice should be undone as early as possible. *(Interruptions)* Last, but not the least, Ahmedabad is surrounded by three small stations — Maninagar, when we come from South; Sabarmati, the most historical place in the life of Mahatma Gandhi, this railway station

comes when we go from Delhi to Ahmedabad; and Gandhigram, when you come from Sourashtra to Ahmedabad, this is the last small station. So, Gandhigram, Maninagar and Sabarmati, which is just near to the Sabarmati Ashram of Mahatma Gandhi and the Sabarmati Jail where freedom fighters were housed in those days and it is like a heritage, should be selected for development and should be converted into a place where people should be happy to see that this is the place that belonged to Mahatma Gandhi. Mahatma Gandhi was a leader who travelled only by the lowest class in the railways. (*Time-Bell rings*)

MR. DEPUTY CHAIRMAN: Conclude please.

SHRI PRAVEEN RASHTRAPAL: Okay, Sir, I am concluding. So, these three stations may be included in the upgradation programme of the Union Railway Ministry. Once again, I would like to remind that there are two common problems in Gujarat. Meter gauge should be converted into broad gauge. All services, which were there in the meter gauge, may be restored for the State of Gujarat.

Thank you, Mr. Deputy Chairman, Sir.

MR. DEPUTY CHAIRMAN: Shri P. Rajeeve. You have eight minutes.

SHRI P. RAJEEVE (Kerala): Thank you, Sir, I would try to complete within the stipulated time.

The main thrust of this Budget is also on privatization. Most of the proposals are to be started under the PPP Scheme. It was reported that the Government has constituted a PPP Board, under the chairmanship of the President of the Confederation of Indian Industries, for monitoring the PPP projects.

Then, the hon. Minister has stated, in her speech, that the Ministry is always in favour of Government-controlled Railways and is against privatization. But the reality is against this statement. The hon. Minister has emotionally responded to the remarks, made by colleague, Mr. Madhu, regarding the commercial utilization of the railway lands. The Minister has stated that it is not true. But I would like to draw the attention of the Minister to pages 38 and 39 of the White Paper. It says that the Railways Land Development Authority was constituted in 2007 to generate revenues for commercial development of vacant land. I quote, "During the period, under review, 129 sites, totaling 3,568 acres of railway land were entrusted to the Authority for commercial utilization. Out of these, 11 sites were finalized and contract was awarded for two sites. One site costs Rs. 1,052 crores. Tenders for another 24 sites at Bandra were floated for more than Rs. 3,000 crores." Then, how is the Minister saying that the statement made by colleague, Mr. Madhu, is not true?

This is mentioned in the White Paper published by the Ministry of Railways, Government of India. That is a reality. The hon. Minister has declared a target of 1000 kilometre new railway lines every year. I appreciate this. China has also constructed 1000 kilometre new lines every year. But

for the development of railways, the Government of China had allotted Rs.14,000,00 crores for two years as a part of the stimulus package. But the approach of the Indian Government is entirely different. Actually, the Convention Committee on Indian Railways had recommended that the Central Government should give 100 per cent budget allocation for infrastructure development in Railways. But, now, the Government is trying to privatise railways, which is one of the prestigious institutions of our country.

Sir, I would like to congratulate the hon. Minister for not increasing the passenger fares. That is good. But what is the reality? Without increasing the passenger fare, the Railway is trying to increase its revenue by using *tatkal* system. The hon. Minister had introduced some minor changes in the last Budget, but that was not sufficient to address the real issues. I quote from the White Paper: “The *tatkal* system had the effect of reducing seat availability through normal route in convincing the public, but, at the same time, enhancing passenger earnings without increasing the fares.” It is the short cut of the approach of the railways to increase the fares. Actually, this is cheating the people. You are declaring not to increase the railway fares but you are trying to increase the revenue by another way.

Now, I congratulate the hon. Minister for not increasing the freight charges. But I would like to invite the attention of the Minister to the White Paper which says that freight tariff in Indian Railways is among the highest in the world. This is the highest in the world. The hon. Minister also stated that *tatkal* system had also been introduced in freight charges. That is another way of increasing the revenue, without increasing the freight charges. This is another way of cheating the people — not increasing the fare but using the *tatkal* system for increasing the revenue from freight charges.

Sir, the manpower shortage is a serious problem. I am quoting from the report of the Comptroller and Auditor General of India. I quote: “there were many vacancies among safety category staff strength in all zones.” In the last Budget, there was a reduction of more than thousands of vacancies. In this Budget, it is reported that vacancies will increase. But we do not find any proposal to fill up the vacancies in a time-bound manner. Then, how would you ensure the safety of railways without filling up the vacancies, especially, in the safety section? Sir, it is also noted that the Railway Safety Fund has not been properly utilized. These are not my words. It is mentioned in the White Paper which has been prepared by the Ministry of Railways. I quote: “With the limited provisions of ROBs and RUBs, a substantial portion of the railway safety fund remains unutilized which is a cause of concern.” One does not find anything in this Budget which can address these issues effectively. The problem is, the Minister and the Ministry have concentrated on other issues like hospitals, creches, etc. The hon. Minister stated that she

expected an increase in revenue from Rs.150 crores to Rs.1,000 crores from non-core business. The core business has been neglected. The Ministry has no interest in strengthening the core business. Rather, it is indulging in non-core business. It is also stated that the operating ratio is decreasing. In the last Budget also, it was on the decrease. In this Budget also, it is decreasing. Decreasing operating ratio means that the surplus cash reserves are decreasing. Then, wherefrom would the hon. Minister find money for these types of declarations?

Sir, as regards the optical fibre cables, while participating in the last Budget speech, I had pointed out some contradiction between the speech of the Minister and the Annual Report of the Railway. In the last Budget speech, the hon. Minister had mentioned about a special mechanism, under the leadership of Mr. Sam Pitradio, for the proper utilisation of optical fibre cables, but nothing has been mentioned in this Budget regarding that. But if you could find time to go through the annual reports of the railway of the last year and this year, we find there is no significant change regarding the optical fiber. Then, what has happened to the Budget proposals of the last year? I expect a clear response from the Minister.

Then, Sir, there is one more point. I appreciate the Minister for extending the concession given to the media persons to their minor children. I demanded it in my last Budget speech and I am grateful that this time, the hon. Minister has allowed this. But what is the effect of these concessions? You are decreasing the general seats. There is no concession even for senior citizens in *Tatkal* seats. You are decreasing the general seats and increasing the *Tatkal* seats. So, there is no point in declaring more and more concessions. There is no effect of this. Actually, these are all gimmicks. It is all trying to fool the common man and the society of our country. ...(*Time-bell rings*)...

Sir, because of the shortage of time, I would now like to raise some important points regarding my State Kerala in just one or two minutes. ...(*Interruptions*)...

The prime demand of the State regarding the formation of a peninsular Railway Zone with its headquarters in Kerala is not considered by the Ministry in this Budget also. But I congratulate the hon. Minister and the Minister of State, Shri E. Ahammed, for including Palaghat Coach Factory in this Budget. But in the Railway Budget, 2007-08, an announcement was made for setting up a wagon factory in Kerala as a joint venture company with Steel Industries Kerala Ltd. It was shocking that while announcing five new wagon factories in this Budget, nothing has been mentioned regarding this. Earlier there was a proposal for setting up Chennai-Bangalore-Coimbatore-Kochi High Speed Corridor, but the dismal fact is that this also did not find a place in this Budget. Sir, this is a serious discrimination against the State of Kerala.

I am grateful to the Minister for allowing new trains for Kerala including Duranto and Janshatabdi Express. But I regret to say that the other trains declared in this Budget are actually not new ones. Some trains as Shornur-Nilambur are already running in these routes temporarily. It is only a regularization and some trains as Kannur-Kozhikode are only extensions of the existing trains but it is introduced as 'new trains' in this Budget. The long-standing demand to start new trains to Bangalore from North and South part of Kerala has not been considered by the Ministry. New MEMU service has not been considered.

There is a proposal for new survey for Chengannur-Trivandrum via Addor-Kottarakkara. But there was an old survey conducted for Kayankulam-Trivandrum via Addor-Kottarakkara. What has happened to this? Like this, according to the vision 2020, in Kerala, Railway conducted 13 surveys. Among these, three surveys would be presented to the Planning Commission for consideration. Then, what happened to the other surveys? I want to know whether it has been kept in the cold storage forever.

I would like to congratulate the Minister of State who is from our State for having included 5 km Ernakulam-Kumbalm line in the proposed 700 kilometre New Doubling Project, that is, 0.7 per cent of this scheme.

I request the hon. Minister to include the State of Kerala in the Suburban Railway map of India. I also request for building up of a new Railway Station at Nedumbassery and construct a new ROB/RUB at Edappilly near Amrita Institute of Medical Science.

With these words, I conclude. Thank you, Sir.

#### MESSAGES FROM LOK SABHA

- (i) **The Appropriation (Railways) Bill, 2010.**
- (ii) **The Appropriation (Railways) No. 2 Bill, 2010.**
- (iii) **The Appropriation (Railways) Vote on Account Bill, 2010.**

SECRETARY-GENERAL: Sir, I have to report to the House the following messages received from the Lok Sabha, signed by the Secretary-General of the Lok Sabha:-

(1)

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Appropriation (Railways) Bill, 2010, as passed by Lok Sabha at its sitting held on the 9th March, 2010.

The speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."

(II)

“In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Appropriation (Railways) No. 2 Bill, 2010, as passed by Lok Sabha at its sitting held on the 9th March, 2010.

The speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India.”

(III)

“In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Appropriation (Railways) Vote on Account Bill, 2010, as passed by Lok Sabha at its sitting held on the 9th March, 2010.

The speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India.”

Sir, I lay a copy each of the Bills on the Table.

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#### **THE BUDGET (RAILWAYS) 2010-11—(Contd.)**

MR. DEPUTY CHAIRMAN: Shri Y.P. Trivedi; not present. Shri Birendra Prasad Baishya. Your Party has seven minutes. You have two speakers. So, it is left to both of you to adjust.

SHRI BIRENDRA PRASAD BAISHYA: Sir, always the small parties are suffering and the ...

MR. DEPUTY CHAIRMAN: Come on, start it.

SHRI BIRENDRA PRASAD BAISHYA: I am thankful to the hon. Minister for establishing territory-level multi-speciality hospital at Guwahati and Rangapara in Assam. I welcome this move of the hon. Minister for helping the North-Eastern Region States. Sir, in her last Budget speech, the hon. Minister introduced Duranto Train, the non-stop train.

Even in the last Session, we had requested the hon. Minister to introduce a Duranto train from Guwahati as Guwahati is the hub of the North Eastern region. Sir, according to a World Health Organization report, the highest numbers of Cancer patients in our country come from the Northeastern region and every day, thousands of people visit the Tata Memorial Hospital at Mumbai for the treatment of Cancer. In her speech, the hon. Railway Minister had announced free rail travel for Cancer patients. This is a welcome move. Now, in the light of this report given by the World Health Organization, which says that the highest number of Cancer patients come

from the Northeastern region, I would request the hon. Railway Minister to introduce a non-stop train from Guwahati to Mumbai, in the interest of the Cancer patients.

Sir, over the last several years, we, the people of the North-east, have been demanding a separate Railway zone for the North-eastern region, excluding Bihar and Bengal. The people of the North-eastern region feel that they have been neglected because even after 62 years of Independence, we have not got justice from the Railway Ministry. All the successive governments have given us the same treatment over the years. We have been demanding the establishment of a separate Railway zone for the North-eastern region for the past several years and I would request the hon. Minister to consider this proposal too.

Sir, coming to another very important issue, in her Railway Budget speech, the hon. Railway Minister, for the first time, announced the establishment of a wagon factory at Guwahati. I congratulate the hon. Minister for that; at least, one Railway Minister has announced the establishment of a factory in the North-eastern region. In this regard, we have a suggestion. In her speech, the hon. Railway Minister has categorically said that this wagon factory would be run on public-private partnership. In the coming year, the Railway Ministry proposes to spend about Rs. 65,000 crores. I would like to request the hon. Minister, on behalf of the entire North-eastern region, to establish a coach factory instead of a wagon factory in the North-eastern region, in Guwahati, and that it should not be in the mode of public-private partnership; it should be the proposal and project of the Railway Ministry.

Sir, in her Railway Budget speech, the hon. Railway Minister has announced that there will be a special master plan for the North-eastern region. It was said that she would be introducing a special master plan for the North-eastern region but in consultation with the North-eastern Council and State Governments. But there is no reflection about this proposal in the General Budget. Not only that, the Finance Ministry has not increased the budgetary allocation or support for the North-eastern Council. Sir, where will this money come from? Even earlier, the then Railway Minister, Shri Lalu Prasad Yadav, had announced in his Budget speech, that all the national projects announced for the North-eastern region would be taken up and special funds would be allotted for the same. But, Sir, in the General Budget, this was also not reflected. This proposal was there only on paper. It has not come true. The same is going to happen here too. The hon. Minister has, at least, given us a wagon factory in the North-eastern region. I would like to request her to kindly take up the matter and give us some special budgetary allocation for the master plan of the North-eastern region.

Sir, while replying to my question on 18th December, hon. Minister Shri Ahamed said on the floor of this House that there are 9,000 vacancies in Grade III & IV in the North-Eastern Region. You know the scenario of North-Eastern Region. The main reason of insurgency is unemployment. There is a great scope for the development of the North-Eastern Region. I would like to request the hon. Minister to kindly announce a special recruitment policy for the North-Eastern Region, so that these Grade III & IV vacancies can be filled by the unemployed youth of the North-Eastern Region. These vacancies are lying vacant for the last several years in the North-Eastern Region. It is time to fill these vacancies. It will send a great signal to the extremists' organisations. I think it will help in finding a permanent solution to the extremist problem of our country.

Sir, there is one more announcement by the hon. Minister. India is going to organise the Commonwealth Games this year in New Delhi. In her speech, she introduced five Sports Academies for the Commonwealth Games. Work on infrastructure development is going on. But, Sir, without proper training, no Indian athlete can get any medal in the Olympics or at any other international level. The proposal to set up Sports Academies is a welcome move. She has announced five Sports Academies. I would like to request the hon. Minister to kindly consider the North-Eastern Region also for a Sports Academy. There are eight States. At least, you allocate one Sports Academy to the North-Eastern Region. ..(*Interruptions*)..

MR. DEPUTY CHAIRMAN: Please conclude. ..(*Interruptions*).. You have asked so many things. So, please ..(*Interruptions*)..

SHRI BIRENDRA PRASAD BAISHYA: Sir, there is another thing. That is very important. Since Independence, there is no electric railway line across the North-Eastern Region. In her Railway Budget speech, the hon. Minister announced the Vision 2020 of the Government. According to it by the year 2020 there would be electrification of railways. Will the Railway Minister consider the electrification of ..(*Interruptions*)..

MR. DEPUTY CHAIRMAN: Mr. Kumar Deepak Das will not get time. ..(*Interruptions*).. I am telling you right now. ..(*Interruptions*).. This is not correct. ..(*Interruptions*)..

SHRI BIRENDRA PRASAD BAISHYA: I am concluding. ..(*Interruptions*).. The hon. Minister categorically announced the electrification of certain routes in the country. The Railway Ministry took some initiatives. If this process is undertaken, this electrification will not be completed in our region. I would request the hon. Minister to kindly do electrification work in the North-Eastern Region also. ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: Please ...(*Interruptions*)...

SHRI BIRENDRA PRASAD BAISHYA: Sir, one more thing. ..(*Interruptions*).. Many pilgrims

visit the Kamakhya Devi Temple every year. I would like to request the hon. Minister to introduce a train between Kamakhya and Sealdah and from Sealdah to Kamakhya in the interest of Kamakhya Temple. I hope the hon. Minister would consider our request. With these words, I conclude. I am thankful for the opportunity given to me. ..(*Interruptions*)..

MR. DEPUTY CHAIRMAN: I am removing the name of Shri Kumar Deepak Das because you have taken more than the allotted time. ..(*Interruptions*)..

SHRI BIRENDRA PRASAD BAISHYA: Big parties get more time. ..(*Interruptions*)..

MR. DEPUTY CHAIRMAN: It is according to the number of Members. ..(*Interruptions*)..

DR. GYAN PRAKASH PILANIA (Rajasthan): Mr. Deputy Chairman, Sir, yesterday this august House created history by resolving and passing Women's Reservation Bill. We bathed ourselves in glory by paying tribute to womanhood, by taking a momentous decision for woman empowerment.

As the hon. Railway Minister is one of the best specimens of woman empowerment in this country, I initiate my discussion on the Railway Budget by paying my best salutations to her. I won't talk of any specific trains, or I won't put forward any parochial or local request for her consideration. I will only point out certain basic policy decisions about which I will request her to pay her very special consideration. My first point, your honour, is that first concern of the Railways, as already pointed out by hon. Minister in her speech, should be the common person, the lowest and the lowliest *daridra narayan*, *aam admi* because she has her own concern for *maati*, *maanush* and *aam admi*.

**श्री एस.एस. अहलुवालिया :** मां, माटी, मानुष।

DR. GYAN PRAKASH PILANIA: Motherhood is incarnate in a lady. So, I did not mention that. *Maati* and *maanush* are two concerns which have to be looked into by human beings. As far as common man is concerned, he does not need AC and *Garib Raths*. He can travel hardly in common passenger train and they are also crowded like cattle. I mean, I won't call it 'cattle class' because it has been criticized in many ways. But, he travels in a very bad manner. So, I plead, let there be more unreserved passenger trains for the common man, which she has named also as a very special train. Let more of them be there because common man doesn't want anything special except ordinary, safe, travel in a train where he can sit. That is good enough for him. At times, he has to travel on the roof of the carriage. He is very lucky if he reaches his destination safely and comfortably. He is fleeced by everyone - the uniformed GRP man, RPF man, the ticket checker and so on. He is illiterate. He is ignorant. He even does not

know how much he has to pay for his ticket because he cannot read what is printed on it. He need not be glorified with adjectives like *atithi*. But, if he is taken simple care of, I think he will feel satisfied. And, hence, I will request hon. Railway Minister that there should be more passenger trains so that he feels comfortable and he can move on. He is a man who moves in a bullock-cart and not in a Rath, and train, for him, is a great thing - cheapest, safest method of movement. This is my first point.

My second point is integrity which I have been prompted to say because she is a symbol of integrity and unbending rectitude. Let this percolate to all railwaymen. I would like to remind, your honour, that in 1952, Acharya G.D. Kriplani had said in a Committee report on corruption in Railways, "If corruption is eliminated from the Railways, trains would ply on tracks of gold instead of iron." It is more true today than what it was in 1952. Special effort should be made that corruption is eliminated because corruption is eating into the vitals of the Railways. Only on this 3rd of March, a news item has come that an ordinary employee of Railways, *Mukhya Karmik Adhikari* (Chief Personnel Officer) of North-West Railway in Jaipur, was raided and unaccounted money to the tune of Rs.3.5 crores was recovered. Few months back, a retired General Manager of the North-West Railway was also raided and there were also crores of rupees and disproportionate assets. I have just quoted one example. It is like a drop in the ocean. Corruption is at all those points where railwaymen come in contact with people or contractors.

It may be booking and reservation office, it may be parcel and goods office, it may be engineering and construction office, it may be purchase and sale of scraps, or, it may be taking persons without tickets, which is known as *murgabazi*. There are different points and different areas of corruption in the Railways, which need very particular care, and, I am sure, with her integrity and honesty, which is impeccable, in Railways, corruption will be eliminated to a great extent. Recruitment Boards were cesspool of corruption, in which, I think, much improvement has been brought forward. She deserves kudos. Sir, my third point will be *suraksha* or security of common man, who dares to travel in Railways. He has to face drug mafia, he has to face *jeharkhuranni*, he has to face gangs of pickpockets, he has to face *jebtarashi*, he has to face arms-running mafia, heroine-smuggling mafia. *Suraksha* is a very important thing, and, security of persons must be ensured.

Sir, another point is about safety of railway goods, railway tracks, and, railway bridges, which is known as *saranksha*. *Suraksha* and *Saranksha*. Accidents happen because of human failure. According to statistics of 2008-09, 80 per cent accidents took place because of human failure, out of which 40 per cent were due to railway staff; 38.98 per cent were because of

unmanned railway crossings, but, here, I congratulate the Railway Minister because she has promised that within five years, all unmanned railway crossings will be manned, which, I think, is a difficult promise but, I hope and trust that she will be able to keep it up.

[THE VICE-CHAIRMAN (PROF. P.J. KURIEN) in the Chair]

Sir, unmanned level crossings are virtually death traps, and, according to the statistics of accidents, your honour, 208 persons were killed during 2006-07. During 2007-08, 191 persons were killed, and, during 2008-09, 209 persons were killed. I don't know the statistics for the current year because this year is yet to be over. I hope, there may be a decrease in that because she has been very vigilant about security. But if the security is left only to the GRP, then, security would not be enough. She has mentioned that it is the prime responsibility of the State but RPF must shoulder it. And, as far as RPF is concerned, I would like to point out that many people say that it is not the Railway Protection Force, but it is "Railway Pilferage Force". It may be an euphemism but there is a kernel of truth in this. RPF, at many places, manipulates frisking of railway goods and railway properties, and, as far as accidents are concerned, which I was just mentioning, unmanned crossings account for 43 per cent casualties — it is as per the statement given by the Railways — and, derailment accounts for 26 per cent casualties. We should be able to put an end to derailment. Fourteen per cent accidents are due to collisions. We should be able to minimize that also if we have anti-collision devices, which, at present, are available in very few areas.

Your honour, as far as service is concerned, there are seven points, which deserve consideration, and, which are touchstones of efficiency of Railways. These are, namely, Service, Security, Safety, Punctuality, Cleanliness, Amenities, and, Courtesy. Courtesy does not cost anything but it has to be imbibed, and, it has to be spread out. About punctuality, I think, the less said the better it is. People were surprised one day when a train came at exact time. It was 12:00 mid-day. But it was revealed later on that it was 24 hours late. It may be an exaggeration but it shows the underlying truth that lack of punctuality is there.

We must insist on punctuality because if punctuality is not there, this House would not run; if punctuality is not there, there won't be solar calendar; if punctuality is not there, the whole universe will not move around. Railways should be, I think, an icon of punctuality. As far as cleanliness is concerned, I won't dare say the hon. Railway Minister to visit latrines of a third class passenger carriage which euphemistically is called second class. Let the Chairman go there and smell it out, how well it smells, how dirty it is and how stinking it is. People are there like sardines packed in a container. It is a terrible thing. Cleanliness is an affair, which, I feel can be managed if there is a will and will should be there in a resolute lady like the present Railway

Minister because she has said she would not move on the *kinara*, she will fight with *lehars*. That is there in her statement. She has also said “नहीं, नहीं भय, होबे, होबे जय”... I also wish that.

Another point which is very important for the health of the Railways is that it should take care of freight. This year, in passenger earnings, Railways has earned less than last year. In freight, there is a slight edge. But as far as freight is concerned, the share of Railways in national freight is only 35 per cent whereas it was 89 per cent at the time of independence. A Committee, Pandey Committee, was constituted in this respect which had recommended that share of Railways in national freight should be at least 70 to 75 per cent. The European Union has suggested that the share of Railways in national freight in every country of the world should be at least 50 per cent. Very special efforts shall have to be made because freight is the bread and butter of the Railways. This has been mentioned also by the hon. Railway Minister in her speech.

As far as laying out new railway lines is concerned, 25,000 kilometers of new railway lines are proposed to be laid in the next 10 years. That means 2,500 kilometers in one year when earlier record has been only 180 kilometers. So far Railways has been able to lay out maximum 180 kilometers of new lines in a year and now there is a vision of 2,500 kilometers because 25,000 kilometers of new lines have been proposed. I won't like to, in any way, discourage the high ambitions. But I will call it “मुंगेरी लाल सपना”. It won't be possible to do it. It is virtually impossible, but if it happens so must be better. As far as general amenities are concerned, food is one thing with which everybody is concerned. Safety, security, courtesy and food, without food you cannot travel and food is in a very bad state. It needs improvement. I will conclude, Sir, because my other colleagues have to speak.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): There are five more colleagues from your side.

DR. GYAN PRAKASH PILANIA: I won't like to, what you call, monopolise the time and end it by quoting a vision of Mahatma Gandhi which should be in view of all services, particularly, the railway services because they are basic services, because they are national carriers, because they are visible face of a Government, they are symbol of national integration. Mahatma Gandhi had said, he had given a talisman, the Father of this Nation, whom we call adoringly *Bapu*, he had given a talisman.

“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 whom you may have seen and ask yourself if the step you contemplate is going to be of any use to him. Will he or she gain anything by it? Will it restore him to a control over his own life and destiny? In other words, will it lead to *swaraj* for the hungry and spiritually starving millions?”

I know the hon. Minister is very keen to look after the poorest of the poor, to look after the *daridra Narayana*. She will percolate this message to each and every worker of the Railways in the country. Best of luck to her and best salutations to her. Thank you, Mr. Vice-Chairman, for your kind indulgence.

**श्री मोती लाल वोरा (छत्तीसगढ़) :** माननीय उपसभाध्यक्ष महोदय, रेल मंत्री कुमारी ममता बनर्जी ने जो 2010-2011 का अनुमान प्रस्तुत किया है, मैं उसका समर्थन करता हूँ। ममता जी, आमदनी में कमी और अत्यधिक रेल संचालन व्यय के आंकड़े आपने प्रस्तुत किए हैं। 2009-2010 के संशोधित अनुमान में इस बात का उल्लेख किया गया है कि सकल यातायात प्राप्तियाँ 88419 करोड़ के बजट अनुमानों से घटकर 88356 करोड़ रुपए रह गई हैं। महोदय, जो संचालन व्यय है, 2009-2010 में जहाँ 62900 करोड़ रुपया था, वह अब बढ़कर 67500 करोड़ रुपया हो गया है। आपने जो 2010-2011 का बजट अनुमान प्रस्तुत किया है, जिसमें आपने सकल यातायात प्राप्तियाँ 14765 करोड़ होने का अनुमान लगाया है और कुल संचालन व्यय 87180 करोड़ रुपये का होगा। सुरक्षा और अन्य लक्ष्यों की प्राप्ति में रुकावट न हो, इसके लिए भारतीय रेल 2350 करोड़ रुपए का अतिरिक्त बाजार ऋण लेगा और बाजार ऋण कुल मिलाकर 9170 करोड़ रुपए का हो जाएगा।

माननीय उपसभाध्यक्ष महोदय, रेल मंत्री जी ने विजन 2020 के बारे में उल्लेख किया है। उसमें अगर आप विजन 2020 को देखें, तो उसमें इस बात का उल्लेख है कि भारतीय रेलें कुशल, सराहनीय ग्राहक केन्द्रित तथा पर्यावरण के अनुकूल, एकीकृत परिवहन समाधान है। मैं आपको इस बात के लिए धन्यवाद दूंगा आपने न रेल भाड़े में वृद्धि की, न माल भाड़े में बढ़ोत्तरी की। इसके लिए रेल मंत्री जी धन्यवाद के पात्र हैं। यदि आप रेल बजट में एक सकारात्मक दृष्टिकोण देखें, तो पाएंगे कि 54 नई रेल यात्री गाड़ियाँ, 28 नई यात्री गाड़ियाँ, 29 ट्रेनों का परिचालन क्षेत्र का विस्तार, 12 ट्रेनों के फेरों में वृद्धि और 16 मार्गों पर भारतीय तीर्थ पर्यटन रेलें, लम्बी दूरी की 6 दुरंतो ट्रेनों का प्रस्ताव किया है। महोदय, मंत्री जी ने इस रेल बजट में बहुत कुछ दिया है। मैं आपका ध्यान इस ओर दिलाना चाहूंगा कि छत्तीसगढ़ एक नया राज्य बना है और छत्तीसगढ़ के नए राज्य के बनने के बाद हमने इस बात की उम्मीद की थी कि रेल बजट में छत्तीसगढ़ के साथ भी न्याय होगा। अभी अन्य प्रांतों के साथ आपने जो उदारता दिखाई है, उसके लिए मैं आपको धन्यवाद देना चाहूंगा। महोदय, रेल मंत्रालय को जो सबसे अधिक राजस्व देता है, वह छत्तीसगढ़ का इलाका है। ममता जी, आपको सुनकर ताज्जुब होगा कि आपने सबसे अधिक राजस्व देने वाले छत्तीसगढ़ के लिए नई रेल लाइनों के सर्वे के बारे में उल्लेख किया है, कोरबा रोड से कोरबा गेरवा रोड, रायगढ़ से मांड कोलियरी, भूपदेवपुर, रायपुर से झारसुगंडा ...।

...और दुर्ग से राजनांदगांव तीसरी रेल लाइन के दोहरीकरण की योजना। माननीय उपसभाध्यक्ष जी, छत्तीसगढ़ के साथ न्याय होना चाहिए था और आपने इस बजट अनुमान में जो दर्शाया है, उससे ऐसा लगता है कि छत्तीसगढ़ की पूरी तरह से उपेक्षा हुई, यह तो नहीं कहूंगा, लेकिन छत्तीसगढ़ के साथ न्याय नहीं हुआ है। वहां न तो कोई नई ट्रेन है और न ही आमान परिवर्तन की कोई योजना है। माननीय उपसभाध्यक्ष जी, मैंने पिछले रेल बजट में भी ..(व्यवधान) ..

KUMARI MAMATA BANERJEE: Sir, with your permission, I would like to clarify it. It is a fact that there are some misunderstandings. Yesterday, we announced two new trains for Chhattisgarh. It is in the reply I gave in Lok Sabha. One is, from Durg to Jammu Tawi and the other is also there. (*Interruptions*) It was not listed in the beginning but, I announced it yesterday.

**श्री मोती लाल वोरा :** उपसभाध्यक्ष महोदय, मैं माननीय रेल मंत्री जी का ध्यान इस बात की ओर आकर्षित करूंगा कि रायपुर से धमतरी और धमतरी से सिहावा नेरोगेज की लाइन के बारे में इस संसद में न जाने कितनी बार उल्लेख किया है। मैं समझता हूँ कि इस नेरोगेज को ब्राडगेज में परिवर्तित करने की दिशा में, इस बजट में, उसके लिए किसी प्रकार का प्रावधान नहीं है। राजहरा से जगदलपुर की रेल लाइन बिछाने का काम है, यह 235 किलोमीटर की सड़क है। मैंने ममता जी का ध्यान पिछली बार भी आकर्षित किया था कि आदिवासी बाहुल्य बस्तर जिले में यह रेल लाइन वहां की जीवन रेखा के रूप में हो सकती है, लेकिन न मालूम क्यों राजहरा से जगदलपुर की लाइन को जोड़ने की दिशा में कहीं पर भी कोई प्रयास नहीं किया गया। आपने कहा था कि इसमें 700 करोड़ रुपये की राशि खर्च होगी, मैंने लोकसभा में, 1998 में इस बात का उल्लेख किया था कि राजनांदगांव से जबलपुर तक रेल लाइन का सर्वे किया जाए। सर्वे के लिए बजट में प्रावधान भी किया गया है, 12 वर्ष बीतने को आए, उस सर्वे का क्या हुआ? ममता जी, मैं आपसे कहूंगा कि मैंने 1998 में, राजनांदगांव से जबलपुर की रेल लाइन का सर्वे करने की बात कही थी, इसका इस बजट में कहीं पर भी उल्लेख नहीं मिला, न मालूम इस प्रकार के सर्वेक्षण के बाद उसके क्या परिणाम हैं। हो सकता है कि आपको इसमें धन की आवश्यकता होगी, धन को जुटाने की आवश्यकता होगी। उसी प्रकार से राजनांदगांव से मानपुर वाया चौकी मोहला का सम्पूर्ण इलाका आदिवासी बाहुल्य है। वहां लोगों ने रेल का इंजन तक नहीं देखा है। इस बजट में इसका भी कहीं उल्लेख नहीं है। दुरंतो एक्सप्रेस, मातृभूमि, कर्मभूमि, जन्मभूमि और भारत तीर्थ गाड़ियों की सूची में छत्तीसगढ़ कहीं पर भी दिखाई नहीं पड़ता है। छत्तीसगढ़ में भी बहुत से तीर्थ स्थल हैं। छत्तीसगढ़ में डोंगरगढ़ स्थित बमलेश्वरी माता का मंदिर है, जिसमें हर वर्ष लाखों लोग आते हैं। मैं आपसे अनुरोध करूंगा कि छत्तीसगढ़ में कम से कम डोंगरगढ़ का जो तीर्थ स्थान है, उसे तो जोड़िए। बिलासपुर से महामाया का मंदिर है, वहां भी ऑलरेडी रेल लाइन है, उसे भी जोड़ा जा सकता था, लेकिन मैं यह कह सकता हूँ कि इस दिशा में आपके प्रयत्नों की और आवश्यकता होगी, क्योंकि मैं जानता हूँ कि आप इस मामले में काफी उदार हैं और इस उदारता का परिचय होना चाहिए, वह कम से कम इस बजट में परिलक्षित होना चाहिए। मैं जानता हूँ कि आपने पश्चिम बंगाल के साथ कुछ न्याय किया है। अगर रेल मंत्री अपने राज्य के साथ कुछ न करे, उसकी आलोचना होती है। जो आपने किया है, एक रेल मंत्री की जिम्मेदारी होती है कि अधिक से अधिक सुविधा दे, लेकिन इसके साथ-साथ इस बात पर भी ध्यान देना होगा कि अन्य राज्यों की जो अपेक्षा है, उस अपेक्षा को पूरी करने की जिम्मेदारी भी माननीय रेल मंत्री जी पर है, मैं ममता जी को इस बात के लिए बहुत अधिक नहीं कहना चाहूंगा। रेलवे की जो जमीनें खाली पड़ी हैं - आपने कहा है कि उस पर अस्पताल बनेंगे, नवोदय विद्यालय बनेंगे, यह आपकी बहुत अच्छी योजना है। इससे पहले माननीय लालू जी ने कहा था कि यहां पर जितनी भी खाली जमीनें पड़ी हैं, वहां होटल होंगे, नए उद्यमी आएंगे, कोई उद्यमी नहीं आया। आपने निजीकरण की बात खारिज कर दी, यह बहुत अच्छा है। आपने कहा कि रेलवे का निजीकरण नहीं किया जाएगा, लेकिन इसके साथ-साथ जो उद्यमी हैं, उनको लाने की दिशा में भी अगर आपका प्रयत्न होगा, तो मैं समझता हूँ कि बहुत सी आवश्यकताओं की पूर्ति ..(व्यवधान)..से हो जाएगी।

उपसभाध्यक्ष महोदय, रेलवे की दुर्घटनाएँ अक्सर हुआ करती हैं। रेलवे की दुर्घटनाओं के मामले लम्बित रहते हैं। लोगों के क्लेम के मामले भी लम्बित रहते हैं, बार-बार चक्कर काटना पड़ता है। आज मैं कहना चाहूंगा कि आप उस दिशा में भी प्रयत्न करें कि मामलों का जल्द-से-जल्द निबटारा हो। लोगों को, जिनकी जानें गई हैं, उनके परिवार के लोगों को मुआवजा देने में विलंब न हो। इसके साथ-साथ भविष्य में रेल दुर्घटनाओं में और कमी आने की दिशा में आपका जो प्रयत्न हुआ है, इस प्रयत्न की मैं सराहना करता हूँ कि दरअसल आपने इस दिशा में कुछ किया है। विजन 2020 केवल काल्पनिक नहीं है। उपसभाध्यक्ष महोदय, विजन 2020 को पूरा

करने के लिए 16 लाख करोड़ रुपए की आवश्यकता होगी। ये 16 लाख करोड़ रुपए कहाँ से आएँगे? उद्यमियों के पास काफी धनराशि है। वे रेल की योजनाओं में लगा सकते हैं। रेलवे के जो काम हैं, उनमें उनका उपयोग किया जा सकता है। लेकिन ये रुपए कहाँ से आ रहे हैं, क्यों नहीं आ रहे हैं? आपको उनको आकर्षित करने का काम करने की आज नितांत आवश्यकता है।

इसके साथ-साथ मैं ममता जी से कहूँगा कि दो खास बातों की ओर ध्यान दें। एक तो धमतरी से जो नैरो गेज लाइन है, उसे ब्रॉड गेज में परिवर्तित करना और दूसरा राजहरा से जगदलपुर तक रेल लाइन का बिछाना। न मालूम कितने वर्षों से मैं इसकी मांग कर रहा हूँ। मैं दोबारा इसलिए कह रहा हूँ कि रेल मंत्री जी सुन रही होंगी और रेल मंत्री जी इसे सुनने के बाद इस बात का निर्णय करेंगी कि दरअसल उस आदिवासी अंचल के लोगों को इसकी कितनी आवश्यकता है और उस आवश्यकता की पूर्ति करने की दिशा में मुझे विश्वास है कि जब आप जवाब देंगी, तब इन दो बातों का विशेष रूप से उल्लेख करेंगी। आपने जो बजट अनुमान प्रस्तुत किया है, मैं उसका समर्थन करता हूँ।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Thank you, Voraji. Now, Shri Rahul Bajaj.

SHRI RAHUL BAJAJ (Maharashtra): Thank you, Mr. Vice-Chairman, Sir. We all know, that Railways are a very important institution in any country, and especially, in our country, which is so diverse and large, and it represents the most economic, the most energy efficient and the most environment-friendly mode of transportation, on a per tonne-km. of movement basis, both for goods and passengers. I believe that there is a tremendous scope for the Railways to contribute towards the national development, and, with Mamataji at its helm, I am sure, this will be done!

The Budget is a fine balancing act, Mr. Vice-Chairman, between the need for growth and the inclusivity. It is a pro-people, development-oriented Budget, and the hon. Minister has taken a very forward looking approach and laid, correctly so, — the emphasis on public-private partnership initiatives for attracting investments to create infrastructure for the Railways. I also welcome her proposal of allowing the partnership of private sector in running special freight trains.

I would, however, like to share some facts, and, I am sure, some facts were presented during the debate today. Comparisons are odious, Mr. Vice-Chairman, but, sometimes, inevitable. Over the last 30 years, if we compare our various institutions, not only Railways, — and Mamataji was not looking after our Railways for the last 30 years — in the country, and our Railways with the Chinese Railways, — I would take a period of 1992-2002, a ten-year period, — what were some of the facts? Between 1992-2002, we invested Rs.80,000 crores in our Railways. China invested five times. I repeat 'five times' as much! They made 5,000 kms. of new lines. We built only 500 kms.! They are now running trains at 230 km. per hour, and their high speed trains run at 350 kms. per hour.

Last year, in 2009, China increased its investment in the railways by 80 per cent to Rs. 4,00,000 crores. It is expected that this year in 2010, they will increase this investment to Rs. 5,50,000 crores. The Chinese Railways are run by the Ministry of Railways and the Indian Railways are also run by the Ministry of Railways. Why over the last 30 years, this difference? There are various facts, but today I am referring to the Railways. They are far, far ahead of us. One of the major reasons is that they have a more, if I may say so, business like approach to run the Railways. I am not saying this, Mr. Vice-Chairman, Sir, because I come from the business sector. I want the Indian Railways to be very strong, very efficient and profit-making in the right sense of the term and taking into consideration the legitimate interest of its customers. We can't survive in the private sector if we don't take care of our customers. In the case of the Railways, the customers are the goods and the passengers. I will come to that because I am going to suggest something which many people here would not like, my colleagues here would not like, especially Shri Sarkar and Shri Madhu. There is not much difference in the cost of operation in China and India even today. We should reduce our cost further, by increasing productivity. Our cost is Rs. 34, compared to theirs of Rs. 30. But the difference is, we charge Rs. 24 per passenger kilometre, which is even less than our cost and Rs. 70 per freight kilometre. To my mind — I will come to that, I am very pro-passenger — this cross subsidy is one of the root causes of our problems and it is further compounded by our large and growing suburban transportation where charges are half of even this very low normal charge for passengers. This naturally leads to inadequate surpluses to fund modernisation and expansion. Our Railway's operation ratio, I read in the Speech, is 0.92 plus; whereas, China's is 0.74, maybe still better now. If we adequately account for depreciation, that is maintenance and replacement of our assets and for pensions, maybe, we are making no profit. So change will not come overnight. It will take time. I recognise that. But we have to decide to stop overcharging freight for goods which is inflationary, which has cascading effect and charge the right amount — whatever is the right amount, I will come to that — for the passengers. This is an institution which has to be strong, which has to modernise, which has to expand for the benefit of the nation and for the benefit of all our passengers. Yes, if the nation wants, if the Government of India and we all want to see that the passenger does not have to pay a very high cost, let us subsidise it, let us pay the Railways, let the Government pay the Railways in cash or whichever way — I do not know the legality; I am not going into the legality of that — so that the Railways does not suffer. It is not the responsibility of the Railways alone to subsidise the passengers, the citizens of India. The national Government through its budget issues oil bonds and they subsidise so many other things. Let them subsidise the passenger freight if they

6.00 P.M.

want to. I do not want passengers to suffer. But the Railways must expand, must modernise and for that they must have surplus funds. Today, they don't have enough.

Lastly, I have not asked and I will not ask anything for Pune or Mumbai or Maharashtra. I know there are problems. But I would commend for the Railway Minister, politically and emotionally, a significant project, to make possible movement of, at least, goods if not passengers, by rail between India and Bangladesh without the need for transshipment. This is important. There must be problems of meter gauge, broad gauge, types of wagons, etc. You know it better than me, Madam Minister. So you know that this will tremendously improve trade between Bangladesh and India. ....(*Time-bell rings*).... We have many problems with our neighbours. This will improve trade and relationship between the people of Bangladesh and the people of India. Thank you.

**श्री संजय राउत (महाराष्ट्र):** सर, इस रेल बजट पर काफी debate हो चुकी है। मैं अपनी बात संक्षेप में कहूँगा। रेल मंत्री जी ने एक popular बजट पेश किया है। यह बजट तो कुल मिलाकर ठीक है, लेकिन बजट एक सरकारी दस्तावेज होता है, कागज पर तो सब कुछ ठीक-ठाक होता है, उसमें बड़े-बड़े वायदे होते हैं, सपने होते हैं, लेकिन कागज पर किए हुए इन वायदों पर अगर अमल करेंगे तभी उनका कोई अर्थ निकलेगा। यह बजट हमेशा की तरह आया है, लेकिन तकलीफें कम नहीं हुई हैं। जब नया बजट आता है तो हमें एकाएक लगने लगता है कि हमारी रेल का अब बस कायाकल्प होने वाला है, लेकिन ऐसा कभी नहीं होता। इस बजट का भी यही हाल है। इसमें बहुत-सी पुरानी बातों को आगे बढ़ाया गया है, लेकिन मैं सबसे पहले एक बात के लिए रेल मंत्री जी का अभिनन्दन करूँगा और उनको अपनी पार्टी की ओर से खास धन्यवाद दूँगा कि रेलवे में भर्ती की जो परीक्षा है वह अब स्थानीय भाषा में होगी और इससे हर प्रांत के भूमिपुत्रों को न्याय मिलेगा। रेलवे में भर्ती की परीक्षा स्थानीय भाषा में होनी चाहिए, यह माँग शिव सेना कई सालों से करती आई है।

ममता जी के रेल बजट पर कुछ लोगों ने टिप्पणी की है कि यह बजट पश्चिमी बंगाल की तरफ झुका हुआ नजर आता है। इस बजट में मुम्बई और महाराष्ट्र के लिए भी कुछ वायदे जरूर किए गए हैं, लेकिन क्या ये वायदे सचमुच पूरे होंगे? मुम्बई के लिए 101 लोकल ट्रेन्स बढ़ा देने की बात की गई है, लेकिन उससे कोई समाधान नहीं होता है। इससे मुम्बई की अपेक्षाएँ पूरी नहीं हुई हैं, लेकिन इससे थोड़ी राहत जरूर पहुँची है। हमारी माँग थी कि local trains में coaches बढ़ाने चाहिए, लेकिन उस पर ध्यान नहीं दिया गया है। आपसे पहले जितने रेल मंत्री आए, सभी ने मुम्बई की लोकल परिवहन सेवा की जान-बूझ कर अनदेखी की।

आपने मुम्बई और महाराष्ट्र का ख्याल जरूर रखा है, लेकिन कुछ बातें मैं आपके सामने रखना चाहता हूँ। इस रेल बजट में मुम्बई के मध्य रेलवे को Mumbai Urban Transport Project में जहाँ 379.70 करोड़ रुपए दिए गए हैं, वहीं इस योजना के तहत पश्चिमी रेलवे को बहुत कम रुपए मिले हैं। इससे तो पश्चिमी रेलवे की सारी योजनाएँ इस साल ठप्प पड़ सकती हैं। मुम्बई के माहिम और सान्ताकूज के बीच इस वर्ष DC-AC line का परिवर्तन होना है। यह काम धन के अभाव में रुकना नहीं चाहिए। दूसरी बात, मुम्बई सेंट्रल से बोरीवली के बीच 6th line का काम भी धन-अभाव से प्रभावित हो सकता है। हर्बोर लाइन का अंधेरी से गोरेगांव तक के extension का काम भी प्रभावित नहीं होना चाहिए। उसके लिए भी आपको धन provide करना पड़ेगा।

पिछले बजट में ममता जी ने पूरे देश में 375 “आदर्श स्टेशन” बनाने की घोषणा की थी। मुम्बई में Dockyard road, अंधेरी, बांद्रा आदि उसी श्रेणी में थे, लेकिन आदर्श स्टेशन नहीं बन पाए। पश्चिम रेलवे के भायंदर, बोरीवली, मलाड, मरीन लाइन, चर्चगेट, दादर, मुम्बई सेंट्रल, नायगांव तथा मध्य रेल के भांडुप, कुमोली, कर्जत, खोपोली, आदि सभी स्टेशंस को सुधारने की घोषणा की गई थी, परन्तु उसके ऊपर भी अमल नहीं हुआ है।

सर, मुम्बई के लोकल यात्रियों की सुरक्षा सबसे बड़ा मुद्दा है, एक अहम मसला है। अभी इस रविवार को विरार के निकट तीन यात्री ट्रेन से कट कर मारे गए। मुम्बई में इस समय लगभग 65 लाख यात्री प्रतिदिन रेल से यात्रा करते हैं। वे सुबह कार्यालय जाते हैं और शाम को घर लौटते हैं, उस समय भयंकर भीड़ होती है। मुम्बईकर रोज अपने प्राणों की बाजी लगाकर उस वक्त घर या ऑफिस से निकलते हैं। वर्ष 2007 के उपलब्ध आंकड़े बताते हैं कि उस साल मुम्बई की local line पर लगभग 8 हजार दुर्घटनाएँ हुईं, जिनमें 3,997 लोगों की मौत हो गई और 4 हजार से ज्यादा लोग आजीवन विकलांग हो गए। 2008 में 7,812 दुर्घटनाएँ हुईं, जिनमें लगभग 3 हजार 800 लोग मारे गए जबकि 4 हजार लोग जख्मी हुए। पश्चिम रेलवे में बोरीवली और मध्य रेलवे में कुर्ला दुर्घटनाओं के कारण यम-द्वार बन चुके हैं, जहाँ ट्रेन्स प्रतिदिन औसतन 10 जानें लेती हैं। मुझे लगता है कि मुम्बईकरों की जिन्दगी इस रेलवे लाइन के बीच खतरों की तरह घूम रही है।

मैं एक आखिरी मुद्दे पर अपनी बात कहना चाहता हूँ। रेल मंत्री जी ने बांग्लादेश से संबंधों को सुधारने के लिए बांग्लादेश के अखोरा से हिन्दुस्तान के अगरतला के बीच जो नयी रेल सेवा प्रस्तावित की है, मुझे लगता है कि इससे खतरा बढ़ सकता है। बंगाल और पूर्वोत्तर हिन्दुस्तान के तमाम प्रदेशों समेत हिन्दुस्तान के अधिकांश हिस्से में बांग्लादेशी बड़ी संख्या में घुस गए हैं और इससे हम सभी को परेशानी है। अगर आप यह ट्रेन शुरू करेंगे तो मुझे लगता है कि इससे हिन्दुस्तान में बांग्लादेशियों की अवैध घुसपैठ बढ़ जाएगी और उससे देश के लिए खतरा बढ़ सकता है। मेरी पार्टी इस ट्रेन का विरोध करती है।

THE VICE-CHAIRMAN (PROF. P.J.KURIEN): Now, Shri Sharad Anantrao Joshi. You have five minutes and I know you always stick to the time-limit.

SHRI SHARAD ANANTRAO JOSHI: Very kind of you, Sir.

Mr. Vice-Chairman, Sir, while speaking on the Interim Budget last time, I had complimented the Railway Minister for her idea of bringing out a White Paper because there were a number of misgivings about the manner in which the railways were administered in previous times. This time, I want to compliment her on the idea of the vision statement and this statement is a much broader idea than just ‘Vision-2020’. I think it is the lack of vision which is causing projects to be distributed according to political pressures and political conveniences. If the Rashtrapati comes from Amravati, Amravati gets priority. If the Chief Minister comes from Nanded, Nanded gets priority. What she has really envisaged is a long-term perspective continuing with what Shri Rahul Bajaj said, having a business-like approach, and having a vision as to how the railways are going to look in the long run. Sir, I would point out that for the north-to-south traffic, as also for the east-to-west traffic, there are two States through which the trains pass for a very long period of time. They are Maharashtra and Madhya Pradesh. If you look at the railway trunk route map of Madhya Pradesh, you will find that the lines are more or less straight and when you come to Maharashtra, some of the lines become zig-zag. I don’t know

why? For example, the north-south trunk route after Nagpur goes for three hours towards Wardha before turning to Ballarshah. Sir, similarly, from Pune, which is the headquarters of the Southern Command, for coming to Delhi, you go, first, to south and, then, turn to the north; then, for some time you travel towards the east and, then, turn to the north. This zig-zag thing is causing considerable waste of time and money to the people. I would request that the Minister should have a real vision examination of railway lines as they are and cut out this zig-zag thing. She has another ten years and, in ten years, if she can construct, at the rate of 1500 kilometres per year, 15000 kilometres, then those kilometers should be used primarily for shortening the time which can be done without increasing the speeds of trains. That is the recommendation I would like to make to the hon. Railway Minister.

THE VICE-CHAIRMAN (PROF. P.K. KURIEN): Thank you very much. Now, the House stands adjourned to meet tomorrow at 11.00 a.m.

The House then adjourned at nine minutes past six of the clock till eleven of the clock on  
Thursday, the 11th of March, 2010.