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Thursday
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12 Phalgun, 1932 (Saka)

PARLIAMENTARY DEBATES
RAJYA SABHA
OFFICIAL REPORT
CONTENTS

Re: Issue of Telangana (page 1-2)

Re: Issue of CVC (page 2 and page 192)

Written Answers to Starred Questions (pages 3-21)

Written Answers to Unstarred Questions (pages 22-191)

Papers Laid on the Table (pages 192-195)

Message from Lok Sabha—

The State Bank of India (Subsidiary Banks) Amendment Bill, 2011 —
Laid on the Table
(page 196)

Reports of the Department Related Parliamentary Standing Committee on
Rural Development — *Laid on the Table* (page 196)

Statement by Minister —

The status of implementation of recommendations contained in the One
Hundred and
Fifty-fourth Report of the Department-related Parliamentary
Standing Committee on Transport, Tourism and Culture— *Laid on the
Table* (page 197)

Re: Demand for a statement of the circumstances that led to the
appointment of CVC (pages 197-98)

Special Mentions—

Demand for Central Monitoring of various cases registered in the
wake of 1984 Anti-Sikh riots (page 198)

[P.T.O.]

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PRICE : **Rs. 50.00**

Need to start Air India Flights to important cities from Vijayawada
(page 198)

Request to discuss the Fragile Nature of the Coalition Government at
the Centre and the States (pages 198-99)

Demand to ensure the safety and security of fishermen in the Coastal
Regions of Tamil Nadu (pages 199-200)

Concern over the increasing interests of China in neighbouring
countries (pages 200-201)

Need to pay more attention to the State of Orissa to check Naxalite
problem (page 201)

Concern over the alarming situation arising out of the political
Turmoil in the Middle-East (page 202)

Request for speedy evacuation of stranded Tamil Nadu workers in
Libya (pages 202-203)

Demand to resolve the issues relating to pension of retired Seamen
in the Country (page 203)

Demand to issue commemorative stamps in honour of medal winners
during Commonwealth Games 2010 (pages 203-204)

Need to remove problems being faced by Passengers at Terminal-3 of
Indira Gandhi International Airport in Delhi (pages 204-205)

Supplementary Demands for Grants (Railways) 2010-11 – *Laid on the
Table* (pages 205)

The Budget (Railways), 2011-12 – Discussion not concluded (pages 205-
251)

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RAJYA SABHA

Thursday, the 3rd March, 2011/12 Phalguna, 1932 (Saka)

The House met at eleven of the clock,
MR. CHAIRMAN in the Chair.

RE: ISSUE OF TELANGANA

श्री रुद्रनारायण पाणि (उड़ीसा): सर, तेलंगाना का मामला है
...(व्यवधान)...

MR. CHAIRMAN: Q.No. 101. Shri Govindrao Adik.

श्री रुद्रनारायण पाणि (उड़ीसा): सर, तेलंगाना का मामला है
...(व्यवधान)...

SHRI GOVINDRAO ADIK (Maharashtra): Sir, Question No. 101.
...(Interruptions)...

श्री सभापति: इस मामले को क्वेश्चन ऑवर के बाद उठा लीजिए।
...(व्यवधान)...

श्री एम. वेंकैया नायडु (कर्णाटक): सर, पूरे राज्य में
बंद है, काश्मेज बंद है। ... (व्यवधान) ...

MR. CHAIRMAN: You will get an opportunity at 12 O' clock.

श्री एम. वेंकैया नायडु: सर, कांग्रेस वाले दो गुट बनाकर
आपस में झगड़ा कर रहे हैं। ... (व्यवधान) ... इस मामले पर सरकार
तुरन्त कोई निर्णय करे। ... (व्यवधान) ... सरकार इस पर तुरन्त
कोई निर्णय करे। ... (व्यवधान) ...

MR. CHAIRMAN: No banners please. ... (Interruptions) ...

श्री रुद्रनारायण पाणि: सर, तेलंगाना के मामले में सरकार
...(व्यवधान)...

श्री सभापति: पाणि जी। ... (व्यवधान) ... आप इस मामले को
12.00 बजे उठा लीजिए। ... (व्यवधान) ...

श्री एस.एस. अहलुवालिया (झारखंड): सर, तेलंगाना के मामले
में सरकार ने एक कमेटी बनाई थी। ... (व्यवधान) ... सरकार उसकी
रिपोर्ट पर कोई निर्णय नहीं ले रही है। ... (व्यवधान) ... वहां
पर पछिले दो महीने से काम नहीं हो रहा है। ... (व्यवधान) ...

श्री सभापति: आप इस मामले को 12.00 बजे उठा
लीजिए। ... (व्यवधान) ... You will get a chance to speak. Why don't

you raise it at 12 o' clock? ...(*Interruptions*)...

SHRI M. VENKAIAH NAIDU: Sir, this is an important issue. It is a burning issue.

MR. CHAIRMAN: This is not the time for it. (*Interruptions*) Mr. Pany,... (*Interruptions*)... आप वेल्स में नहीं आर्येंगे।
...(**व्यवधान**)... पाणि जी, अपनी जगह पर वापिस जाइए।
...(**व्यवधान**)... Please go back to your seats. ...(*Interruptions*)...
Please, ...(*Interruptions*)... Let the Question Hour function. पाणि जी, आपयहां पर नहीं आर्येंगे। ...(**व्यवधान**)...

MR. CHAIRMAN: The House is adjourned for 15 minutes.

The House then adjourned at two minutes past eleven of the clock.

The House re-assembled at seventeen minutes past eleven of the clock,

MR. CHAIRMAN in the Chair

RE: ISSUE OF CVC

MR. CHAIRMAN: Question No. 101 ...(*Interruptions*)... Let us resume please. ...(*Interruptions*)...

SHRI M. VENKAIAH NAIDU (Karnataka): Sir, CVC has gone...(*Interruptions*)... We want the response of the Government on this...(*Interruptions*)...

श्री रवि शंकर प्रसाद (बहिर): सर, हमने CVC के मामले में नोटिस दिया है। ...(*व्यवधान*)... सर, हमने नोटिस दिया है, ...(*व्यवधान*)...

MR. CHAIRMAN: Hon. Members, please, allow the Question Hour to proceed. ...(*Interruptions*)...

SHRI S.S. AHLUWALIA (Jharkhand): Sir, the court has removed the CVC ...(*Interruptions*)...

SHRI RAVI SHANKAR PRASAD: Sir, I have given notice on this ...(*Interruptions*)... Kindly allow me to make my submission ...(*Interruptions*)...

MR. CHAIRMAN: Hon. Members, please allow the Question Hour ...(*Interruptions*)...

श्री शक्तिनन्द तिवारी : सर ...(*व्यवधान*)...

SHRI RAVI SHANKAR PRASAD: Sir, please allow me to make a point ...(*Interruptions*)...

MR. CHAIRMAN: Don't make Parliament be forum for breaking news ...(*Interruptions*)... Please follow the procedures ...(*Interruptions*)... Mr. Panyji, you are violating the rules...(*Interruptions*)... Please do not do this ...(*Interruptions*)... आप यहां से नहीं बोलेंगे। ...(*व्यवधान*)... Please, don't come into the well of the House ...(*Interruptions*)...

SHRI RAVI SHANKAR PRASAD: Sir, a tainted person has been appointed as CVC...(Interruptions)...

MR. CHAIRMAN: The House is adjourned till 1200 hours.

The House then adjourned at eighteen minutes past eleven of the clock.

The House re-assembled at twelve of the clock,
MR. DEPUTY CHAIRMAN in the Chair.

WRITTEN ANSWERS TO STARRED QUESTIONS

Status of Navi Mumbai Airport

*101. SHRI GOVINDRAO ADIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the present status of Navi Mumbai Airport after getting required environmental clearances;

(b) whether any time-frame is fixed by Government to complete the Navi Mumbai Airport; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (c) The Environmental and Coastal Zone Regulation (CRZ) clearance to the Navi Mumbai International Airport (NMIA) project was accorded by the Ministry of Environment and Forest (MoEF) to City & Industrial Development Corporation of Maharashtra Limited (CIDCO), a Government of Maharashtra Undertaking on 22nd November, 2010 and imposed about sixty (60) specific conditions for construction and operation phase including general conditions. CIDCO is in the process of fulfilling these conditions and has tentatively laid down 2015 as timeline for completion of the project.

Financial status of Air India

*102. SHRI T.M. SELVAGANAPATHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Air India has sought Rs. 2,000 crore equity inclusion in the next financial year;

(b) if so, the details thereof;

(c) whether it is also a fact that Government had made a commitment to revive the national carrier;

(d) whether the Air India is also trying to restructure its debt through RBI; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) Rs. 2000 crores has been released over the Financial Years 2009-10 and 2010-11. Air India had sought equity infusion of Rs.3,000 crores during the financial year 2011-12. To address its hugely negative debt

equity ratio and give flexibility to the company in its financial restructuring process, Ministry of Civil Aviation has requested to make a provision of Rs.2000 crores during Financial Year 2011-12 and Rs. 1200 crores has been provided in the Budget for 2011-12.

(c) to (e) Yes, Sir. As a long term solution for revival, Air India has prepared a Turnaround Plan which is being vetted by an independent consultant M/s. Deloitte & Touche as required by consortium of banks and RBI. Besides, operational restructuring, the turnaround plan also includes financial restructuring. M/s. SBI Caps have been appointed as advisor by Air India for the financial restructuring plan which includes conversion of the high cost short term loans into low cost long term loans and other measures to restore the liquidity position.

Changes in the management of Antrix Corporation

†*103. SHRI RAMCHANDRA PRASAD SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that a decision for comprehensive changes in the management system of Antrix Corporation, a commercial institution associated with Indian Space Research Organisation, has been taken;

(b) if so, the changes to be introduced; and

(c) the justification of these changes at this time?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) to (c) Antrix Corporation was set up in 1992 under the Department of Space for promotion and commercial exploitation of space products, technical consultancy services and transfer of technologies developed by ISRO, as well as to facilitate development of space related industrial capabilities in India. Antrix executes commercial contracts with Indian and foreign customers, using the expertise and infrastructure of ISRO. The activities and level of operation of Antrix have grown many fold, with total revenue of the company increasing from a mere Rs. 0.56 crore in 1992-93 to Rs. 1058.90 crores in 2008-09. There have been significant changes in the national and international market for space-based products and services over these years. Therefore, it has been considered

appropriate to comprehensively review the structure of Antrix for a more effective functioning of the company.

The Space Commission, in its 117th Meeting, held on July 02, 2010, set up a Committee under the Chairmanship of Shri V.V. Bhat, Member (Finance), Space Commission, with the following terms of reference:

- (i) Review the working of Antrix and suggest changes/modifications keeping in view the change in the scenario at the national and international level;

†Original notice of the question was received in Hindi.

(ii) Review of the existing structure of Antrix and suggest re-structuring of the same for more effective functioning of the Corporation; and

(iii) Any other issue relating to functioning of Antrix

Further, Government, on February 10, 2011 has also constituted a two-Member High Powered Review Committee with the following terms of reference:

1. (i) To review the technical, commercial, procedural and financial aspects of the Agreement between ANTRIX and M/s Devas Multimedia Pvt., Ltd., taking into account the report of the internal review conducted by the Department of Space;

(ii) To suggest corrective measures;

(iii) To fix responsibility for lapses, if any; and

2. In light of the above, to review the adequacy- of procedures and approval processes followed by ANTRIX, ISRO and Department of Space, and to suggest improvements and changes, taking into account the review mandated by the Space Commission at its 117th meeting, held on July 02, 2010.

Appropriate actions for changes will be taken by the Government after the reports of these two Committees are received.

Boring pump scam in Bihar

†*104. SHRI UPENDRA KUSHWAHA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that a reminder, along with the inspection reports of several central departments relating to boring pump scam in Bihar, had been given by several public representatives on 04 February, 2011;

(b) whether it is a fact that the above said matter has been investigated by the CBI, in which some bank officers have been suspended and a charge sheet had been filed against several suppliers;

(c) whether it is also a fact that CBI investigation was stopped midway; and

(d) if so, the reasons for stopping the investigation midway and further action Government intends to take to punish the culprits?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC
GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) Yes, Sir.

(b) to (d) The matter related to boring pump scam in Bihar is not
being investigated by CBI at present.

†Original notice of the question was received in Hindi.

CBI had taken up investigation into fraudulent sanction and disbursement of pumping sets in Bihar State in the year 1981-82. A total number of 16 cases were registered in CBI, Patna, during the year 1981-1982. On completion of investigation, charge-sheets were filed in the court in 15 cases and RDA was recommended in one case. Out of 15 charge sheets filed, 10 cases have ended in conviction of the accused after trial and 5 cases are pending under trial.

A public interest litigation, PIL No. 14274/2006, was filed in the year 2006 by one Shri Ram Chander Singh of Darbhanga in Hon'ble Patna High Court requesting direction to CBI to hold investigation into the matter of purchase of pumping sets and boring by Government of Bihar. But, the investigation was not entrusted to CBI. The PIL was disposed by Hon'ble High Court by issuing directions to the petitioner to file representation before Secretary, Rural Development Department, Government of Bihar in the matter. Thus, the CBI is at present not investigating any case on the subject.

National and Express Highways in Gujarat

*105. SHRI NATUJI HALAJI THAKOR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the actual number of approved National and Express Highways in the State of Gujarat and the total length thereof;

(b) whether any proposal is under consideration with the Ministry for proposed new National and Express Highways for the State of Gujarat as on date;

(c) if yes, district-wise details thereof;

(d) whether any priority has been given to the non-sources district viz. Patan, Mehsana, Sabarkantha and Amreli of the State where there is less number of National Highway Network; and

(e) by when the approval is likely to be given by Government?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI): (a) The actual number of approved National Highways are N.H. No. 6, 8, 8A, 8B, 8C, 8D, 8E, 14, 15, 59, 113, 228 and National Expressway is NE-1. The total length of National Highways and National Expressways in the State of Gujarat is 3152 km. and 93 km respectively.

(b) and (c) Proposals received for declaration of new National Highways in Gujarat are given in the Statement-I (See below).

(d) and (e) The details of proposals received for declaration of new National Highway in districts of Patan, Mehsana, Sabarkantha and Amreli are given in the Statement-II (See below). Expansion of National Highway network is a continuous process. New NHs are declared from

time to time depending upon the availability of resources and *inter-se* priority and availability of funds.

Statement-I

Details of proposals received for declaration of New National Highways in Gujarat.

Sl. No.	Name of Road	Road Passing through district	Length (km)
1	2	3	4
National Highways			
1.	Malia-Jamnagar-Okha-Dwarka	Rajkot, Jamnagar	340
2.	Bhuj-Khavada-India bridge-Dharamshala towards India Border	Kutch	170
3.	3.Vadodara-Por-Sinor-Netrang-Vyara-Ahwa-Saputara-Nasik	Vadodara, Surat, Bharuch, Navsari, Dang	245
4.	Mehsana-Chansma-Radhanpur	Mehsana, Patan	165
5.	Rajkot-Morbi-Navlakhi	Rajkot, Jamnagar	109
6.	Palanpur-Gandhinagar-Ahmedabad	Ahmedabad, Gandhinagar, Mehsana, Banaskantha	150
7.	Rajpipla-Vapi	Narmada, Bharuch, surat, Navsari, Valsad, Tapi	339
8.	Vasad-Padra-Karjan	Valsad, Tapi, Surat, Navsari, Bharuch, Vadodara	40
9.	Nadiad-Kapadwanj-Modasa	Kheda, Anand, Ahmedbad, Sabarkantha	135
10.	Ahmedabad-Dholka-Vataman	Ahmedabad	80
11.	Bhavnagar-Karjan	Bhavnagar, Anand, Vadodara	210
12.	Porbandar-Porbandar Port	Porbandar	5.5
13.	Jamnagar-Bedi Port	Jamnagar	4.2
14.	Trapaj-Alang Port	Bhavnagar	8.0
15.	Jkhau Port	Kutch	13.0

1	2	3	4
16.	Gandhinagar-Gozaria-Visanagar-Vadnagar-Kheralu-Danta-Ambaji- Abu road	Gandhinagar, Mehsana, Sabarkantha, Banaskantha	170
17.	Himatnagar-Vijapur-Visnagar-Unjja 120	Himmatnagar, Patan,	Mehsana
18.	Ahmedbad-Viramgam-Sankheshwer- Radhnapur	Ahmedbad, Patan	151
19.	Palanpur-Chandisar-Dantiwada- Mandar-Zalore-Jodhpur	Banaskantha	65
20.	Bhabhar-Shihori-Patan-Siddhapur-Patan, 200	Mehsana, Sabarkantha Valasana-Idar-Himtnagar	
21.	Bhabhar-Diodar-Khemana-Patan- Chansma-Mehsana	Patan, Mehsana	130
22.	Bhachau-Bhuj-Pandhro	Kutch	130
23.	Chitrod-Rapar-Dholavira	Kutch	120
24.	Suigam-Sidhada	Banaskantha	40
25.	Jamnagar-Junagadh	Jamnagar, Porbandar, Junagadh	130
26.	Rajkot-Amreli	Rajkot, Amreli	72
27.	Bagodara-Dhanduka-Vallbhipur- Dhasa-Amreli	Ahmedabad, Bhavnagar, Amreli	180
28.	Vadoara-Dabhoi-Chhotaudaipur	Vadodara, Narmada	125
29.	Bharuch-Ankleshwar-Valia-Netrang-Bharuch, 90		Narmada Sagbara
30.	Himatnagar-Idar-Khedbhrama- Ambaji to Abu Road	Sabarkantha, Banaskantha	130
31.	Jafarabad-Rajula-Savarkundala- Amreli-Babara-Jasdan-Vichiya- Sayala-Surenderanagar-Patdi- Sami-Radhanpur	Amreli, Surendarnagar, Patan	440
32.	Gandevi-Vansda-Waghai-Ahava- Chinchli upto Maharashtra Border	Valsad, Dang	120

1	2	3	4
34.	Gandhinagar-Dehgam-Bayad-Lunawada-Santrampur	Gandhinagar, Ahmedabad, Panchmahal	200
35.	Una-Delvada-Ahmedpur Mandvi-Diu	Junagadh	11
36.	Vapi-Motapanda	Valsad	9.0
37.	Vapi-Silvasa	Valsad	11.80
38.	Bagodara-Dhandhuka-Bhavnagar	Ahmedabad, Bhavnagar	130
39.	Vanakabara-Kotda Road joining NH-8E	Junagadh	30.00
TOTAL			4878.50

Expressways

1.	Ahmedabad-Rajkot	215.00
2.	Bamanbor-Kandla	210.00
3.	Surat-Nagpur	750.00
4.	Ahmedabad-Ratlam	350.00

Statement-II

Details of proposals received for declaration of New National Highways in districts of Patna, Mehsana, Sabarkantha and Amreli.

Sl.	Proposal No. (km)	Districts	Length
1	2	3	4
1.	Palanpur-Gandhinagar-Ahmedabad	Ahmedabad, Gandhinagar, Mehsana, Banaskantha	150
2.	Nadiad-Kapdwanj-Modasa	Kehda, Anand, Ahmedabad, Sabarkantha	135
3.	Gandhinagar-Gozaria-Visanagar-Vadnagar-Kheralu-Danta-Ambaji-Abu Road	Gandhinagar, Mehsana, Sabarkantha, Banaskantha	170
4	Himatnagar-Vijapur-Visnagari-Unjha	Himmatnagar, Patan, Mehsana	120

1	2	3	4
5.	Ahmedabad-Viramgam-Sankheshwer- Radhnapur	Ahmedabad, Patan	151
6.	Bhabhar-Shihori-Patan- Siddhapur-Valasana-Idar- Himatnagar	Patan, Mehsana, Sabarkantha	200
7.	Bhabhar-Diodar-Khemana-Patan- Chansma-Mehsana	Patan, Mehsana	130
8.	Rajkot-Amreli	Rajkot, Amreli	72
9.	Bagodara-Dhanduka-Vallbhipur- Dhasa-Amreli	Ahmedabad, Bhavnagar, Amreli	180
10.	Himmatnagar-Idar-Khedbharama- Ambaji-Abu road	Sabarkantha, Banaskantha	130
11.	Jafarabad-Rajula-Savarkundala- Amreli-Babara-Jasdan-Vichiya- Sayala-Surendranagar-Patdi-Sami- Radhanpur	Amreli, Surendranagar, Patan	440

Indian students duped by Tri-Valley university

*106. SHRI R.C. SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government is dealing the issue of 1555 Indian students duped by Tri-Valley University in California;

(b) whether Radio Trackers were fixed on the ankles of students to monitor their movements;

(c) the details of students, State-wise, suffering due to closure of Tri-Valley University on the charges of selling student Visas;

(d) whether any consultations have been held in this regard with the officials of US; and

(e) if so, the details thereof and the action the US authorities have taken on such barbaric act on Indian students?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) Yes, Sir. Government attaches the highest importance to addressing the concerns of the Indian students affected by the closure of the Tri-Valley

University in California, USA, on 19 January, 2011 for alleged immigration fraud and other irregularities.

(b) A number of Indian students enrolled at the Tri-Valley University were questioned and 18 of them, facing investigations into involvement in the case, were initially detained and released with radio monitoring devices on their ankles.

(c) Approximately, 1500 Indian students were enrolled at the university, constituting 95% of the university's student population. A vast majority of the Indian students hailed from Andhra Pradesh.

(d) The Government has repeatedly raised with the US Government, including during the recent visits of External Affairs Minister and the Foreign Secretary to USA in February, 2011, its strong concerns about radio-tagging, welfare of the students, and their academic future in the United States. In particular, Government has asked for adequate opportunity for students to transfer to other universities in the United States. Our Mission and Consulates in USA are providing all assistance possible to the students, including through regular meetings with them, a free legal aid camp organized in San Francisco on February, 5, connecting students to attorneys providing assistance to the students, and issuing appropriate guidance and advisories.

(e) The US Government has removed radio collars from 12 of the 18 Indian students and is reviewing the case against the other six. Secretary of State Hillary Clinton has assured us that the students would be given fair treatment and that their interests will be fully considered.

Setting up Anti-corruption Watchdog Authority

*107. DR. JANARDHAN WAGHMARE: Will the PRIME MINISTER be pleased to state:

(a) whether he has recently stated that corruption is denting the image of the country abroad and demeaning Government before the people;

(b) if so, whether Government proposes to revamp the administrative practices and procedures in view of fast growing corruption;

(c) if so, the details thereof;

(d) whether the Union Government proposes to set up Anti-corruption Watchdog Authority to effectively check corruption cases; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) The Prime Minister in his address at the 2nd Annual Conference of Chief Secretaries on 4th February, 2011 while stating that corruption is an impediment to faster growth, also stated that it not only dilutes but also negates out efforts at social inclusion and dents our international image and demeans us before our own people.

(b) and (c) To combat corruption, a Group of Ministers has been set up to look into all measures, legal or administrative. Two bills have been introduced in Parliament relating to judicial accountability and protection of whistle blowers. Besides the legislation, necessary revamping of administrative practices and procedures are on fast-track. Several steps have already been taken by the Government in the recent past to combat corruption and improve the functioning of Government. These include:-

- (i) Issue of Whistle Blowers' Resolution, 2004 and introduction of a comprehensive Bill in the Lok Sabha in 2010 for protection of whistle- blower;
- (ii) Enactment of Right to Information Act, 2005;
- (iii) The pro-active involvement of Ministry/Department through Annual Action Plan on Vigilance as a preventive measure;
- (iv) Issue of comprehensive instructions on transparency in tendering and contracting process by the CVC;
- (v) Issue of instructions by the CVC asking the organizations to adopt Integrity Pact in major Government procurement activities; Similar instructions have been issued by the Central Government on 16th June, 2009 advising the State Governments to adopt Integrity Pact in major procurements;
- (vi) Signing of the United Nations Convention against Corruption;
- (vii) Introduction of e-Governance and simplification of procedures and systems;
- (viii) Issue of Citizen Charters.

(d) and (e) No, Sir. The Central Vigilance Commission and the Central Bureau of Investigation are the two premier agencies of the Government of India to investigate into instances of corruption.

Irregularity in purchases by Department of Space

†*108. SHRI RAVI SHANKAR PRASAD: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that more than 50 per cent amount of budget allocation made to the Department of Space is spent on

purchases only;

(b) if so, the percentage of expenses out of an average annual expenditure made on purchasing during the last five years;

(c) whether it is also a fact that irregularities in the purchases made by the Department-wise reported in the audit conducted by CAG in the year 2008;
and

†Original notice of the question was received in Hindi.

(d) if so, the facts thereof and the steps taken by Government in this matter?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) The purchases made by the Department relate to procurement of materials, components and subsystems from Industries required for Satellites, Launch Vehicles and Ground Systems. The procurement expenditure as a percentage of annual expenditure of the Department during the last five years is as below:

2005-06	:	54.67%
2006-07	:	62.08%
2007-08	:	64.6%
2008-09	:	53.5%
2009-10	:	48.9%

(c) and (d) The C & AG have stated that certain post tender negotiations were not in conformity with CVC guidelines and GFRs. They have also suggested certain improvements in the procurement planning and purchase procedure in their Performance Audit Report on Procurement of Stores and Inventory Control in Department of Space. The Department has submitted the Action Taken Note (ATN) on the various observations of the audit to C & AG and also has taken steps to improve the procurement efficiency in terms of planning, monitoring, cost-competitiveness and procurement management.

Committee to review aspects of S-band contract

*109. DR. T. SUBBARAMI REDDY: Will the PRIME MINISTER be pleased to state:

(a) whether the Prime Minister has recently constituted a high powered committee to review various aspects of S-band contract between the Indian space agency ISRO and a Bangalore based private company;

(b) if so, the terms of reference of the committee;

(c) whether Government has suffered any revenue losses due to S-band contract between ISRO and private companies; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) Government has constituted a High Powered Review Committee with the following terms of reference:

1. (i) To review the technical, commercial, procedural and financial aspects of the Agreement between ANTRIX and M/s Devas Multimedia Pvt., Ltd., taking into account the report of the internal review conducted by the Department of Space;
- (ii) To suggest corrective measures;
- (iii) To fix responsibility for lapses, if any; and
2. In light of the above, to review the adequacy of procedures and approval processes followed by ANTRIX, ISRO and Department of Space, and to suggest improvements and changes, taking into account the review mandated by the Space Commission at its 117th meeting, held on July 02, 2010.
- (c) No, Sir.
- (d) Does not arise.

Assurance of debt waiver for handloom sector

*110. SHRIMATI BRINDA KARAT: Will the Minister of TEXTILES be pleased to state:

- (a) whether Government had made an assurance for a debt waiver for the handloom sector;
- (b) if so, whether any steps have been taken in this direction; and
- (c) whether Government has any information about the present debt situation of handloom sector?

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): (a) to (c) In pursuance of the recommendations of High Level Committee, constituted by Ministry of Textiles under the chairmanship of Managing Director, National Bank for Agriculture and Rural Development (NABARD) and keeping in view the observations and suggestion of Ministry of Finance (Department of Expenditure), a revised package had been submitted to Ministry of Finance, which was under scrutiny. The proposals *inter-alia* include: (i) Waiver of overdue interest and overdue loans of Societies (ii) Recapitalisation of the balance sheet of Primary Weavers Cooperative Societies and State level Apex Societies with

adequate fund support from Government; (iii) Financing the credit needs of handloom weavers/societies at lower rate of interest with interest subvention etc. The Handloom Census of India (2009-10) has shown that 3.06 lakh handloom weavers households are in debt. Keeping this in mind, in the Budget speech delivered on 28.02.2011, the Finance Minister has announced a financial package in the Annual Budget 2011-12. The package, with a financial implication of Rs. 3000 crores, will benefit more than 15000 handloom weavers cooperative societies.

Radio tagging of Indian students

*111. SHRI RANJITSINH VIJAYSINH MOHITE-PATIL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the radio-tagging of Indian students of California's Tri-Valley University has come to the notice of Government;

(b) whether this incidence with the Indian students has been condemned by the External Affairs Minister;

(c) whether action has been demanded by Government against those responsible for this inhuman act and has also asked for removal of 'radio collars'; and

(d) the full details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) Yes, Sir. Following the closure of the Tri-Valley University in California, where approximately 1500 Indian students were enrolled, for alleged fraudulent practices, a number of Indian students were questioned and 18 of them, facing investigations for possible involvement in the case, were initially detained and then released with radio monitoring devices on their ankles.

(b) to (d) Yes, Sir. The Hon'ble Minister of External Affairs has repeatedly said that radio tagging is unacceptable and should be immediately removed. Government has conveyed to the US Government that while it acknowledges the right of every government to investigate and prosecute fraud, the students, who are themselves victims of the fraud, should be given adequate opportunity to transfer to other US universities or readjust their status and, should they desire, return to India honourably.

The US Government has removed radio collars from 12 of the 18 Indian students and is reviewing the case against the other six. Secretary of State Hillary Clinton has assured us that the students would be given fair treatment and that their interests will be fully considered.

Establishment of Sports Regulatory Authority

*112. SHRI MAHENDRA MOHAN: Will the Minister of YOUTH AFFAIRS AND

SPORTS be pleased to state:

(a) whether Government has decided to establish a Sports Regulatory Authority to mediate between National Sports Federations and other stakeholders, including players, to resolve various issues relating to functioning of sports activities like providing of funds, management of election process etc.;

(b) if so, the details thereof and the present status of such proposals;

and

(c) the time by which the final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) to (c) No, Sir. There is no decision to establish a Sports Regulatory Authority to mediate between National Sports Federations (NSFs) and other stakeholders, including players, to resolve disputes. However, the Ministry has placed in the public domain a preliminary exposure draft for inviting comments and suggestions on a proposal to enact a National Sports Legislation, which *inter-alia* includes a provision to appoint one or more National Sports Ombudsman who should be a retired High Court Judge(s) and an Appellate Authority to resolve any dispute concerning athletes, or concerning an NSF and/or the National Olympic Committee (NOC), or any other sports body, including management conflicts or disputes. This preliminary exposure draft is also available at www.yas.nic.in.

The proposal envisages that the National Sports Ombudsman shall resolve the disputes through arbitration, reconciliation and mediation proceedings. Further, it is proposed that any party aggrieved with the decision of the National Sports Ombudsman may appeal before the Appellate Authority consisting of a retired Supreme Court Judge or a retired Chief Justice of High Court as President, a representative of the Government and an eminent athlete. The Award pronounced by the National Sports Ombudsman or Appellate Authority is proposed to be made enforceable under the Arbitration and Conciliation Act, 1966, and made binding on the disputing parties.

Rehabilitation of sexually assaulted women

†*113. SHRI KALRAJ MISHRA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the number of cases of rape and molestation of women have increased during the last few years;

(b) whether the traumatized women of such cases are sidelined by the society and they have to bear double mental agony;

(c) whether Government has provided any financial assistance for the rehabilitation of these women; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) to (d) The National Crime

Records Bureau (NCRB) maintains data on various crimes. The trend in rape and molestation cases registered under Indian Penal Code can be seen from the details given below:

†Original notice of the question was received in Hindi.

Year	Rape (Section 375)	Molestation (Section 354)
2007	20737	38734
2008	21467	40413
2009	21397	38711

Compensation to victims of crimes including rape can be awarded by courts under Section 357 of the Criminal Procedure Code (Cr.PC), from the fine recovered as part of the sentence. In 2009, Section 357A was added to the Cr.PC, under which each State Government, in coordination with the Central Government, is required to formulate a scheme for compensation to victims of crime or their dependents. Under this, a victim can get compensation for rehabilitation in cases in which the court finds it necessary. The compensation can be recommended even in cases where the trial ends in acquittal or discharge, provided there is a need for rehabilitation of victims. Compensation can also be granted where no trial takes place because the offender cannot be identified or traced but the victim requires rehabilitation. Thus, while under Section 357 CrPC, a victim is entitled to compensation only on conviction, compensation under Section 357A is not necessarily linked to conviction. From the information available, States are in the process of preparing such a Scheme.

The Central Government has also formulated a Scheme in pursuance of the Supreme Court's judgment in Delhi Domestic Working Women's Forum Vs. UOI & Ors. in WP (Criminal) No.362/93 with a view to provide restorative justice to the victims of rape. The proposed 'Financial Assistance and Support Services to Victims of Rape: A Scheme for Restorative Justice' envisages setting up of Criminal Injuries Relief and Rehabilitation Boards at the Central, State and district levels for providing financial assistance of Rs 1.5 lakhs as well as support services such as shelter, counseling, medical aid, legal assistance and vocational training. While compensation under Section 357A CrPC is general in nature and covers all crimes, this Scheme is meant specifically for rape victims.

Flaws in mock drill at Delhi airport

*114. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that flaws were detected in a mock drill at Delhi airport recently;

(b) if so, the reasons therefor; and

(c) the action proposed to be taken to improve the system?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) Yes, Sir.

(b) There were some procedural reasons behind this, details of which cannot be divulged on the floor of the House, being SECRET in nature.

(c) BCAS has taken the necessary action and has directed the concerned agencies to improve the system. Details in this regard cannot be divulged on the floor of the House, being SECRET in nature.

Delay in key infrastructure projects

*115. SHRI M.P. ACHUTHAN: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that various Ministries, such as Coal, Power and Road Transport, have complained against the Ministry of Environment and Forests for causing delay to key infrastructure projects due to slow pace of environmental clearances; and

(b) if so, the details of these projects and the action that has been taken by Government to solve the problem?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) and (b) Concerns have been expressed by Coal, Power and Road Transport Ministries regarding delay in according/grant of environmental clearances in respect of key infrastructure projects. As per information with the Ministry of Environment and Forests, the status of pendency in respect of Environment and Forest clearances is as under:-

Sl. No.	Sector	No. of Projects	No. of Projects
		pending Environment Clearance	pending Forest Clearance
1.	Power Projects	42	18
2.	Coal Projects	23	10
3.	Highway Projects	10	-
4.	Road Projects	-	61

A Twelve Member Group of Ministers (GoM), has been constituted on 3rd February, 2011, under the chairmanship of the Finance Minister to

consider environmental and developmental issues relating to coal mining and other developmental projects. The GOM will consider issues relating to environmental concerns emanating from various developmental activities including those related to infrastructure and mining and finalise its recommendations within two months, including the following:-

- (i) the efficacy and legality of existing forest clearance norms and procedures being followed;
- (ii) environment clearance in respect of projects located in areas with high Comprehensive Environmental Pollution Index; and
- (iii) the steps to be taken to ensure that better quality forests are regenerated in a time-bound manner after mining operations get over.

Diplomat assaulting his wife

*116. DR. YOGENDRA P. TRIVEDI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a senior Indian diplomat in London, accused of assaulting his wife, has been recalled; and

(b) if so, the details of action taken by Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) An Indian diplomat in London accused of assaulting his wife has been transferred back to India prematurely.

(b) This followed an investigation into an incident involving the diplomat assaulting his wife. The officer has since been reverted to his parent cadre.

NAC's suggestions on RTI Rules

*117. SHRI D. RAJA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the National Advisory Council (NAC) has made some suggestions on the proposed Right to Information (RTI) Rules; and

(b) if so, the details thereof and Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) The National Advisory Council has not given any suggestions on the proposed Rules. As such question of reaction thereto does not arise.

However, the Working Group on Transparency of the National Advisory Council has commented on the draft amendment to the RTI Rules. The Working Group has, *inter-alia*, expressed the view that there should

not be any restriction on the length of the RTI applications or that of one subject matter in one application, Central Information Commission should have freedom to select its staff and allocate work, fee may be accepted through revenue stamps and money orders, appeals should not be rejected on the ground of missing documents, appeal proceedings should not abate on the death of applicant etc.

Visit of Chinese Prime Minister

†*118. SHRI MOTILAL VORA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government is aware of the fact that immediately after the Chinese Prime Minister's visit to India, China started citing Indo-China border to be 2000 Km. long, which in fact is 3448 kilometres in length;

(b) whether Government is also aware of the fact that large quantities of Chinese goods are illegally imported into India; and

(c) if so, Government's policy thereon/approach thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) Government has seen media reports to such effect. China disputes the International Boundary between India and China. China also regards the State of Jammu and Kashmir as a dispute that should be settled properly through dialogue between India and Pakistan. Government has conveyed to the Chinese side its clear and consistent position that Jammu and Kashmir is an integral and inalienable part of India.

(b) and (c) Trade and economic relations are an important aspect of the Strategic and Cooperative Partnership between India and China. Bilateral trade between the two countries has increased from USD 2.9 billion in 2000 to USD 61.74 billion in 2010. During the visit of the Chinese Premier Wen Jaibao to India in December, 2010, the two sides discussed various measures to expand and diversify India-China bilateral trade.

Declining financial status of Air India

*119. DR. BHALCHANDRA MUNGEKAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the share of Air India in the domestic passenger traffic fell to the 4th rank, even below the low cost airline of IndiGo;

(b) if so, the justification for buying 111 new aircrafts costing
Rs. 50,000 crore or so;
and

(c) whether it is also a fact that the Air India has to take loans from the Corporation Bank for paying the salaries to the staff and if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) As per DGCA's statistics for January, 2011, Air India's domestic market share stands at 4th place.

†Original notice of the question was received in Hindi.

(b) The average age of the aircraft in erstwhile airlines in 2003-04 was 14.7 years and some of its aircraft were nearly 25 years old. Use of old aircraft was resulting in higher fuel consumption, increased maintenance requirements, low schedule reliability, inferior passenger appeal and poor image. Erstwhile Air India/Indian Airlines had not inducted new aircraft since 1993-94. It was felt in 2003-04 that with the Indian air market growing at a significant pace and with new domestic and foreign carriers increasing their presence in Indian Market, it was imperative for erstwhile Air India and Indian Airlines to induct capacity to cater to the growth requirements of the two airlines.

(c) An airline can raise short term loan to meet its working capital requirements that include salary etc. In February, 2011, Air India took a loan of Rs.200 crores from Corporation Bank as working capital to meet its obligations including salaries etc.

Terrorists trained in Pakistan

†*120. SHRI NARESH CHANDRA AGRAWAL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Pervez Musharraf, the ex-President of Pakistan, has accepted that during his Government, the terrorists of Pakistan were trained and sent to India;

(b) whether it is also fact that present Government of Pakistan is also following the same policy;

(c) if so, the action taken by Government of India against such move; and

(d) if not, the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) Government has seen media reports on General Musharraf's statement that Pakistan trained militant underground groups to fight against India in Kashmir. These reports only confirm the veracity of what India has been repeatedly saying over the years.

(b) to (d) Terrorism emanating from territory under Pakistan's

control remains a core concern for us. This is precisely why India has sought a firm and abiding commitment from Pakistan that it will not allow its territory and territory under its control to be used for the aiding and abetting of terrorist activity directed against India and for providing sanctuary to such terrorist groups. India has consistently stressed to its interlocutors the need for Pakistan to honour its commitment of not allowing territory under its control to be used for terrorism against India in any manner.

†Original notice of the question was received in Hindi.

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

BARC working in Agricultural sector

†776. SHRI PARSHOTTAM KHODABHAI RUPALA: Will the PRIME MINISTER be pleased to state:

(a) whether Bhabha Atomic Research Centre (BARC) has received any representation to work in Gujarat by using atomic energy in agriculture seed and agriculture sector;

(b) if so, the details of the time period in which this work would be completed;

(c) the details of the research work being done in this direction in Gujarat; and

(d) whether local people are in a state of unrest due to the setting up of atomic power plant in Mithi Viridi, the details of the steps being taken to do away the unrest?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) to (c) Yes sir. A representation from Hon'ble Member of Parliament, Shri Parshottam Rupala, was received by the office of Hon'ble Prime Minister and Secretary, Department of Atomic Energy in this regard. A reply has already been furnished to the Hon'ble MP on 18.2.2011.

BARC has active collaboration with Directorate of Groundnut Research (DRG), Indian Council of Agricultural Research (ICAR), Junagadh and Junagadh Agricultural University. Five groundnut varieties namely tag-24, somnath, tg-26, tg-37a and tpg-41 have been released for cultivation in Gujarat through such collaboration. Besides recently released varieties like tg-38, tlg-45 and tg-51 are also popular among Gujarat farmers.

New groundnut breeding lines of BARC having resistance to disease are being evaluated by Agricultural Research Station, Talod, Gujarat. The Board of Research in Nuclear Sciences (BRNS) under DAE is funding new research projects for induced mutagenesis in groundnut to develop stem rot resistance and aflatoxin resistance in which BARC is actively

collaborating with agriculture universities at Junagadh, Anand and Talod.

BARC is also supplying breeder seed of Trombay groundnut varieties every year to agriculture universities, Krishi Vigyan Kendras, Gujarat State Seed Corporation, National Seed Corporation, private companies and some farmers. They in turn carry out further seed multiplication and are distributing seeds of BARC varieties to Gujarat farmers. Feed back from farmers of Kutch-Bhuj, Jamnagar, Junagadh, Amreli, Rajkot, Surendranagar, Surat, Bama,

†Original notice of the question was received in Hindi.

Bhavnagar, Vadodara and near Gandhinagar is highly encouraging. Farmers are reaping yields upto 5000 kg/ha using these varieties compared to 2000 kg/ha state average.

(d) Some sections of the population at the Chhaya Mithi Virdi site in Gujarat who have certain misconceptions and unfounded fears regarding nuclear power, have expressed their concerns on the setting up of nuclear power project at the site. A structured public awareness campaign to disseminate factual information about nuclear power, the project and the benefits that would accrue from it, has been taken up to dispel such apprehensions. The campaigns have included public addresses, exhibitions, sharing of information with all stakeholders including press and media and visits of local villagers to the Kakrapar Atomic Power Station in Gujarat and Tarapur in Maharashtra. These efforts are continuing.

Developing of prototype fast breeder reactor

777. SHRI ANIL MADHAV DAVE: Will the PRIME MINISTER be pleased to state:

(a) whether our country is developing the prototype fast breeder reactor;

(b) by when it is expected to be commissioned;

(c) the status of the project;

(d) the number of countries that have nuclear reactors using same technology; and

(e) the details thereof?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Yes, Sir.

(b) The plant is expected to be commissioned during 2012-13.

(c) The project has achieved physical progress of 66%.

(d) and (e) Russia, Japan and France have commercial nuclear reactors using similar technology.

Setting up of atomic plants in Jaitapur

778. SHRI RAJKUMAR DHOOT: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Government has decided to set up an atomic power plant at Jaitapur in Maharashtra;

(b) if so, the details thereof;

(c) whether it is also a fact that the farmers of the area and major political parties in the State are opposing the power plant;

(d) if so, the reasons for the opposition of the atomic power plant; and

(e) the remedial and amicable measures Government proposes to take in this regard?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Yes, Sir.

(b) Six nuclear power reactors, each of 1650 MW in technical cooperation with Area, France are planned to be set up at Jaitapur, Maharashtra, in a phased manner, starting initially with setting up of two reactors.

(c) Some sections of the local people are opposing the project.

(d) The reasons for opposition are largely due to the misconceptions and unfounded apprehensions regarding nuclear power.

(e) For addressing the misconceptions and apprehensions, several steps have been taken up through structured public awareness campaigns. These include dissemination of the factual information regarding nuclear power and project in print and electronic media, relevant literature in local language, films on harmony between nuclear power and environment, organizing exhibitions on nuclear power, visits of local people to operating nuclear power stations in the country etc. Several debates and public meetings have also been organized. In this regard, an open discussion with the stake holders of the project was held by the Hon'ble Chief Minister of Maharashtra on January 18, 2010 where the apprehensions of the people were addressed.

Airport revenue related concerns

779. SHRI M.V. MYSURA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the order issued by the Airports Economic Regulatory Authority (AERA) with regard to airport revenues;

(b) what exactly is 'single till' approach through which AERA wishes to regulate the airport operators revenues;

(c) the reasons that GMR and GVK are opposing the order;

(d) whether the Ministry has come to know that private airport

operators are diverting/cross subsidising the revenue earned through operation of airports; and

(e) if so, the details of such diversion and what action the Ministry/AAI/AERA has taken or proposed to take?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (e) Information is being collected.

Freezing of salaries of AI employees

780. SHRI M.V. MYSURA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Air India (AI) employees could not get their salaries of January within the prescribed period;

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

(c) whether in view of financial constraints AI is planning to freeze salaries and allowances of its employees for three years; and

(d) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) Air India is facing an adverse cashflow situation because of increase in fuel prices, increase in interest and depreciation costs, increase in wage bills and in leasing and maintenance costs. Hence, payment of salary is getting delayed.

(c) No, Sir.

(d) Does not arise.

Aviation facilities in UP

781. SHRI MOHAMMED ADEEB: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of aviation facilities in Uttar Pradesh, as on date;

(b) the details of deficiencies in the existing aviation facilities; and

(c) the details of proposals and plans for expansion and development of aviation facilities in the State?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) Airports Authority of India (AAI) manages/operates seven airports in the State of Uttar Pradesh namely Lucknow, Varanasi, Kanpur (Civil), Kanpur (Chakeri), Agra, Allahabad and Gorakhpur. At most of these airports major airlines like Air India, Kingfisher, Jet Airways, Indigo etc. operate their flights.

In addition to these airports, AAI also has the Civil Aviation

Training College (CATC) at Allahabad. The Indira Gandhi Rashtriya Udan Academy at Raebareilly is an autonomous body under this Ministry. In addition, State Government is having its own Aviation Department and managing its airports.

(b) Deficiencies pointed out from time to time have been corrected by the concerned Organisations on which Directorate General of Civil Aviation (DGCA) has constant monitoring and surveillance.

(c) Upgradation and expansion of airport infrastructure is a continuous process depending upon various factors like availability of adequate traffic, availability of requisite land, resources, commercial viability etc. However, various upgradation/expansion works have been undertaken at Lucknow, Varanasi and Agra airports. At Lucknow airport, construction of new technical cum control tower and expansion of apron have been completed. At Varanasi airport, expansion of runway, construction of isolation bay, expansion of apron etc. have been completed.

Moreover, Government has granted 'in-principle' approval to the State Government for setting up of a greenfield airport at Kushinagar (under Public Private Partnership).

Pilferages of baggage of airline passengers

782. SHRI PARIMAL NATHWANI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether instances of pilferage of baggage of airline passengers have come to the notice of Government;

(b) if so, the incidents of such pilferages of baggage of passengers of domestic airlines, airport-wise during last one year;

(c) whether CCTV cameras are made non-functional by certain ground staff to stop detection of pilferages of baggage; and

(d) if so, the action taken by Government to stop such pilferages of baggage of airline passengers?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) Yes, Sir. Some instances of pilferage of baggage of airline passengers have come to the notice of Government. The number of instances in this regard during the last one year is at an average of 15 cases per month.

(c) No, Sir. No such report has been received.

(d) The Government has issued AVSEC Circular No. 33/2003 for installation of CCTV and monitoring of the CCTVs is being done by the Central Industrial Security Force (CISF)/Airport Security Unit (APSU) and airline security staff. The CISF and APSU are also deploying their surveillance staff in plain clothes to watch the activities of the suspicious persons. AVSEC

Order No. 05/2009 has also been issued by BCAS for deployment of manpower for the security of registered baggage and aircraft to prevent security lapses and tampering of baggage at airports.

Passenger security and amenities at Ahmedabad International Airport

783. SHRI PARIMAL NATHWANI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether passenger security and amenities are inadequate at the Ahmedabad International Airport;

(b) if not, whether CCTV's are operational at Terminal 1 and 2 of the Airport;

(c) whether a Central Enquiry Counter and Centralized phone enquiry is also not functional at the Airport;

(d) whether full details of flights are not regularly and promptly displayed at the terminals of the Airport; and

(e) the details of measures taken to remove all these deficiencies and to make the airport one of the best in the country?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) No, Sir.

(b) The CCTVs at Terminal-I (i.e. domestic) are operational and installation of CCTVs at Terminal-II (i.e. International) are in progress.

(c) At International Terminal, a common counter manned by Air India is functional. At Domestic Terminal the concerned airlines have their individual counters which are functional and accessible from the city side.

(d) No, Sir. The flight information display boards are available at the airport which are regularly updated by the respective airlines.

(e) The installation of CCTVs is under process at Terminal-II. Setting up of Central Inquiry System and Centralized Phone Inquiry System are under consideration of Airports Authority of India. Beautification of city side area has been undertaken. Provision of high capacity car parking and of two more passenger bridges for Terminal-II has been made. Measures to install Common User Terminal Equipment (CUTE) facility for checking counters in Terminal-II have been taken.

CAG's remarks on aircrafts purchase from Boeing Company

784. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Comptroller and Auditor General of India (CAG) has criticized the decision of Air India to spend Rs. 50,000 crore to buy 111 new aircrafts from Boeing Company of USA;

(b) if so, the complete details thereof and the reaction of

Government thereto;

(c) whether it is a fact that Government has paid hefty amount to Boeing Company for purchase of aircrafts especially when the rates offered to other international airlines was much lower;

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

(e) whether Government would probe the matter through CBI and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) As per established procedure, the CAG has made certain observations to which the Government's replies are under examination by the CAG.

(c) Government has not paid any amount for purchase of aircraft. The aircraft are being purchased by Air India by raising loans.

(d) and (e) Do not arise in view of (c).

Purchase of aircrafts from Boeing Company

785. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Air India is purchasing aircrafts from Boeing Company, USA;

(b) if so, the details of terms of agreements and price, etc. of each aircraft;

(c) whether Government is aware that Boeing Company have sold aircrafts at cheaper rates to many countries than being sold to Air India; and

(d) if so, the comparative rates of aircrafts being sold to Air India vis-a-vis other countries during the last three years?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) Erstwhile Air India Limited had placed an order with M/s. Boeing on 30.12.2005 for purchase of 68 aircraft viz. 18XB737-800, 8XB777-200LR, 15XB777-300ER and 27XB787-8 at the estimated project cost of approximately Rs.34,000 crores. The agreement executed for these aircraft contains terms of the sale, which include among other things, aircraft specifications, prices and payment terms, delivery schedule, product support terms, legal clauses and insurance requirements etc. The aircraft deliveries commenced in October, 2006 and will continue till 2014. Till date 38 aircraft have been delivered.

(c) No, Sir.

(d) Does not arise.

Behaviour of airport staff

786. SHRIMATI JAYANTHI NATARAJAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the air passengers at IGI Airport, Delhi are harassed lot due to mismanagement and rude behaviour of airport staff, mishandling of air baggages and stealing therefrom etc.;

(b) if so, the details thereof; and

(c) the corrective measures Government has taken or proposes to take in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (c) The information is being collected and will be laid on the Table of the House.

Equity infusion sought by AI

787. SHRI R.C. SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the equity infusion sought by Air India against which Government has given Rs. 1200 crore;

(b) the reasons for infusing less equity by Government;

(c) the manner in which the Ministry managed with the above funds;

(d) whether it is not a fact that Air India is still demanding for additional equity to come out of crisis; and

(e) if so, what the Ministry would do for smooth sailing of Air India?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (c) Air India had presented a proposal for infusion of equity capital before the Committee of Secretaries (COS), which recommended an initial infusion of Rs. 2000 crore over the years 2009-10 and 2010-11 and Rs.3000 crore in subsequent 2 years. The financial position of Air India has been constantly reviewed by a Group of Ministers (GOM), and based upon the Turnaround plan presented by the Company, the GOM recommended an infusion of equity of Rs.2000 crores in five instalments of Rs.400 crores each, subject to achievement of specified trigger points laid down by the GOM. On achievement of specified trigger points Rs.400 crores were released in February, 2010, another Rs.400 crores in March, 2010 and Rs.1200 crores in January, 2011.

(d) and (e) Yes, Sir. A proposal has been sent to Ministry of Finance for making a provision of Rs.2000 crores towards equity

infusion in Air India in the next financial year.

Progress of IndiGo

788. SHRI R.C. SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Ministry has studied the rapid progress of IndiGo during the last one year or so;

(b) whether the Ministry is aware that IndiGo has become the country's second largest airlines;

(c) if so, the details of (a) and (b) above; and

(d) the lessons Air India has learnt from the success of IndiGo?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (c) The details of domestic passengers carried by IndiGo during 2010 are as follows:

Month	Passenger carried (In Lakhs)
January	6.25
February	5.77
March	5.74
April	6.58
May	7.53
June	7.37
July	6.91
August	6.56
September	6.35
October	7.75
November	8.43
December	9.71
TOTAL	84.96

In terms of domestic passengers carried during December, 2010, IndiGo has become the country's second largest airlines as carried 9.71 lacs domestic passenger which is after Kingfisher airlines which had carried 9.72 lacs domestic passenger during December, 2010.

(d) Government has initiated several measures to turnaround Air India in order that it retains a substantial market share, even in the face of growing airlines such as Indigo.

Declaring Air India as sick

789. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Air India is likely to be declared sick

under a new criterion notified by Ministry of Heavy Industries and
Public Enterprises;
and

(b) the details in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b)
There is no proposal to declare Air India Limited as a 'Sick' Company.
A Group Of Ministers is monitoring the 'Turnaround' Plan measures of
the Company.

Land requirement of Directorate of Civil Aviation, MP

†790. MISS ANUSUIYA UIKEY: Will the Minister of CIVIL AVIATION be
pleased to state:

(a) whether it is a fact that the Directorate of Civil Aviation of
Madhya Pradesh is operational at Raja Bhoj airport from barrack and
hangar No. 1;

(b) whether it is also a fact that State Government needs land
near State hangar and workshop for proper parking of aircraft and
helicopters;

(c) whether Government of Madhya Pradesh has requested the
Ministry of Civil Aviation, Government of India for transfer of
additional 1.5 to 2.00 acres of land and if so, the details thereof;
and

(d) the action taken thereon by Government of India so far and by
what time the land will be transferred to the Government of Madhya
Pradesh?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) Yes, Sir.

(b) Yes, Sir.

(c) Yes Sir. State Government has submitted an application to
Airports Authority of India (AAI) for lease of additional land
measuring 4.23 acres.

(d) Wherever State Governments have given land free of cost to
AAI, AAI had
been providing 5 acres of land to the respective State Government to
carry out their
operational activities at the airports. Since the request for
additional land is over and above
the stipulated norms of 5 acres, the request of the State Government
has not been agreed to by AAI.

Shortage of pilots in commander category

791. SHRI MOINUL HASSAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a shortage of aircraft type authorised pilots, particularly in the Commander category;

(b) if so, the steps taken in this regard; and

(c) whether Government has set up any institute in Maharashtra as joint venture enterprise under the guidance of Airports Authority of India?

†Original notice of the question was received in Hindi.

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) Though there is no shortage of pilots in the country, due to induction of new type of aircraft, the Industry is facing shortage of type rated pilots especially in the Commander categories. This is met by appointing foreign pilots on Foreign Crew Temporary Authorisation (FATA).

(c) Yes, Sir. The National Flying Training Institute Private Limited has been set up at Gondia, Maharashtra as a joint venture of Airports Authority of India and M/s. CAE Inc., Canada.

Inline baggage screening system

792. SHRI NAND KUMAR SAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has introduced a new inline baggage screening system in the country;

(b) if so, the details thereof and the salient features of the said system;

(c) the name of the airports identified for setting up of new system;

(d) the name of the airports in which the said system has been installed during 2010-11 so far; and

(e) the details of the expenditure incurred in setting up of such system at the airports during the said period?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) Yes, Sir.

(b) Inline baggage screening system has been installed at Delhi, Hyderabad, Bangalore, Mumbai and Cochin Airports and the system is functional at these airports. AAI has also installed inline baggage screening system at Chennai, Kolkata, Calicut, Ahmedabad and Srinagar airports which is going to be operational shortly.

(c) Inline baggage screening system shall be installed at all the airports served by civil commercial flights in a phased manner by the concerned airport operator. In the first phase, inline baggage screening system shall be installed at all international airports.

(d) The inline baggage screening system has been installed at Chennai, Kolkata, Calicut, Ahmedabad and Srinagar airports during 2010-11 which will be made operational shortly.

(e) A sum of Rs. 5,11,13,430/- (Rs. Five crore eleven lakh thirteen thousand four hundred and thirty only) and a foreign exchange component of US\$ 86,70,220 has been incurred by the Airports Authority of India during the year 2010-11.

Rationale behind domestic airfair

793. SHRI SHANTARAM LAXMAN NAIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of airlines companies operating domestic flights in the country;

(b) the names of these companies;

(c) the air fare charged by each of the companies on various sectors;

(d) whether Government has succeeded in making the companies to reduce the exorbitant and irrational airfare charged by these companies; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) At present, Air India Ltd., Alliance Air, Jet Airways, JetLite, Kingfisher Airlines, Spicejet, Go Air and IndiGo are operating scheduled domestic services in the country.

(c) to (e) Air fares applicable for domestic passengers are determined by market forces and therefore are not fixed by Government. The framework for Regulation of Domestic Air fares in the country is governed by Rule 135 of the Air Craft Rules 1937 which lays down broad principles including for maintaining transparency of tariff publication by the Airlines.

With a view to maintaining transparency in tariff publication, Directorate General of Civil Aviation (DGCA) has taken following steps:-

Scheduled domestic airlines have been directed to display established tariff route-wise and fare category-wise in their respective websites on monthly basis and also to notify any significant and noticeable changes to DGCA within 24 hrs. of effecting such a change. A Tariff Analysis Unit has been set up in DGCA to monitor tariff on regular basis.

Losses to Air India

794. SHRI RAJEEV SHUKLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Air India suffered huge loss during the financial year 2010-11;

(b) if so, the total amount of loss; and

(c) whether any new steps have been initiated by Government to revive the loss incurred by Air India?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) As per provisional estimates, the losses before tax for the first half of the current financial year are approximately Rs. 3450.57 crores.

(c) In order to enable Air India to strengthen its Balance Sheet and improve on the Debt Equity ratio, Government has released an amount of Rs.2000 crores as equity infusion to the Company and has also requested the Ministry of Finance to make a Budgetary provision of Rs.2000 crores in 2011-12 for further equity infusion. A Group of Ministers (GOM) has been constituted by Government to review the operational and financial performance of Air India from time to time. The GOM, among other directions, has also directed preparation of a turnaround plan for the airline, which besides operational improvements, also includes financial restructuring.

Reach of MPs in airport area

795. DR. YOGENDRA P. TRIVEDI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Members of Parliament can enter the airport area without an air ticket to accompany their relative passengers;

(b) if so, then upto which area they can travel, upto security zone or beyond that area; and

(c) the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) Yes, Sir.

(b) and (c) Members of Parliament holding their valid Identity Cards issued by the Parliament Secretariat, can go up to Check-in & Baggage claim areas of civil airport/civil enclave in the country.

Effect of change in passenger service system

796. SHRI T.M. SELVAGANAPATHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that a change in the Air India (AI) passenger service system cost Air India dear due to delay of its major International flights recently;

(b) if so, the details thereof;

(c) whether it is also a fact that Air India has been experiencing such difficulties for quite some time; and

(d) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (c) No,

Sir.

(b) and (d) Do not arise.

Operationalisation of CASTA

797. SHRI N.K. SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has intention to operationalise the proposed Civil Aviation Security Training Academy (CASTA) in the near future;

(b) if so, the objectives of the said academy;

(c) whether the location for the academy has been identified;

(d) if so, the details thereof; and

(e) the amount of money that has been spent on this project since its announcement in 1996 and the utilisation thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) The proposal for setting up of CASTA was dropped and a combined Training Academy called Indian Aviation Academy (IAA) has been created, to cater the training requirements of Airports Authority of India (AAI), Directorate General of Civil Aviation (DGCA) and Bureau of Civil Aviation Security (BCAS).

(b) Does not arise.

(c) and (d) Indian Aviation Academy (IAA) has been established in the existing campus of National Institute of Aviation Management and Research (NIAMAR) located at Gurgaon Road, New Delhi - 110 037 on the land owned by Airports Authority of India.

(e) An amount of Rs. 2.65 Crore (Two crore sixty five lakh) has been paid to Airports Authority of India (AAI) till date for this purpose.

Construction of Greenfield airports

798. SHRI N.K. SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has the intention to construct the Greenfield airports in the country;

(b) if so, the details of the identified locations where these airports would be constructed;

(c) the total investment to be made to construct such airports; and

(d) by when the construction of such airports is likely to commence and be completed?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (d) Keeping in view the enormous growth in air passengers and to encourage infusion of greater investment in airport sector, Government had pronounced a policy for greenfield airports in April, 2008. As per this Policy, the promoter seeking to develop the airport has to submit the proposal to the Government for consideration by the Steering Committee. Application for setting up of

Greenfield airport are considered by the Steering Committee/competent authority for grant of 'in principle' approval, after they have completed all necessary formalities of obtaining pre-feasibility study report, site clearance, clearances from regulatory agencies, etc.

So far, Government of India has granted 'in-principle' approval for setting up of greenfield airports at Mopa in Goa; Navi Mumbai and Sindhudurg in Maharashtra; Shimoga, Gulbarga, Hassan and Bijapur in Karnataka; Kannur in Kerala; Durgapur in West Bengal; Pakyong in Sikkim; Datia/Gwalior (Cargo) in Madhya Pradesh; Kushinagar in Uttar Pradesh; Karaikal in Puducherry and Paladi/Ramsinghpura near Jaipur in Rajasthan. Necessary action for project development, including acquisition of land, financing of the airport project, etc. is taken by the respective airport promoters. The timeline for construction of airport projects depends upon many factors such as land acquisition, availability of mandatory clearances, financial closure, etc. by the individual operators.

Making cancellation charges uniform

799. SHRI TARIQ ANWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that private airlines have increased the cancellation charges and other service charges in domestic sectors;

(b) if so, the reasons therefor;

(c) whether it is also a fact that cancellation charges varies from airlines to airlines;

(d) if so, the reasons therefor; and

(e) the steps Government is taking for uniform cancellation charges?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (e) Cancellation policy is airline specific, depending on fare charged and also differ for different fare buckets on a particular sector.

Introduction of seaplane by Pawan Hans

800. SHRI TARIQ ANWAR: Will the Minister of CIVIL AVIATION be

pleased to state:

(a) whether it is a fact that Pawan Hans Helicopters (PHH) has introduced seaplane for the first time in the country;

(b) if so, the details thereof; and

(c) which are the places where it would be operationalised?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (c) Yes, Sir. Pawan

Hans Helicopters Limited has introduced sea plane operations in Andaman & Nicobar Islands, as a Pilot Project to connect Port Blair & Havelock and other islands in North Andaman.

DIAL's revenue sharing with AAI

801. SHRIMATI SHOBHANA BHARTIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Delhi International Airport Ltd. (DIAL) has been sharing less than the required 46 per cent of its revenues with the Airports Authority of India (AAI);

(b) if so, the details thereof;

(c) whether Government proposes to take any steps to rectify the loopholes due to which DIAL has been able to reduce its revenue sharing with AAI; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) No, Sir.

(b) Does not arise.

(c) and (d) As per Clause 11.1.2 of Operation, Management and Development Agreement (OMDA) entered between M/s Delhi International Airport Pvt. Ltd. (DIAL) and Airports Authority of India (AAI), DIAL is required to pay annual fee @ 45.99% of its gross revenue. AAI is regularly receiving the revenue share from DIAL.

Controlling the over working of pilots

802. SHRI P. RAJEEVE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what measures are in place to ensure that pilots are not over worked;

(b) whether regular checks are done on airlines in this regard and if so, the details thereof; and

(c) whether airlines which over work their pilots were fined and if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b)

Directorate General of Civil Aviation (DGCA) has issued AIC 28 of 1992 which governs the Flight duty time, flight time requirements and rest requirements of the pilots. The AIC covers both domestic and international operations. All the airlines have developed mechanism for the implementation of these requirements. Implementation of these requirements are also checked by DGCA during surveillance inspections and safety audits and also by the Flight Safety departments of the concerned airlines. Any exceedance occurring due to operational reasons are adequately dealt by providing additional rest.

(c) No airlines has been fined. However, 3 pilots of Paramount Airlines exceeded their Flight Duty Time Limitations (FDTL)/Flight Time Limitations (FTL) and under logged their flying hours. Their flying privileges were suspended by DGCA. These pilots have since resigned.

Implementing promotion orders by AAI

803. SHRI SABIR ALI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is aware that DOPT order No. 36012/45/2005-Estt. (Res.) dated 10 August, 2010, amending its earlier order No. 36028/17/2001-Estt. (Res.) dated 11th July, 2002, to give effect to promotion of SC and ST candidates on their merit and seniority basis with effect from 2 July, 1997 instead of 11 July, 2002, has not been implemented, so far;

(b) whether Government is also aware that much time has been wasted by AAI in seeking clarifications to delay the implementation of the aforesaid amending order dated 10 August, 2010; and

(c) if so, the steps taken to ensure implementation of the said order along with consequential benefits accruing therefrom?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (c) There are more than 18,000 employees in Airports Authority of India (AAI) who are working in offices spread throughout India, review of promotions made since 1997 will involve a huge exercise. Therefore, it will take some time to implement the said DOPT Orders which have been received by AAI recently.

Setting up of international airport in H.P.

804. SHRIMATI VIPLOVE THAKUR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government proposes to set up an International Airport in Himachal Pradesh shortly;

(b) if so, the details thereof and the place where the said airport is proposed to be set up;

(c) the funds allocated by Government to meet the purpose; and

(d) by when the work of setting up the airport is likely to start and the time limit stipulated for setting up the said airport?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) At present, there is no such proposal under consideration in this Ministry.

(b) to (d) Do not arise.

Losses of Centaur Hotel, Srinagar

805. SHRI PRAKASH JAVADEKAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Centaur Hotel in Srinagar is running into losses and has not been maintained properly for years now;

(b) whether it is also a fact that CRPF personnel have been occupying the hotel rooms for years and at a tariff far below the prevailing market rate;

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

(d) the action Government is contemplating in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) The Centaur Hotel in Srinagar is running into losses since 2005-06. The Hotel Corporation of India Management had earmarked Rs.1.00 crores for repair of the roof top of the hotel during the year 2006. However, the hotel was not permitted to carry out the repair of the roof top by Lakes & Water Ways Authority, Srinagar.

(b) and (c) Yes, Sir. The CRPF personnel were occupying 28 rooms since June, 1990 at a tariff far below the market rate. CRPF Personnel have vacated only 12 rooms and are yet to vacate 16 rooms.

(d) CRPF authorities have been intimated to deposit the payment for these rooms at the prevailing rates, and the payment of outstanding dues and to vacate the remaining 16 rooms.

Ill treatment at Thiruvananthapuram Airport

806. SHRI K.N. BALAGOPAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has noticed about the complaint raised by Kerala Government regarding the ill treatment towards the State by some Central Government Departments in connection with the inauguration of new airport terminal at Thiruvananthapuram; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) No such complaints have been received so far from the State Government.

However, Airports Authority of India has extended all courtesy to the Chief Ministers, State Ministers and other dignitaries in connection with the function.

Loan for providing salaries to Staff

807. DR. K.P. RAMALINGAM:

SHRI MOHD. ALI KHAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the State owned airline Air India proposed to borrow Rs. 600 crore from bank to pay salaries to its 31000 employees;

(b) whether the Air India is facing difficulty to pay salaries to its employees for the last one year; and

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

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) It is not unusual for an airline to raise short term loan to meet its working capital requirements that includes salaries etc.

(b) Yes, Sir. Air India is facing an adverse cashflow situation because of increase payment of fuel due to a rise in fuel prices, increase in interest and depreciation costs, increase in wage bills and in leasing and maintenance costs. Hence, payment of salary is getting delayed.

(c) Government has infused an amount of Rs.800 crores during February/March, 2010 and an amount of Rs.1200 crores during January, 2011 as equity in Air India. Other measures for its turnaround are being monitored closely that are arrived at improving the company's cashflow.

Delay in payments to staff of Indian Airlines

808. SHRI GOVINDRAO ADIK:

SHRI SANJAY RAUT:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the staff of Indian Airlines and Air India are facing problems in getting their monthly salary for the last one year;

(b) if so, the reasons therefor; and

(c) the details of measures taken or proposed to be taken to avoid such delay in payments to the Airlines staff?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) Yes, Sir. Air India is passing through tight financial and liquidity

crunch making it difficult to meet several of its liabilities. The airline is also facing an adverse cashflow situation because of increase in fuel prices, increase in interest and depreciation costs, increase in wage bills and in leasing and maintenance costs. Hence, payment of salary is getting delayed.

(c) Sir. As a long term solution to the liquidity problem, Air India has prepared a Turnaround Plan. Besides operational restructuring, the turnaround plan includes financial restructuring to enhance the cashflow of the company.

Losses to Indian Airlines

809. DR. K.V.P. RAMACHANDRA RAO:

DR. MANOHAR JOSHI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian Airlines has suffered continuous losses during the last three years and as a result thereof its market share has been falling steadily;

(b) if so, the estimated losses suffered during that period;

(c) the reasons for such losses; and

(d) the steps taken by Government to improve the situation?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (c) Yes, Sir. Air India has incurred losses to the tune of Rs.2226.16 crores, Rs. 5548.26 crores and Rs. 5552.44 crores during 2007-08, 2008-09 and 2009-10 respectively. The losses during the first half of 2010-11 are Rs.3450.57 crores. The losses are mainly on account of increase in fuel prices, increase in interest and depreciation costs, increase in wage bill and increase in leasing and maintenance cost.

(d) Government has infused an amount of Rs.2000 crores as equity in Air India and also directed the airlines to undertake several measures to enhance its performance which is closely monitored.

Negotiation on totalisation agreement

810. SHRI MOHD. ALI KHAN: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether country has stepped up pressure on the US to start negotiations on a totalisation agreement that would exempt Indians working for a short period in the country from making social security contributions there;

(b) if so, the details thereof; and

(c) the reaction received so far?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) to (c) This Ministry initiated exploratory discussions regarding India - US Totalisation Agreement with the United States Social Security Administration (US SSA) in December, 2007. Three rounds of informal

discussions have taken place since December, 2007. However, US has refused to start formal negotiations. In the first two rounds held in December, 2007 and June, 2008 the US side had adopted a rigid technical stand that the Indian social security system was not compatible with that of the US and did not meet the requirements of Article 233 of their Social Security Act.

Finally in the third round of informal discussions held at Baltimore in the US on 19-20th May, 2010, they have finally dropped this point but have now raised the issue that such negotiations would be authorized by the US Department of the State only if the US Social Security Administration demonstrates that the agreement would be materially beneficial to the US. After that the matter is under progress through Indian Mission in USA for initiating a further negotiation in this regard in the wider context of the India USA relationship.

Allegation of Pakistan for use of terrorism by India

†811. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Pakistan has made an allegation on India for using terrorism as a means to mispropagate against Pakistan;

(b) if so, the details thereof;

(c) whether Government has given reply to such remarks made by Pakistan on India in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) Government has seen reports regarding statements attributed to Pakistani leaders, alleging that India has used terrorism as a means of propaganda against Pakistan.

(c) and (d) India's concerns relating to terrorism emanating from Pakistan have been clearly conveyed to Pakistan on a number of occasions. India has consistently emphasized the need for Pakistan to honour its commitment of not allowing territory under its control to be used for terrorism against India in any manner. The expression of such legitimate concerns cannot be construed as a means of propaganda against Pakistan.

Undiplomatic treatment in US

812. SHRI RAJIV PRATAP RUDY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that several Indian diplomats have been subjected to undiplomatic treatment in the recent past in US;

(b) if so, the details thereof;

(c) the steps taken by Government to ensure that Indian diplomats receive the same respect as we impart to US diplomats in India; and

(d) the privileges of US diplomats in India?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) Government is aware that enhanced security procedures, inconsistent with diplomatic courtesies and privileges, were recently sought to be applied at US airports for India's Ambassador to the United States and India's Permanent Representative to the United Nations.

(c) Indian diplomats are accorded privileges in the United States under the Vienna Convention on Diplomatic Relations. However, Government has conveyed to US Government that while it respects the right of each country to institute necessary security procedures at their airports, internationally recognised diplomatic courtesies and privileges, as well as the cultural and religious sensitivities of all travellers, must be respected. The US Government has expressed regret for these incidents and has conveyed that it will take steps to avoid similar incidents in the future.

(d) Government accords diplomatic privileges to all foreign diplomats in accordance with the Vienna Convention on Diplomatic Relations.

Assigning of PSP to NISG, Hyderabad

813. SHRI NAND KUMAR SAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government has assigned the Passport Seva Project to the National Institute of Smart Government (NISG), Hyderabad;

(b) if so, whether NISG has completed their assignment;

(c) if so, the details of the recommendations made by the said institute;

(d) the details of the pilot projects set up so far and outcome thereof;

(e) whether Government has finalized the location to set up the Passport Seva Kendras in various parts of the country;

(f) if so, the details of the criteria fixed for identification of sites for the said purpose; and

(g) if not, the time by which Government would finalize the locations for setting up of such Kendras in the country?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Yes. The National Institute of Smart Government (NISG) was appointed as the Consultant to study the existing passport issuance system and suggest measures to improve the passport issuance system. At the conclusion of their study, NISG recommended implementation of Passport Seva Project to meet the growing demand and to improve the efficiency of the system.

(b) NISG completed the study of existing Passport Issuance System and submitted a Detailed Project Report (DPR) in February, 2007. Subsequently, they framed the Request for

Proposal (RFP) for implementation of Passport Seva Project which was released in October, 2007.

(c) NISG recommended implementing the Passport Seva Project (PSP) in Public Private Partnership mode to overhaul the entire passport issuance system in the country. The basic design of PSP involves the outsourcing of all non-sensitive front end functions to a private Service Provider, with Government functionaries retaining all critical sovereign roles and responsibilities. The Project envisages the setting up of 77 Passport Seva Kendras (PSKs) across the country, dedicated Data Centres and establishment of Call Centre operating 24x7 in 17 languages, and a centralized nationwide computerized system for issuance of passports.

(d) The Pilot Project was made operational at 07 Passport Seva Kendras set up in Bengaluru (02), Hubli (01), Mangalore (01), Ambala (01), Chandigarh (01) and Ludhiana (01). The Pilot Project has been functioning since its launch in May, 2010. On January 11, 2011, the 3rd Party Audit Agency -Standardization, Testing and Quality Certification (STQC) has verified the Pilot Project for its compliance with reference to the guidelines in the Request for Proposal.

(e) Yes. The Government has finalized 77 locations to set up Passport Seva Kendras under the Passport Seva Project which is given in the Statement (See below).

(f) NISG recommended the location of the Passport Seva Kendras on the basis of a study conducted by them based on the number of passport applications received from various districts under each Passport Office.

(g) Not applicable.

Statement

List of Passport Seva Kendra (PSK) under various Passport Offices

Passport Office	PSKs at located within the city of Passport Office	PSKs located in other Districts within the jurisdiction of Passport Offices	Total No. of PSKs
1	2	3	4

Delhi	Delhi 1, Delhi 2	Gurgaon	3
Mumbai	Mumbai 1, Mumbai 2, Mumbai 3	None	3
Hyderabad	Hyd 1, Hyd 2, Hyd 3	Vijayawada, Nizambad, Tirupathi	6

1	2	3	4
Chennai	Chennai 1, Chennai 2, Chennai 3	None	3
Bangalore	B'lore 1, B'lore2	Hubli-Dharwad, Mangalore	4
Ahmedabad	Ahmedabad 1, Ahmedabad 2	Baroda, Rajkot	4
Cochin	Cochin	Thrissur, Alappuzha, Ernakulam (Rural), Kottayam	5
Jalandhar	Jalandhar 1, Jalandhar 2	Hoshiarpur	3
Trivandrum	Trivandrum	Kollam, Trivandrum (Rural)	3
Chandigarh	Chandigarh	Ludhiana, Ambala	3
Trichy	Trichy 1, Trichy 2	Thanajavur	3
Kolkata	Kolkata	Bahrapur	2
Lucknow	Lucknow	Varanasi, Kanpur, Gorakhpur	4
Jaipur	Jaipur	Jodhpur, Sikar	3
Kozhikode	Kozhikode 1, Kozhikode 2	Kannur 1, Kannur 2	4
Thane	Thane	Nasik	2
Madurai	Madurai	Tirunelveli City	2
Pune	Pune	None	1
Patna	Patna	None	1
Visakhapatnam	Visakhapatnam	None	1
Surat	Surat	None	1
Bhopal	Bhopal	None	1
Ghaziabad	Ghaziabad	None	1
Bareilly	Bareilly	None	1
Malappuram	Malappuram	None	1
Nagpur	Nagpur	None	1
Amritsar	Amritsar	None	1
Coimbatore	Coimbatore	None	1
TOTAL			68

1	2	3	4
PSKs co-located with Passport Offices			
Bhubaneswar	Bhubaneswar	None	1
Ranchi	Ranchi	None	1
Guwahati	Guwahati	None	1
Panaji	Panaji	None	1
Jammu	Jammu	None	1
Srinagar	Srinagar	None	1
Shimla	Shimla	None	1
Raipur	Raipur	None	1
Dehradun	Dehradun	None	1
TOTAL			9
TOTAL OFFICES			77

Removal of radio tags

814. SHRI SHANTARAM LAXMAN NAIK: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether radio tags illegally fixed by the US Police on Indian students have been removed;

(b) if so, the details of each stage of diplomatic efforts made by Government and response of the US Government; and

(c) whether Government has demanded punitive action to be taken against those who were responsible to order fixing of radio tags on Indian students?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Following the closure of Tri Valley University in California, USA, on 19 January, 2011 by the United States Government for alleged fraudulent practices, a number of Indian students were questioned and 18 of them were initially detained and subsequently released with radio-monitoring devices on their ankles, pending completion of investigations into their possible links with the irregularities.

As on 25 February, 2011, radio tags on 12 of the 18 students have been removed.

(b) and (c) The Government has conveyed to the US Government that radio tagging is unacceptable and should be removed immediately; and, that the students, who are themselves

victims of fraud, should be given adequate time and opportunity to transfer to other universities or adjust their status and, if they desire, return to India honourably.

Our Mission and the Consulates in the United States are regularly meeting a large number of the affected students and providing all possible assistance to them, including by organising a free legal aid camp and by issuing appropriate guidance and advisories.

In addition to the steps taken by our Mission in the United States, Honourable External Affairs Minister personally raised this issue with Secretary of State, Clinton. Foreign Secretary also conveyed our expectation of an expeditious resolution of this issue to US officials during her official visit to Washington D.C. on 14 February, 2011.

Secretary of State, Hillary Clinton has conveyed that the Department of State is working with the Department of Homeland Security to ensure fair and appropriate treatment of the students and has assured us that their interests will be fully considered.

Protection of Indians in Egypt

†815. DR. YOGENDRA P. TRIVEDI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the steps taken by India to protect its citizens in the aftermath of ongoing change of regime and local riots, in Egypt;

(b) the number of Indians brought to India from Egypt, so far;

(c) whether Indian High Commissioner is demanding Rs. 45,000/- for air tickets from Indian nationals living in Egypt;

(d) if not, the fare being charged from them; and

(e) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Though the situation in Egypt remains calm after President Mubarak stepped down on 11 February, 2011, Government are closely following the developments in Egypt particularly with regard to safety and security of the Indian community. There are about 3600 Indians in Egypt, of whom about 2200 are based in Cairo.

(b) to (e) Upon request of the Indian community in Egypt, three special flights were arranged by Air India, which carried around 670 Indians from Cairo to Mumbai. These three special flights operated by Air India for bringing back Indians desirous of returning to India, were non-scheduled, commercial flights. This was not 'evacuation' and Government only facilitated

†Original notice of the question was received in Hindi.

arrangement of the special flights of Air India to Cairo. As mentioned by Air India and Ministry of Civil Aviation, the fare charged was only to cover the direct cost of operating the flight on a 'no profit' basis.

Solution to outstanding issues with Bangladesh

816. SHRIMATI T. RATNA BAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India and Bangladesh are trying to resolve several outstanding issues before our PM visits Dhaka;

(b) if so, the details worked out so far; and

(c) the progress achieved so far?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (c) India and Bangladesh are working closely to strengthen cooperation in a range of issues. They are also in the process of implementing several important decisions taken at various high level meetings. All outstanding issues between the two sides are being addressed expeditiously. Considerable progress has been achieved in many areas including power cooperation, water sharing and related issues and connectivity. India facilitated electrification of Dahagram and Angarpota. The US \$1 billion Line of Credit Agreement was signed in the presence of Finance Ministers of both the countries. Other areas of progress include signing of an MoU on Border Haat, India allowing the Nepalese trucks to enter 200 meters inside the Bangladesh border, designating Ashuganj in Bangladesh and Silghat in India as Ports of Call, holding of the meeting of the Joint Boundary Working Group in November, 2010 and the Joint Rivers Commission in March, 2010.

Deportation of students from Andhra Pradesh

817. SHRI Y.S. CHOWDARY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that hundreds of Indian students mostly from Andhra Pradesh are facing the prospect of deportation from USA after a California based University was shut down by authorities on

charge of alleged immigration;

(b) if so, the details thereof;

(c) whether all the students obtained visa through regular channel;

(d) the reasons for allegation against these students of illegal migration; and

(e) the action contemplated by Government to protect the interests of our genuine students from the fraud committed by the University?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) Closure of Tri-Valley University in California on 19 January, 2011 for alleged fraudulent practices has created an uncertain academic future for approximately 1500 Indian students enrolled at the University, a majority of whom were from Andhra Pradesh.

(c) All students were on valid student visas and authorization.

(d) The students have not been charged for illegal immigration, but for possible violation of visa conditions, including those related to class attendance, residence and work.

(e) Government's primary concern is the welfare of the affected Indian students and to ensure that their academic career is not jeopardized. The Government has repeatedly conveyed to the US Government that the students, who are themselves victims of the fraud, should be given adequate time and opportunity to transfer to other universities, adjust their status or, if they desire, return to India honourably.

Government has been providing assistance to students, including through direct meeting with students, organization of free legal aid camps, and issuing appropriate guidance and advisories.

China's presence around the country

818. SHRI RAMDAS AGARWAL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government is aware of Beijing's threat to northern India as China is surrounding us from all around by strengthening its position whether it is Myanmar, Bangladesh, Nepal, Indian Ocean side or Pakistan occupied Kashmir;

(b) if so, whether any discussion on border areas took place between the Prime Minister of India with his Chinese counterpart during his visit to Delhi in December, 2010;

(c) if so, the details of discussions/outcome thereof; and

(d) the steps Government is taking to counter China's expected threat to North Indian States?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E.

AHAMED): (a) to (d) Government is aware of China's enhanced economic and technological capabilities in execution of infrastructure projects in developing countries. During the visit of the Chinese Premier to India in December, 2010, the two Prime Ministers expressed satisfaction on the Special Representative Talks on the Boundary Question and reaffirmed the need to maintain peace and tranquility on the border pending a resolution of the Boundary Question. Government keeps a constant watch on all developments having a bearing on India's security and takes all necessary measures to safeguard it.

Chinese railway line in Chumbi Valley

†819. SHRI RAMCHANDRA PRASAD SINGH:

SHRI RAM JETHMALANI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether China is implementing the scheme of laying railway tracks to Chumbi Valley which is easily accessible from Sikkim and Siliguri;

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

(c) whether the interests of India have been ignored with the implementation of this scheme; and

(d) if so, Government's reaction thereon?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (d) Government is aware that China is developing rail links in the border regions opposite India in the Tibet and Xinjiang Autonomous Regions, including the proposed extension of the Qinghai-Tibet Railway line upto Nyingchi. Government is giving careful and special attention to the development of infrastructure in the border areas opposite China, in order to meet our strategic and security requirements and also to facilitate the economic development of these areas. This includes the States of Jammu & Kashmir, Himachal Pradesh, Uttarakhand, Sikkim and Arunachal Pradesh. Government keeps a constant watch on all developments having a bearing on India's security and takes all necessary measures to safeguard it.

Effects of Pakistan-Chinese Bilateral relationship

†820. SHRI RAVI SHANKAR PRASAD:

SHRI RAM JETHMALANI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the mutually growing relationship between China and Pakistan over the past few years is increasing the concerns of India;

(b) if so, the reaction of Government thereto;

(c) whether India has informed Pakistan and China about its

concerns; and

(d) if so, the reaction of these Governments in response to the concern of India?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) There are some aspects of the China-Pakistan relationship which are of concern. These include matters relating to Sino-Pak nuclear cooperation.

†Original notice of the question was received in Hindi.

(b) to (d) India's concerns in this regard have been clearly conveyed to China. The Chinese side has conveyed that their nuclear cooperation with Pakistan is for civilian use, which is consistent with their respective international obligations, and is subject to International Atomic Energy Agency (IAEA) safeguards and supervision. Government keeps a constant watch on all developments having a bearing on India's national interest and takes all necessary measures to safeguard it.

Exchange of land with Bangladesh

†821. SHRI BRIJLAL KHABRI:

SHRIMATI MAYA SINGH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that small pieces of land are being exchanged near Indo-Bangladesh border by both Governments or there is any such proposal in near future;

(b) if so, the area of land proposed to be given to Bangladesh by India;

(c) the area of land India would get from Bangladesh; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (d) Article 1(12) of the India-Bangladesh Land Boundary Agreement, 1974, provides for exchange of the Indian Enclaves in Bangladesh and the Bangladesh Enclaves in India. An agreed list of enclaves has been prepared and signed between the two sides in April, 1997 to this effect. As per the agreed list, Bangladesh has 51 enclaves inside Indian territory with an area of 7110 acres while India has 111 enclaves inside Bangladesh territory with an area of 17160 acres.

Recent uprisings in Arab countries

822. SHRI D. RAJA:

SHRI M.P. ACHUTHAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the recent

uprisings in various Arab countries like Tunisia, Egypt, Yemen and other parts of West Asia; and

(b) if so, the details thereof and its impact on our country, both political and economic?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Government are aware of the recent political developments in various Arab countries

†Original notice of the question was received in Hindi.

including Tunisia, Egypt and Yemen. Government are closely following the developments in these countries particularly with regard to safety and security of the Indian community. Government have also issued travel advisories to avoid non-essential travel to Libya, Yemen and Bahrain.

On developments in Egypt, Government conveyed its position and reaction on a number of occasions. When President Mubarak stepped down, Hon'ble External Affairs Minister said on 11 February, 2011: *"We welcome the decision of President Mubarak to step down in deference to the wishes of the people of Egypt. We also welcome the commitment of the Supreme Council of the Armed Forces to ensure a peaceful transition of power in a time bound manner to establish an open and democratic framework of governance. We are proud of our traditionally close relations with the people of Egypt and wish them peace, stability and prosperity."* Subsequently, we have offered to extend possible support to Egypt particularly with regard to its electoral process considering India's past and rich experience in this field. India's offer has been welcomed by Egypt.

There are around 18,000 Indians in Libya. As the situation in Libya remains tense, we have started evacuation for bringing back Indians from Libya both by air and sea. Our embassies in Tripoli, Cairo [to assist Indians coming out of Libya by land/sea border to Egypt] and Tunis [to assist Indians coming out of Libya by land border to Tunisia] are working round the clock and Government is doing its best to assist in the safe return of Indian nationals at the earliest. Round-the-clock control rooms are also functioning smoothly both at Ministry of External Affairs and Embassy of India in Tripoli for providing assistance in this regard.

This region is home to nearly 5 million Indians. Besides, this region is also a vital source of our energy needs in terms of oil and gas imports for India as well as fertilizer inputs. Government continue to monitor the developments in these countries so that no adverse impact is felt on bilateral relationship as well as with regard to the safety and security of Indians residing there.

Transfer of atomic reactors by Russia

†823. SHRI SATYAVRAT CHATURVEDI:

SHRI MOTILAL VORA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Russia has opined to transfer the establishment of Atomic Reactor to Orissa from Haripur in West Bengal;

(b) if so, the reasons therefor;

(c) the reaction of Government in this regard; and

†Original notice of the question was received in Hindi.

(d) by when final decision in this regard would be taken?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (d) At present, there is no proposal to shift the location of the proposed nuclear power project from Haripur in West Bengal to Orissa

Help centres for Indian workers

824. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether Government has decided to launch help centres in certain countries to provide legal, financial and psychological counselling to Indian workers;

(b) if so, details thereof; and

(c) the steps taken by Government to organize awareness campaigns simultaneously for the benefit of Indian workers?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) Yes, Sir.

(b) An Indian Workers' Resource Centre (IWRC) has been set up in the Indian Mission in Dubai, UAE which provides 24x7 assistance to the Indian workers in that country.

The objectives of IWRC are as under :

(i) Information dissemination on matters related to emigration.

(ii) Registering, responding to and monitoring complaints received.

(iii) Grievance Redressal and follow up with stakeholders.

(iv) Extending legal, financial and medical counseling to the workers.

(c) Information campaigns in electronic and print media are carried by the Ministry from time to time to spread awareness among the Indian workers for promoting legal migration and discouraging irregular migration.

Besides the Ministry also operates Overseas Workers Resource Centre (OWRC) a 24 x 7 domestic toll free Helpline at New Delhi to disseminate need based information and provide walk-in counseling to intending Indian workers for overseas employment.

Regional Migrant Resource Centres (MRCs) are also operational at Kochi, Hyderabad and Punchkula for disseminating information on issues relating to overseas recruitment to the intending emigrants.

Enrolment of NRIs in electoral roll

825. DR. T.N. SEEMA: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether any rules have been framed for enrolment of NRIs in the electoral roll;

(b) the procedure of enrolment;

(c) whether there is any provision for the NRIs to exercise their franchise through the Embassies in the respective foreign countries where they are residing; and

(d) if not, the procedure of casting the votes in the case of NRIs?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) Yes, Sir.

(b) Citizens of India, living abroad, who have not acquired the citizenship of any other country can make an application in Form 6A directly to Electoral Registration Officer (ERO) of the constituency within which the place of residence of the applicant as given in the valid passport, falls. Every eligible Non Resident Indian may send the application along with necessary documents duly self attested in accordance with the rule notified by Government in this regard, either directly or by post to the ERO.

(c) No, Sir.

(d) The Non-Resident Indians registered with ERO of their constituency may cast their vote if they are physically present in their constituency at the time of election.

Workers mislead to UAE

826. SHRI B.S. GNANADESIKAN: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether it is a fact that many Indian workers are mislead to UAE without any job securities and even the Indian workers are refused medical care;

(b) if so, the details thereof and action taken by Government to provide necessary assistance and access to medical care in case of emergency in UAE; and

(c) the details thereof?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) to
(c) The Embassy of India in UAE has informed that they have not come
across any wide spread system, in which workers are misled to UAE
without job securities. UAE comprises of 7 Emirates. In Abu Dhabi
Emirate it is mandatory to cover every worker with a medical
insurance. However, this facility is not available to Indian workers
in other 6 Emirates. As far as the personal accidents and life
insurance is concerned, every registered Indian worker in the UAE is
expected to be covered under the Workmen's Compensation Regulation. In
cases of destitutes, emergency medical care

is also provided under the Indian Community Welfare Fund (ICWF). Indian Workers' Resource Centre (IWRC) is also functioning at Dubai for taking care of emergency needs of Indian workers. Besides, every emigrant with Emigration Check Required (ECR) passports seeking employment overseas in the 17 ECR countries has to compulsorily obtain an insurance policy under Pravasi Bhartiya Bima Yojana (PBBY). The medical benefits in emergent situations under the PBBY are as under:-

- (i) If a worker is not received by the employer on his arrival at the destination abroad or there is any substantive change in the employment contract to his disadvantage or if the employment is prematurely terminated within the period of employment for no fault of the emigrant, the insurance company reimburses one way economy class airfare provided the grounds of repatriation are certified by the Indian Mission/post concerned.
- (ii) The insured person is paid actual one-way economy class airfare by the insurance company, if he falls sick or is declared medically unfit to commence or continue working and the service contract is terminated by the foreign employer within 12 months of taking the insurance.
- (iii) The insurance policy also provides medical cover of Rs.75,000 on grounds of accidental injuries or sickness occurring during the period of insurance during employment.
- (iv) The insurance policy provides maternity benefits, subject to minimum cover of Rs.25,000.
- (v) The family of the emigrant worker in India consisting of spouse and two dependent children upto 21 years of age are entitled to hospitalization cover for a maximum amount of Rs.25,000.

Indians settled in foreign countries

827. DR. JANARDHAN WAGHMARE: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

- (a) whether Government is aware of the fact that thousands of Indians have settled in foreign countries;
- (b) whether Government is also aware that the Overseas Indians do

not want to be uprooted from Indian culture; and

(c) if so, the steps that are being taken to give them dual citizenship?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a)
Yes, Sir.

(b) Yes, Sir.

(c) The Government of India does not accord dual citizenship. However, Government of India issues Overseas Citizenship of India (OCI) cards to eligible Persons of Indian Origin in various countries, which is a life long multiple entry, multi purpose visa for visiting India and accords the right to residency and employment in India.

Reservation in promotion in Government service

†828. SHRI MOHAN SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether Government is aware that Allahabad High Court has abolished the provision of reservation in promotion to Government employees in one of its orders;

(b) whether Government is cognizant that Centre has to safeguard the constitutional rights of promotion in Government services; and

(c) the steps taken by Central Government to safeguard this right of Scheduled Tribes and Other Backward Classes?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) The Allahabad High Court in Writ Petition No. 1389(S/B) of 2007 has, in its order dated 4th January, 2011, *inter-alia*, clarified that if the Government of Uttar Pradesh decides to provide reservation in promotion to any class or classes of posts in the services under the State, it is free to do so after undertaking the exercise as required under the constitutional provisions, keeping in mind the law laid down by the Apex Court in the case of M. Nagaraj. But till such an exercise is done and enactment/Rule is consequently made, no reservation in promotion on any post or classes of posts under the services of the State including the corporations, etc. shall be made henceforth.

(b) and (c) The Central Government is committed of protect the interests of backward classes of citizens, including in relation to their recruitment and promotion in services. According to the existing instructions, reservation to Scheduled Castes and Scheduled Tribes in the matter of promotion is available in all Grades of Central Government Services if promotion is made by non-selection method and upto the lowest rung of Group A, if promotion is made by selection

method. Constitution does not allow reservation in promotion for Other Backward Classes.

Reservation in Services of a State is the subject matter of State Governments who have to ensure that Constitutional provisions in this regard are adhered to.

Induction of visually impaired candidates in IAS

829. SHRIMATI BRINDA KARAT: Will the PRIME MINISTER be pleased to state:

†Original notice of the question was received in Hindi.

(a) whether visually impaired candidates are eligible for induction into the Indian Administrative Service;

(b) whether because of denial of their claims, the Central Administrative Tribunal (CAT) had to intervene and order their induction;

(c) whether Government has taken any steps to implement the CAT decision; and

(d) whether there are any more deserving disabled candidates for induction into IAS?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) Civil Services Examination (CSE) Rules, 2010 *inter-alia*, provide that partially blind candidates are eligible for appointment into IAS.

(b) to (d) The Orders of the CAT Principal Bench in various OAs are under consideration in consultation with Department of Legal Affairs.

Proposal to amend RTI

†830. SHRI PRABHAT JHA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Government has received proposal from Government and non-Government sources for amendment in Right to Information Act;

(b) if so, the details thereof and whether Government is considering to enforce these proposals; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) to (c) The Central Government has received some suggestions/communications suggesting amendments to the Right to Information Act. These include enlargement of the scope of exemptions from disclosure of information, rejection of vexatious and frivolous requests etc. It has, however, been decided that amendment to the Act, if any, shall be made after discussion with various stakeholders.

Loss due to not imposing penalties in RTI cases

831. SHRI S. THANGAVELU:

SHRIMATI SHOBHANA BHARTIA:

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that information commissioners across the country have caused a

†Original notice of the question was received in Hindi.

loss of Rs. 86 crore during 2009-10 by not imposing penalties in cases where they ought to have done so as per provisions of RTI Act;

(b) whether it is also a fact that the loss of Rs. 86 crore is only the loss on account of not imposing penalty in cases of delay in providing information and there are seven more provisions to impose penalties that were not taken into account; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) to (c) Some organizations have conducted surveys/studies relating to Right to Information from time to time. One such survey/study alleges that the Information Commissioners have caused loss to the exchequer by not imposing penalty in cases where they ought to have done so. In absence of information regarding objectivity of the surveying organization, research methodology, survey design, scheme for data collection and its verification etc., it is not considered prudent to comment on their findings. The Central Government is of the view that the Information Commissions are in a better position to decide imposition of penalty in a particular case or otherwise. It is not considered desirable intervene in the functioning of the Information Commissions, which is of a Judicial/Quasi-Judicial nature.

Letters to Ministers on discretionary powers

832. PROF. ANIL KUMAR SAHANI: Will the PRIME MINISTER be pleased to state:

(a) whether DoPT has written a letter to all Ministries, asking them to provide details of discretionary powers enjoyed by the Ministers and the instances in which such power were used by the Ministers and senior functionaries of the Ministries;

(b) whether DoPT has received the requisite information from all Ministries and if so, the details thereof;

(c) the details of action taken by GoM on corruption on the said

information; and

(d) the details of letters received from MPs pending with DoPT for reply for more than 30 days together with the reasons for not replying those letters?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) A Group of Ministers was constituted by the Government on 6th January, 2011 to consider measures that can be taken by the Government to tackle corruption. One of the terms of reference of the GoM was for 'relinquishing discretionary powers enjoyed by Ministers at the Centre'. In this context, DOP&T had written a

letter to all Ministries asking them to provide details of discretionary powers enjoyed by the Ministers.

(b) DOP&T had received information from 50 Ministries/Departments when the matter was placed before the GoM.

(c) The issue is under consideration of the GoM.

(d) Information is being collected and will be laid on the Table of the House.

Cases of public grievances received by Government

833. SHRI BALWINDER SINGH BHUNDER: Will the PRIME MINISTER be pleased to state:

(a) the number of cases of public grievance received by the Central Government during 2010 and forwarded to the concerned Ministries, Departments and Offices for redressal, authority-wise with relevant numbers;

(b) whether the Department of Public Grievances monitors the action taken by the concerned authorities for the redressal of public grievances;

(c) if so, the progress with regard to the redressal of grievances referred to the respective authorities with figures for those satisfactorily redressed still pending and those which no action has been taken to redress the grievances with the reasons therefor with the action taken by the Central Government against those who have been indifferent and did not take any action on the complaints, etc.; and

(d) if no monitoring is done, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) to (c) The number of cases of public grievance received and forwarded by the Central Government through the Centralized Public Grievance Redress And Monitoring System (CPGRAMS) during the year 2010 (01.01.2010 to 31.12.2010) to the Ministries/Departments/Offices concerned, and redressed by them is enclosed as Statement (See below).

The Department of Administrative Reforms and Public Grievances is the chief policy making, monitoring and coordinating Department for public grievances arising from the work of

Ministries/Departments/Organizations of the Government of India for formulation of policy, coordination and monitoring for redress of public grievances. Directions have been issued to all Ministries/Departments/Organizations to redress grievances of the citizens within a maximum period of two months from their receipt. The Department periodically reviews the redressal of public grievances under CPGRAMS of Ministries/Departments.

Redressal of Grievances is done by respective Ministries/Departments in a decentralized

manner. It is their responsibility to take action against concerned officials, where there is a failure to take proper action on a grievance. No such data is maintained, centrally.

(d) Does not arise.

Statement

The number of Grievances received and disposed of in CPGRAMS during the year 2010

Sl. No.	Organisation	Grievances Received	Grievances Disposed of
1	2	3	4
1.	BSES Rajdhani/Yamuna Power Ltd.	16	10
2.	C.B.I.	22	1
3.	Cabinet Secretariat	18	0
4.	Central Board of Direct Taxes (Income Tax) (D/o Revenue)	776	108
5.	Central Board of Excise and Customs	691	508
6.	Delhi Development Authority	154	24
7.	Delhi Police	167	35
8.	Delhi Transport Corporation	8	3
9.	Department of Agriculture and Cooperation	157	108
10.	Department of Agriculture Research and Education 8		39
11.	Department of Animal Husbandry and Dairying	54	2
12.	Department of Atomic Energy	82	52
13.	Department of Bio Technology	14	14
14.	Department of Chemicals and Petrochemicals	90	2
15.	Department of Commerce	128	36
16.	Department of Consumer Affairs	779	129
17.	Department of Disinvestment (M/o Finance)	61	0
18.	Department of Drinking Water and Sanitation	258	0

19. Department of Economic Affairs	228	104
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1	2	3	4
20.	Department of Expenditure	85	44
21.	Department of Fertilizers	22	9
22.	Department of Financial Services (Banking Division) 930		3069
23.	Department of Food and Public Distribution	204	62
24.	Department of Heavy Industry	415	344
25.	Department of Industrial Policy & Promotion	64	32
26.	Department of Information Technology	340	240
27.	Department of Justice	665	5
28.	Department of Land Resources	59	34
29.	Department of Legal Affairs	191	129
30.	Department of Pension and Pensioners Welfare	622	226
31.	Department of Personnel and Training	677	255
32.	Department of Pharmaceutical	35	24
33.	Department of Posts	1183	818
34.	Department of Public Enterprises	107	52
35.	Department of Revenue	199	101
36.	Department of Road Transport and Highways	930	125
37.	Department of Rural Development	174	78
38.	Department of Science and Technology	79	8
39.	Department of Scientific & Industrial Research	21	0
40.	Department of Shipping	115	9
41.	Department of Space	23	7
42.	Department of Telecommunications	69659	67072
43.	Department of Tourism	105	0
44.	Insurance Division (Ministry of Finance)	684	368
45.	Investment Grievance Redress Cell	3	0

(Ministry of Finance)

1	2	3	4
46.	Legislative Department	41	2
47.	Ministry of Coal	100	6
48.	Ministry of Agro and Rural Industries	7	0
49.	Ministry of Civil Aviation	345	58
50.	Ministry of Corporate Affairs	1493	0
51.	Ministry of Culture	79	31
52.	Ministry of Defence	1227	201
53.	Ministry of Development of North Eastern Region	9	9
54.	Ministry of Earth Sciences	33	11
55.	Ministry of Environment and Forests	309	65
56.	Ministry of External Affairs	2549	722
57.	Ministry of Food Processing Industries	21	12
58.	Ministry of Health & Family Welfare	897	233
59.	Ministry of Home Affairs	2970	541
60.	Ministry of Human Resource Development	1611	3
61.	Ministry of Information and Broadcasting	635	405
62.	Ministry of Labour	3042	1429
63.	Ministry of Micro Small and Medium Enterprises	44	13
64.	Ministry of Mines	233	41
65.	Ministry of Minority Affairs	15	0
66.	Ministry of New and Renewable Energy	22	20
67.	Ministry of Non-Conventional Energy Sources	12	0
68.	Ministry of Overseas Indian Affairs	148	61
69.	Ministry of Panchayati Raj	83	9
70.	Ministry of Parliamentary Affairs	163	0
71.	Ministry of Petroleum and Natural Gas	927	577

1	2	3	4
72.	Ministry of Planning	40	0
73.	Ministry of Power	912	817
74.	Ministry of Railways, (Railway Board)	4624	2516
75.	Ministry of Small Scale Industries	20	0
76.	Ministry of Social Justice and Empowerment	292	93
77.	Ministry of Statistics and Programme Implementation	23	1
78.	Ministry of Steel	74	40
79.	Ministry of Textiles	53	0
80.	Ministry of Tribal Affairs	29	1
81.	Ministry of Urban Development	538	246
82.	Ministry of Water Resources	129	72
83.	Ministry of Women and Child Development	118	30
84.	Ministry of Youth Affairs and Sports	173	15
85.	Municipal Corporation of Delhi	509	8
86.	New Delhi Municipal Council	19	11
87.	North Delhi Power Limited	5	2
88.	O/o the Comptroller & Auditor General of India	20	12
89.	Planning Commission	42	0
90.	Reserve Bank of India	362	59
91.	Securities and Exchange Board of India	36	0
92.	Staff Selection Commission	6	1
93.	Union Public Service Commission	17	0
94.	Government of Andaman & Nicobar	30	0
95.	Government of Andhra Pradesh	1274	1
96.	Government of Arunachal Pradesh	24	0
97.	Government of Assam	103	0

1	2	3	4
98.	Government of Bihar	296	0
99.	Government of Chhattisgarh	122	9
100.	Government of Goa	54	5
101.	Government of Gujarat	503	3
102.	Government of Haryana	704	0
103.	Government of Himachal Pradesh	86	0
104.	Government of Jammu & Kashmir	172	9
105.	Government of Jharkhand	187	0
106.	Government of Karnataka	774	0
107.	Government of Kerala	272	6
108.	Government of Madhya Pradesh	499	0
109.	Government of Maharashtra	1993	0
110.	Government of Manipur	22	0
111.	Government of Meghalaya	26	0
112.	Government of Mizoram	11	0
113.	Government of Nagaland	14	0
114.	Government of NCT of Delhi	1582	217
115.	Government of Orissa	220	0
116.	Government of Puducherry	88	4
117.	Government of Punjab	484	1
118.	Government of Rajasthan	569	10
119.	Government of Sikkim	14	0
120.	Government of Tamil Nadu	1642	6
121.	Government of Tripura	28	0
122.	Government of Union Territory of Chandigarh	71	0
123.	Government of Union Territory of Dadra and Nagar Haveli	10	0

1	2	3	4
124.	Government of Union Territory of Daman and Diu	18	0
125.	Government of Union Territory of Lakshadweep	14	0
126.	Government of Uttar Pradesh	1568	5
127.	Government of Uttarakhand	203	0
128.	Government of West Bengal	711	1
TOTAL		122916	80766

Backlog vacancies in visually handicapped category

834. SHRI RAJKUMAR DHOOT: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that there is backlog of reserved vacancies for disabled persons particularly for visually handicapped category in almost all the Ministries/Departments organizations and PSUs and Trusts of Government;

(b) if so, the present status of backlog of vacancies of visually handicapped in Government, PSUs and Trusts as on date; and

(c) the efforts being made by Government to clear the backlog?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) Many Ministries/Departments of Government of India and organizations thereunder have backlog of reserved vacancies of persons with disabilities.

(b) and (c) As per information received from 69 Ministries/Departments of Government of India, there were 8,335 backlog reserved vacancies for persons with disabilities, including visually handicapped, as on 15.11.2009. A Special Recruitment Drive has been launched to fill up-these backlog reserved vacancies, through which 1235 vacancies have been filled up. Disability-wise information

of the backlog vacancies is not centrally maintained.

Striking off section 6A of Delhi Special Police Establishment Act

835. SHRI SABIR ALI: Will the PRIME MINISTER be pleased to state:

(a) whether there is any proposal under Government's consideration to strike off

Section, 6A of Delhi Special Police Establishment Act mandating Centres' nod before initiating preliminary enquiry against the officers of the rank of Joint Secretary and above;

(b) whether it is a fact that the absence of timely Centre's nod to institute inquiry against such officers has resulted in increase of corruption amongst the bureaucrats; and

(c) if so, the corrective steps Government proposes to take to contain the wide spread malady in the bureaucracy?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) The matter is *sub-judice* before the Constitutional Bench of the Hon'ble Supreme Court of India.

(b) No, Sir.

(c) Does not arise.

**Complaints received by CVC and CBI on
Commonwealth Games**

836. SHRI RAMDAS AGARWAL: Will the PRIME MINISTER be pleased to state:

(a) whether allegations of corruption in several Commonwealth Games projects have been received by Central Vigilance Commission (CVC) and Central Bureau of Investigation (CBI) from diverse sources, including concerned groups and "wronged" parties;

(b) whether CBI and CVC are probing complaints for the alleged awarding of more than fourteen games projects full of corruption in CWG "bypassing bidding norms on the ground that there was no time"; and

(c) if so, the findings of Government till-date, project-wise and action taken so far in each case?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) Yes, Sir.

(b) Yes, Sir.

(c) As per information provided by the CBI, 5 Regular Cases have been registered by CBI relating to CWG projects/works. These cases are under investigation. The details of the cases are given in the Statement (See below). Further, the CVC has also called for factual report from the concerned organizations.

Statement

Details of the Cases registered by CBI regarding to CWG projects/works

Sl. No.	Case No. and Date of regn.	Section of Law	Allegation in brief
1	2	3	4
1	RC-26/2010 16.06.2010	120-B r/w 420, 468, 471 IPC & Sec. 13(2) r/w 13(1)(d) of PC Act, 1988	The accused persons of MCD entered into conspiracy with the firm manipulated the tender documents of L-1 and thereby caused undue pecuniary loss of Rs. 3.62 crores to the Govt., in the contract regarding upgradation of street lighting on roads in Delhi under MCD jurisdiction and corresponding undue pecuniary advantage to the accused firm.
2	RC-41/2010 14.11.2010	120-B r/w 420, 468, 471 IPC & Sec. 13(2) r/w 13(1)(d) of PC Act, 1988	It is alleged that the work of hiring of transport reg. Queens Baton Relay (QBR), which was organized by the organizing Committee (OC) of Delhi Commonwealth Games 2010 at London on 29.10.2009, was awarded to M/s AM Car and Van Hire Ltd. Without ascertaining the credentials/work experience of the said

			company.
3	RC-42/2010	120-B r/w 420 IPC &	It is alleged that the
			work for
	14.11.2010	Sec. 13(2) r/w 13(1)(d)	providing video screens
			reg.
		of PC Act, 1988	Queens Baton Relay (QBR),
			(organized by the
			Organizing Committee (OC)
			of Delhi Commonwealth
			Games 2010 at London on
			29.10.2009), was awarded
			to M/s AM Films UK Ltd.
			London UK at highly
			exorbitant rates without
			following the stipulated
			tendering procedure.

1	2	3	4
4	RC-44/2010 29.11.2010	120-B r/w 420 IPC & Sec. 13(2) r/w 13(1)(d) of PC Act, 1988	It is alleged that Shri V.K. Verma and Shri Lalit Kumar Bhanot, while functioning in the capacity of Director General and Secretary General respectively of the Organizing Committee, Commonwealth Games abused their official position and entered into criminal conspiracy with M/s Swiss Timing Ltd. Switzerland and other known persons to cheat the Government of India in the matter of awarding contract for timing, scoring and result system to be acquired for the CWG Delhi-2010.
5	RC-1/2011 05.01.2011	U/s 120-B r/w 420 IPC & Sec. 13(2) r/w 13(1)(d) of PC Act, 1988	It is alleged that Shri V.K. Verma and other officials of OC entered into a criminal conspiracy with Sh. Binu Naun in award of contracts for overlays for different venue's of Commonwealth Games 2010, Delhi at exorbitant

rates. The accused public servants by abusing their official position, cheated and caused undue loss to the Govt. of India and corresponding gain to the four companies and themselves.

Time-limit for disciplinary actions

837. SHRI RAJEEV CHANDRASEKHAR: Will the PRIME MINISTER be pleased to state:

(a) whether Government proposes to prescribe time-limit for disciplinary actions and prosecution of Government servants in the country;

(b) if so, the details thereof and reasons for such a move;

(c) whether it is a fact that Government has decided to amend the Article 311 of the constitution to remove the protection shield of Government servants; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) The Government had appointed a three member Committee of Experts to examine and suggest measures to expedite the process involved in Disciplinary/Vigilance Proceedings. In its Report, the Committee has recommended that a time limit of two months may be prescribed for completion of minor penalty disciplinary inquiries and 12 months for major penalty disciplinary inquiries. The report of the Committee is under examination. As part of preventive measures for checking corruption, it is imperative that Disciplinary Proceedings are completed in time, and delinquent officers are punished.

(c) No, Sir. The matter is being examined by a Group of Ministers.

(d) Does not arise.

Facilities to SICs

†838. SHRI NARESH CHANDRA AGARWAL: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that despite making clear provisions regarding putting the service conditions of State Chief Information Commissioners and State Information Commissioners equivalent to Election Commissioner and Chief Secretary to State Government under section 16(5) of Right to Information Act, 2005, Commissioners in various States' Information Commissions (SIC) are not being given facilities accordingly;

(b) whether it is also a fact that Information Commissioners are not being given facilities as per law in the absence of issuance of clear-cut guidelines by Union Government to various States even after five years of enactment of this Act; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) Information is not centrally maintained. However, implementation of various provisions of the Right to Information Act, 2005 in a State, including those relating to facilities to the State Information Commissioners, is the responsibility of the State/UT Government concerned.

†Original notice of the question was received in Hindi.

(b) and (c) The Act itself contains provision about facilities to be made available to the State Information Commissioners. There is not need for the Central Government to issue any guidelines in the matter.

CAT's order for inducting visually challenged person into IAS

839. SHRI M.P. ACHUTHAN:

SHRI D. RAJA:

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Central Administrative Tribunal (CAT) had ordered the Government in October, 2010 to induct two visually challenged persons, who were denied IAS Cadre after they had cleared UPSC Exam with good ranks in 2009, within 8 weeks into service; and

(b) if so, the details thereof and the reason for not responding to the CAT order so far?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) Central Administrative Tribunal, Principal Bench, New Delhi vide its Order dated 08.10.20 ID in O.A. No. 2369 and O.A. No. 2717 of 2009 filed by Sh. Ajit Kumar and Sh. Ashish Singh Thakur, ordered consideration of allocation to IAS to these two candidates within eight weeks from the date of the receipt of the Order. These two candidates had been declared successful on the basis of Civil Services Examination, 2008. The matter is under consideration in consultation with the Ministry of Law and Justice.

Ballooned estimate 1st of BoT roads

840. SHRI K.N. BALAGOPAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has noticed about any information regarding the ballooned estimate cost of BoT road projects;

(b) whether it is a fact that NHAI BoT roads cost per kilometer is much higher than other road projects;

(c) if so, the details thereof; and

(d) if not, whether Government would take some steps to investigate into the exorbitant rates and project estimate of BoT roads under NHAI?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) Cost of road construction has increased over a period of time due

to increase in cost of basic raw material, labour and requirement of higher specifications/facilities necessitated due to increase in traffic volume.

(b) to (d) Cost of projects vary from project to project and depends on various factors like the length of the project, cost of materials, availability of labour, the number and type of structures proposed, the technology used etc. The cost of projects is derived from technical standards prescribed in the manual and prevailing schedule of rates for the respective areas of construction. The overall increase in prices in general also affects the cost of projects. Accordingly it is not possible to make comparison of BOT roads with other road projects in respect of cost per kilometer.

PMO's advice to CVC

†841. SHRI SHREEGOPAL VYAS: Will the PRIME MINISTER be pleased to state:

(a) whether Prime Minister's office had advised Central Vigilance Commissioner to resign from his post;

(b) if so, whether it was turned down;

(c) whether Government finds itself helpless in taking any decision on this matter; and

(d) the details thereof?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) No, Sir.

(b) to (d) Do not arise.

Allocation for SC Sub Plan

842. DR. BHALCHANDRA MUNGEKAR: Will the PRIME MINISTER be pleased to state:

(a) whether according to the census 2001, SCs constitute about 16.2 per cent of the total population in India;

(b) whether it is a fact that as per the guidelines of Scheduled Caste Sub Plan (SCSP), at least 16.2 per cent of the total plan outlay should be earmarked for it at the Central

level;

(c) the percentage of plan allocation earmarked for SCSP of the
total plan outlay;
and

(d) the reasons Government is unable to allocate resources under
the
SCSP?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) and (b) Yes, Sir.

(c) and (d) The allocation for SCSP in percentage terms has not always been possible in the past for various reasons, viz. (i) the schemes being of non-divisible in nature; and (ii) Ministries/Departments not earmarking funds under SCSP as per the SC population percentage. However, in order to ensure proactive compliance towards allocation of funds under SCSP as per the percentage of SC population, the Planning Commission has set up a Task Force under the Chairmanship of Dr. Narendra Jadhav, Member, Planning Commission to review the operational difficulties in implementing SCSP and TSP and suggesting necessary remedial measures through re-examining the existing guidelines and revising the same appropriately for their effective and meaningful implementation in the future. The Planning Commission is in the process of implementing the recommendations of the Task Force. The Government remains committed for the effective implementation of the SCSP guidelines.

Special package for infrastructure in Uttar Pradesh

843. SHRI MOHAMMED ADEEB: Will the PRIME MINISTER be pleased to state:

(a) whether there is a proposal for providing special package for development of infrastructure in the State of Uttar Pradesh;

(b) if so, the details thereof and if not, the reasons therefor;

(c) whether Government has received any request from the Government of Uttar Pradesh in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) and (b) State-specific need based special dispensation is made as and when warranted through existing programmes/schemes under Annual/Five Year Plans. The projected outlay for the Eleventh Plan of the State is Rs. 181094 crore as against the approved outlay of Rs. 59708 crore of Tenth Plan, which is 203.30% higher than the approved outlay of 10th Plan. This shows State Government would have sufficient resources for the development of infrastructure in the State.

(c) No request has been received from the State Government for special package for infrastructure in the State. However, the State Government in 2007 had requested for a package of about Rs. 80,000.00 crore for development of Eastern and Bundelkhand regions of the State.

(d) The Government during 2009 has approved a Special Bundelkhand Drought

Mitigation Package of Rs. 7266 crore comprising Rs. 3506 crore for Uttar Pradesh and Rs. 3760 crore for Madhya Pradesh to be implemented over a period of three years commencing from 2009-10.

Opening of new ITIs in Punjab

844. SARDAR SUKHDEV SINGH DHINDSA: Will the PRIME MINISTER be pleased to state:

(a) whether the State Government of Punjab has submitted a project for approval for opening of new ITIs under the Kandi Area Development Programme;

(b) if so, the details of the proposed project;

(c) the present status in this regard; and

(d) the time by which the proposal is likely to be accorded sanction and funds released for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) No Sir. The Planning Commission has not received any project for approval for opening of new ITI s under Kandi Area Development Programme. However, if such a proposal is sponsored with the requisite particulars, Planning Commission would consider the scheme on its merits under the guidelines laid down by the Planning Commission.

(b) to (d) The question does not arise.

Upgradation of vocational training facilities in Punjab

845. SARDAR SUKHDEV SINGH DHINDSA: Will the PRIME MINISTER be pleased to state:

(a) whether a project involving a cost of Rs. 45.71 crore for upgradation of vocational training facilities in Punjab under Special Central Assistance Scheme has been submitted by the State Government of Punjab;

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

(c) the present status in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) No Sir. The planning commission has not

received any project involving a cost of Rs. 45.71 crore for Upgradation of vocational training facilities in Punjab under Special Central Assistance Scheme for approval. However, if such a proposal is sponsored with the requisite particulars, Planning Commission would consider the scheme on its merits under the guidelines laid down by the Planning Commission.

(b) and (c) The question does not arise.

Unique Identification Authority

846. SHRI N. BALAGANGA: Will the PRIME MINISTER be pleased to state:

(a) whether Government has constituted a Unique Identification Authority to issue Unique ID number to each citizen of the country;

(b) if so, the details thereof;

(c) the amount allocated, spent so far on this project;

(d) whether there is any reduction in the amount allocated for this project;

(e) if so, the details thereof; and

(of) the time by which Unique ID number will be given to all the citizens?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) The Unique Identification Authority of India (UIDAI) was set up through Notification No. A-43011/02/2009-Admn.I dated 28th January, 2009 as an attached office of the Planning Commission with a mandate to issue Unique Identification (UID) numbers (Aadhaar) to all the residents of the country. The number will prove identity and not citizenship.

(b) 'Aadhaar' is a 12 digit random number. It does not contain any intelligence. A set of mandatory, conditional and optional demographic data such as name, date of birth, gender, name of parents, residential address and biometric features such as photograph, all ten finger prints and iris images will together establish and verify the identity of a resident.

(c) The total approved estimated cost of Phase-I and II of the project spread over five years from Financial Year 2009-10 to 2013-14 is Rs. 3,170.32 crore. The annual budget allocation and actual expenditure for the Scheme are given below:

Year	Total Budget Estimates	Total Revised Estimates	Total Final Estimates	Total Expenditure
2009-10	120.00	30.92	26.38	26.21
2010-11	1900.00	-	-	67.02 (Till January, 2011)

(d) There has not been any reduction in the amount allocated for this project,

(e) Does not arise.

(f) Enrolments have been initiated in Andhra Pradesh, Chhattisgarh, Delhi, Himachal Pradesh, Jharkhand, Karnataka, Madhya Pradesh, Maharashtra, Tripura and West Bengal. 22,62,543 Aadhaar numbers have been generated as on date. The UIDAI has a target to enroll 600 million residents by March, 2014.

Plan outlay for Rajasthan

847. DR. GYAN PRAKASH PILANIA : Will the PRIME MINISTER be pleased to state:

(a) the total approved plan outlay for Rajasthan for the last five years, area-wise/scheme-wise;

(b) the actual allocation and actual disbursal to the State, scheme-wise;

(c) whether substantial funds under Centrally sponsored schemes have lapsed during the last three years; and

(d) if so, the steps Government proposes to take to ensure that Centrally Sponsored Schemes are fully utilized by the State and funds do not get lapsed?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) and (b) The information is given in the Statement-I, II and III (See below).

(c) and (d) No. Under Centrally Sponsored Schemes, Government of India releases funds which are credited either to the Consolidated Account or to bank accounts of implementing agencies. Therefore, funds under Centrally Sponsored Schemes do not lapse at the level of State Government. However, the administrative Ministries concerned monitor their respective schemes to ensure timely utilisation of funds released to the States or their Implementing agencies.

Statement-I

Approved Outlay for Last Five Years

Head of Development/ Sector	Approved Outlay (Rs. in crores)				
	2006-07	2007-08	2008-09	2009-10	2010-11
1	2	3	4	5	6
I. Agriculture and Allied Services	249.22	202.37	361.65	685.07	1392.91
II. Rural Development	649.45	823.03	1278.93	1217.48	1305.92
III. Special Area Programme	61.57	61.25	89.24	92.25	96.19

IV. Irrigation and Flood Control	1065.76	1219.92	1082.94	949.17	853.07
V. Power	1999.65	5109.80	6199.49	7483.97	12434.00

1	2	3	4	5	6
VI. Industry and Minerals	199.69	163.93	157.78	140.10	149.43
VII. Transport	855.94	817.77	678.27	709.60	896.76
VIII. Scientific 8.42	2.52	1.99	3.48	2.20	
IX. Social and Community Services	3143.91	2985.21	3888.37	5872.65	6655.73
X. Economic Services	219.49	202.28	242.64	100.25	151.69
XI. General Services	54.22	51.31	37.21	69.26	100.64
GRAND TOTAL	8501.42	11638.86	14020.00	17322.00	24044.76

Statement-II

Central Releases under Plan Outlay for Rajasthan

Sl. No.	Name of Schemes	Central Releases under Plan Outlay for Rajasthan (Rs. in crore)				
		2005-06	2006-07	2007-08	2008-09	2009-10
1	2	3	4	5	6	7
A Twelfth Finance Commission Schemes:-						
1.	Specific needs (Indira Gandhi Nahar Project)	-	88.50	113.00	68.50	34.95
2.	Specific needs (Fluoride and Salt Control)	-	17.50	99.38	-	18.12
3.	Forest	-	5.00	5.00	5.00	5.00
4.	Heritage Conservation	-	12.50	12.50	12.50	12.50
	TOTAL A (12th Finance Commission)	0.00	123.50	229.88	86.00	70.57
B. Plan Schemes:-						
1.	Formula based Central Plan Assistance	289.01	348.49	356.44	392.86	462.74
2.	Border Area Development	38.35	57.31	76.59	89.16	92.96

1	2	3	4	5	6	7
3.	Externally Aided Projects Normal (Loan+Grant)	524.78	470.77	592.24	450.59	261.34
4.	Externally Aided Projects (Back to Back) (Loan+Grant)	-	29.29	34.67	14.50	87.34
5.	Accelerated Irrigation Benefit Programme	94.05	13.06	156.53	224.92	187.39
6.	National Social Assistance Programme	37.54	85.33	159.59	143.16	152.59
7.	One time Additional Central Assistance (ACA)	18.00	-	-	-	-
8.	National Sam Development Programme	37.57	-	-	-	-
9.	Jawahar Lal Nehru National Urban Renewal Mission (JNNURM)	13.83	148.58	226.80	474.67	76.36
10.	ACA for pregnant and	2.36	2.42	2.42	-	-
11.	National E-Governance Action Plan	8.88	10.95	6.52	13.26	3.70
12.	Construction of Goverdhan Drain to KNP	-	-	-	6.00	-
13.	Restoration & Regeneration of Forest Cover	-	-	-	-	3.91
14.	Accelerated Power Development Reforms Prog.	-	48.45	-	-	-
15.	ACA for Chhabara Thermal Power Project	-	-	-	30.00	-
16.	Rashtriya Gram Sewa Yojna	-	3.00	-	-	-
17.	ACA for Tourism Development in Neemrana	-	0.41	-	-	-

1	2	3	4	5	6	7
18. Central Road Fund		121.16	138.26	132.57	180.60	158.91
19. Tribal Area Sub Plan		34.91	42.14	46.54	52.36	34.00
20. Grants under Provision Article 275(1)		22.41	31.60	31.69	31.07	15.00
21. Backward region grant fund (BRGF)		-	22.87	302.10	183.50	141.42
22. Consumer Welfare Fund		-	0.30	0.03	-	-
23. Rashtriya Krishi Vikas Yojana		-	-	55.76	116.88	186.12
24. Mps Local Area Development Scheme (MPLADs)						55.00*
TOTAL B (ANNUAL PLAN)		1242.85	1453.23	2180.49	2403.53	1918.78
GRAND TOTAL (A+B)		1242.85	1576.73	2410.37	2489.53	1989.35

*Central Plan Schemes Monitoring System data is available for 2009-10 only.

Statement-III

Releases made to Rajasthan under Centrally Sponsored Schemes

Scheme	2009-10 (Rs. in crore)	2010-11* (Rs. in crore)
1	2	3
[001] Department of Agriculture and Cooperation		
Integrated Oil Seeds, Oil Palm, Pluses And Maize Development (ISOPOM)	30.02	50.71
Macro Management Of Agriculture (MMA) Scheme	47.91	55.99
Micro Irrigation	57.03	103.50
National Bamboo Mission	2.00	1.13
National Food Security Mission	39.16	62.38
National Horticulture Mission	25.00	30.00

1	2	3
National Project On Management Of Soil and Health	2.68	0.00
Support To State Extension Programme For Extension Reforms	11.87	5.18
Technology Mission On Cotton (TMC)	1.32	0.24
Department of Agriculture and Cooperation TOTAL	216.99	309.13
[003] Deptt. of Animal Husbandry, Dairying and Fisheries		
Assistance To States For Control Of Animal Diseases	2.50	1.50
Centrally Sponsored Fodder Development Scheme	1.29	1.45
Intensive Diary Development Programme	7.62	2.00
National Project For Cattle And Buffalo Breeding	7.00	0.00
National Project On Rinderpest Eradication	0.20	0.00
National Scheme Of Welfare Of Fishermen	0.27	0.00
Professional Efficiency Development	0.24	0.11
Development Of Inland Fisheries	0.00	0.04
Strengthening Infrastructure For Quality And Clean Milk Production	0.38	0.00
Deptt. of Animal Husbandry, Dairying and Fisheries TOTAL		19.51
	5.10	
[011] Department of Commerce		
Aside (Assistance To States For Developing Export Infrastructure And Allied Activities)	6.42	0.00
Department of Commerce TOTAL	6.42	0.00
[030] Ministry of Environment and Forests		
Conservation Of Natural Resources And Ecosystems	5.57	7.52
Integrated Development Of Wild Life Habitats	4.97	2.92
Intensification Of Forest Management (Former Integrated Forest Protection Scheme)	1.50	1.04

National Afforestation Programme	10.66	2.47
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1	2	3
National River Conservation Plan (NRCP)	20.00	0.00
Project Tiger	106.92	22.76
Ministry of Environment and Forests TOTAL	149.62	36.71
[046] Department of Health and Family Welfare		
Human Resources For Health	1.00	3.50
National Aids Control Programme Including STD Control	16.68	30.77
National Mental Health Programme	1.17	0.00
Assistance To State For Capacity Building In Trauma Care [0409]	0.00	17.37
National Rural Health Mission (NRHM) Centrally Sponsored	733.40	783.65
District Hospitals	0.00	51.91
Healthcare For Elderly	0.00	2.14
Medical Rehabilitation	0.00	0.33
National Programme For Prevention And Control Of Diabetes, Cardiovascular Disease And Stroke [0412]	0.00	2.59
Department of Health and Family Welfare TOTAL	752.25	892.26
[047] D/o of Ayurveda, Yoga and Naturo, Unani, Siddha & Homeo		
Drugs Quality Control	0.03	1.05
Hospitals And Dispensaries (Under Nrhm)	21.71	57.16
National Mission On Medicinal Plants	1.70	1.00
D/o of Ayurveda, Yoga and Naturo, Unani, Siddha and Homeo TOTAL	23.43	59.21
[053] Police		
Crime And Criminal Tracking Network And System	4.62	0.91
Police TOTAL	4.62	0.91

1	2	3
[056] Ministry of Housing and Urban Poverty Alleviation		
Integrated Low Cost Sanitation	0.00	0.20
Sjsry (Swarna Jayanti Shahari Rojgar Yojana)	13.18	14.66
Ministry of Housing and Urban Poverty Alleviation TOTAL	13.18	14.86
[057] Department of School Education and Literacy		
Adult Education and Skill Development Scheme	45.94	0.50
Inclusive Education for the Disabled at Secondary School (IEDSS)	0.00	1.14
Information And Communication Technology in Schools	23.00	45.00
National Programme Nutritional Support To Primary Education (MDM)	332.27	461.09
National Scheme For Incentive To The Girl Child For Secondary Education [0293]	0.00	4.55
Rashtriya Madhyamik Shiksha Abhiyan (RMSA)	19.38	52.96
Sarva Shiksha Abhiyan (SSA)	1,271.24	1461.82
Scheme For Construction And Running Of Girls Hostel's for Students of Secondary and Higher Secondary Schools	5.16	45.81
Scheme For Setting Up Of 6000 Model Schools At Block Level As Benchmark Of Excellence [1324]	0.00	32.65
Strengthening Of Teachers Training Institutions	20.28	21.55
Department of School Education and Literacy TOTAL	1,717.27	2127.07
[058] Department of Higher Education		
580 New Community Polytechnics	1.44	0.70
Strengthening Of Existing Polytechnics	33.40	72.00
Women's Hostel In Polytechnics	2.60	3.90
Department of Higher Education TOTAL	37.44	76.60
[060] Ministry of Labour and Employment		
Skill Development Initiative	0.12	0.39

1	2	3
Upgradation of 100 itis into centres of excellence	1.00	0.00
Upgradation of 1396 govt itis through ppp	55.17	55.00
Ministry of Labour and Employment TOTAL	56.28	55.39
[066] Ministry of Minority Affairs		
Merit-Cum-Means Scholarship For Professional And Technical Courses	2.40	2.20
Post-Matric Scholarships For Minorities	0.32	4.62
Pre-Matric Scholarships For Minorities	4.72	10.85
Ministry of Minority Affairs TOTAL	7.43	17.67
[069] Ministry of Panchayati Raj		
Rashtriya Gram Swaraj Yojana	3.00	0.00
Ministry of Panchayati Raj TOTAL	3.00	0.00
Ministry of Road Transport and Highways		
E & I For States From CRF [0851]	0.00	3.67
Ministry of Road Transport and Highways TOTAL	0.00	3.67
[080] Department of Rural Development		
DRDA Administration	30.88	15.47
National Rural Employment Guarantee Scheme	5,942.64	2788.82
Pradhan Mantri Gram Sadak Yojana (PMGSY)	489.41	599.00
Rural Housing- lay	218.01	204.03
Swaranjayanti Gram Swarozgar Yojana (SGSY)	71.29	59.07
Department of Rural Development TOTAL	6,752.23	3666.39
[081] Department of Land Resources		
Integrated Watershed Management Programme (IWMP)	219.80	381.29
National Land Records Modernisation Programme (NLRMP)	39.02	0.00
Department of Land Resources TOTAL	258.82	381.29

1	2	3
[082] Department of Drinking Water Supply		
Accelerated Rural Water Supply Scheme	1,012.16	1070.35
Central Rural Sanitation Scheme/Total Sanitation Campaign	43.53	27.90
Department of Drinking Water Supply TOTAL	1,055.69	1098.25
[088] Ministry of Social Justice and Empowerment		
Free coaching for SCs AND OBCs	0.12	0.16
Hostels For SC And OBC Boys	16.49	0.35
Implementation Of Protection Of Civil Rights Act, 1955 and Scheduled Castes And Scheduled Tribes (Prevention of Atrocities) Act, 1989	1.76	1.75
Post-Matric Scholarship And Book Banks For SCs Students	53.98	39.00
Post-Matric Scholarship for OBCs	8.33	19.82
Pradhan Mantri Adras Gram Yojana	1.40	21.32
Pre-Matric Scholarship For Children Of Those Engaged In Unclean Occupations	5.99	2.45
Upgradation of Merit of SC/ST Students	0.08	0.00
Pre-Matric Scholarship For Children of Those Engaged in Unclean Occupations [0980]	0.00	5.69
Ministry of Social Justice and Empowerment TOTAL	88.15	90.54
M/o Statistics and Programme Implementation		
India Statistical Strengthening Project (Issp) [0994]	0.00	0.10
M/o Statistics and Programme Implementation TOTAL	0.00	0.10
[094] Ministry of Tribal Affairs		
Research Information And Mass Education, Tribal Festivals And Others	0.24	0.16

1	2	3
Scheme of PMS, Book Banks And Upgradation of Merit of St Students	16.68	8.00
Schemes Of Hostels For St Girls And Boys	15.04	31.24
Ministry of Tribal Affairs TOTAL	31.96	39.40
[104] Ministry of Women and Child Development		
Icds (Integrated Child Development Services)	335.64	267.66
Icps (Integrated Child Protection Scheme)	2.25	3.32
Indira Gandhi Matritva Sahyog Yojana (IGMSY)- CMB Scheme [1380]	0.00	8.85
Rajiv Gandhi Scheme For Empowerment Of Adoloscent Girls [1379]	0.00	14.07
Ministry of Women and Child Development TOTAL	337.89	293.90
[105] Ministry of Youth Affairs and Sports		
National Service Scheme (NSS)	3.18	0.38
Panchayat Yuva Krida And Khel Abhiyan (PYKKA)	3.71	0.00
Ministry of Youth Affairs and Sports TOTAL	6.89	0.38
GRAND TOTAL	11,539.08	9168.84

*Information is Upto 28.02.2011

Projects for naxal affected districts

848. SHRI RAM KRIPAL YADAV: Will the PRIME MINISTER be pleased to state:

(a) the projects that have already been approved for naxal affected districts in Bihar State in current financial year; and

(b) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) and (b) The Integrated Action Plan (IAP) for 60 Selected Tribal and Backward Districts has been approved by the Government in November, 2010 as an ACA Scheme on 100% grant basis with

a block grant of Rs. 25 crore and Rs. 30 crore per district during 2010-11 and 2011-12 respectively. Seven districts of Bihar are covered under the IAP,

namely, Arwal, Aurangabad, Gaya, Jamui, Jehanabad, Nawada and Rohtas. Under the IAP, funds are to be placed at the disposal of the Committee headed by the District Collector and consisting of the Superintendent of Police of the District and the District Forest Officer. The District-level Committee has the flexibility to spend the amount for development schemes according to need, as assessed by it. The schemes so selected would show results in the short term. An amount of Rs. 25 crore for 2010-11 has already been released for each of the seven districts in Bihar. As per the information uploaded on the MIS of Planning Commission by the districts, the schemes selected include Anganwadi centres, cycle sheds in high schools, waiting sheds in Primary Health Centres, roads and bridges, multi utility centres-cum-community halls-cum-worksheds, school buildings, drinking water schemes and community halls . In addition, during the year 2010-11 an amount of Rs. 346.77 crore has been sanctioned for roads with a length of 339 kms under the Special Programme for Development of Road Connectivity (National Highways and State Roads) in Naxalite affected districts of Bihar. Further, out of the total allocation of Rs. 2,000 crore exclusively earmarked for LWE affected districts during 2010-11 under the Pradhan Mantri Gram Sadak Yojana, Rs. 229 crore has been released to the Government of Bihar and Nominated Executing Agencies (NEAs) during the current year for construction of rural roads in these areas.

Children homes in Bihar

849. SHRI RAM KRIPAL YADAV: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) number of children homes set up in Bihar for development and care of mentally retarded children in Bihar; and

(b) if so, the details of homes set up by Central Government in Bihar during each of the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) The Central Government does not set up homes for mentally retarded children. However, under the Central Sector "Deendayal Disabled Rehabilitation Scheme (DDRS)", financial assistance is provided to the Non-Governmental Organisations for providing various services to mentally retarded persons.

(b) Does not arise.

Broadening of Indian skills

850. SHRIMATI T. RATNA BAI: Will the PRIME MINISTER be pleased to state:

(a) whether India is broadening its skills base beyond a few centres of excellence and foster innovation on a national scale to continue its climb on the global technology ladder;

(b) if so, the steps taken in this direction during the last five years; and

(c) the funds spent so far for the period?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) to (c) Yes, Sir. The Government has initiated a Coordinated Action for Skill Development with a view to create a pool of skilled personnel in line with the employment requirements across the sectors in the economy and to empower the human resources with improved, employable and national/internationally recognized skills. Accordingly, the National Skill Development Policy has laid focus on improvement of skill training institutions viz. Industrial Training Institutes (ITIs), Vocational Training Centres, Polytechnics.

Ministry of Labour and Employment (MoLE) has initiated a process of upgradation of all 1,896 ITIs. While 500 ITIs are upgraded to the level of Centre of Excellence, quality of vocational training are being improved in the remaining 1,396 ITIs to make these organizations demand driven. Similarly, Skill Development Initiative, a Centrally Sponsored Scheme on Skill Development is implemented for providing modular employable skills to school dropouts, existing workers and ITI graduates.

The cumulative release of funds on the key initiatives/schemes implemented by Ministry of Labour and Employment is as under:

**Release of funds on key initiatives/schemes of skill development
(2007-08 to 2010-11)**

(in Rs. Crore)

Sl.No.	Name of the Scheme	Amount Released
1.	Skill Development Initiatives	220.41
2.	Upgradation of ITIs with Domestic Funding	114.65
3.	Vocational Training Improvement Project under World Bank Assistance	773.50
4	Upgradation of 1,396 Government ITIs through Public Private Partnerships	2479.07

Special status for Sabarkantha and Amreli districts

851. SHRI NATUJI HALAJI THAKOR: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Government has considered special status for such districts those have been declared as non-source and non-industrial within the para-meter of the norms of the Union Government;

(b) if so, the broad details thereof;

(c) whether any proposal is under consideration with the Ministry in regard to special status to be considered for Sabarkantha and Amreli districts of the Gujarat State which are found as nonindustrial and non-sources within the Parameter of the Government; and

(d) if so, the reaction and the rule of the concerned State Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) to (d) There is no such accepted definition of "non-source and non-industrial" districts within the para-meter of the norms of the Union Government. Therefore considering special status for such districts does not arise. Sabarkantha district is, however, covered under the district component of the Backward Regions Grant Fund.

Number of people living below poverty line in Bengaluru

852. SHRI RAJEEV CHANDRASEKHAR: Will the PRIME MINISTER be pleased to state:

(a) whether the Planning Commission has conducted any survey about the number of people living below poverty line in Karnataka and in particular in its capital city Bengaluru;

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

(c) whether it is a fact that the estimates of Planning Commission do not match with the estimates of the Karnataka Government;

(d) if so, the details thereof; and

(e) the poverty alleviation and sectoral programmes being implemented by the Central and State Government to improve the quality of life of the people living below poverty line in Karnataka?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) and (b) The Planning Commission estimates the number and proportion of people living below the poverty line for

rural and urban areas separately for all India and for each State including Karnataka on the basis of Monthly Per capita Consumption Expenditure (MPCE) data obtained from the large sample survey on household consumption expenditure carried out by the National Sample Survey Office (NSSO) of Ministry of Statistics & Programme Implementation with an interval of five years approximately. As per the latest estimates of poverty available for the year 2004-05 the number of people living Below Poverty Line (BPL) in rural and urban areas of Karnataka is 75.05 lakhs and 63.83 lakhs respectively.

The Planning Commission estimates poverty at the State level only. City wise data is not maintained.

(c) and (d) Planning Commission is the only agency responsible for making official estimates of poverty. The State governments are responsible for identifying the poor households in accordance with the guidelines issued by Ministry of Rural Development (MORD) and Ministry of Housing and Urban Poverty Alleviation (HUPA) in the rural and urban areas respectively. The Planning commission is not aware about any poverty estimates made by the Government of Karnataka.

(e) The Central Government is implementing a number of poverty alleviation programmes such as: Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Swarnajayanti Gram Swarozgar Yojana (SGSY), Swarna Jayanti Shahri Rozgar Yojana (SJSRY), Indira Awaas Yojana (IAY), Targeted Public Distribution System (TPDS) etc., in all the States including Karnataka. These programmes are implemented through the State Government and State level implementing agencies. In addition, Government of Karnataka is also implementing certain programmes like Distribution of Waste land to the Landless, Urban Poor families assisted under Seven Point Charter- IHSDP, and Ganga Kalyana- Individual and Community Irrigation etc.

Growth in per capita income

853. SHRIMATI KANIMOZHI: Will the PRIME MINISTER be pleased to state:

(a) the recorded growth in per capita income in the last three years, nationally and State-wise;

(b) whether the rise in incomes, if any, has resulted in changing consumption patterns and details thereof; and

(c) the number of people, according to the latest estimates that have been pulled over the poverty line in the last three years and details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) The rate of growth in the per capita income at constant (2004-05) prices for all India and , State-wise recorded during the last three years is given in the Statement (See below).

(b) Change in consumption pattern of the people is affected by many factors other than income. These factors are prices of commodity consumed, prices of substitutes, change in technology, availability of

product, infrastructure development, and general awareness etc. It would not be possible to isolate the impact of increase in income on changing consumption pattern of the people.

(c) The Planning Commission estimates the number and proportion of people living below the poverty line for all India and for each State for rural and urban areas separately on the

basis of Monthly Per capita Consumption Expenditure (MPCE) data obtained from the large sample survey on household consumption expenditure carried out by the National Sample Survey Office (NSSO) of Ministry of Statistics & Programme Implementation. These surveys are conducted with an interval of five years approximately and therefore the poverty estimates are made once in five years. The latest poverty estimates are available for 2004-05. The number of people living below poverty line, as per 2004-05 estimates, is 301.7 million as compared to 320.3 million in 1993-94. The poverty ratio during this period came down from about 36% to 27.5%. The poverty estimates for 1999-00 were also computed, but are not comparable with that of the other years because of different survey methodology adopted by NSSO for 1999-00 survey.

Statement

*Annual Growth Rate of Per Capita Income of all India and States
at 2004-05 prices*

Sl.No.	State/UT	2007-2008	2008-09	2009-10
1	2	3	4	5
	All-India	8.1	4.8	6.1
1.	Andhra Pradesh	10.4	4.4	4.7
2.	Arunachal Pradesh	10.9	5.8	18.0
3.	Assam	2.9	5.4	6.4
4.	Bihar	6.8	11.3	8.0
5.	Jharkhand	20.5	3.4	4.9
6.	Goa	1.0	5.0	8.8
7.	Gujarat	10.2	5.6	9.3
8.	Haryana	7.5	7.4	8.2
9.	Himachal Pradesh	4.4	2.1	3.7
10.	J&K	4.6	4.8	5.2
11.	Karnataka	11.5	1.7	3.5
12.	Kerala	8.1	5.9	9.1

13.	Madhya Pradesh	2.9	5.5	6.4
14.	Chhattisgarh	6.5	NA	NA
15.	Maharashtra	9.5	6.2	7.1

1	2	3	4	5
16.	Manipur	NA	NA	NA
17.	Meghalaya	1.4	3.0	6.1
18.	Mizoram	8.2	11.4	11.4
19.	Nagaland	0.7	NA	NA
20.	Orissa	7.7	4.2	7.3
21.	Punjab	6.9	4.6	5.9
22.	Rajasthan	2.7	5.5	2.4
23.	Sikkim	4.7	5.4	7.9
24.	Tamil Nadu	5.5	5.6	8.2
25.	Tripura	5.3	7.4	7.5
26.	Uttar Pradesh	4.6	4.2	5.2
27.	Uttarakhand	15.9	6.1	8.8
28.	West Bengal	NA	NA	NA
29.	A & N islands	6.5	7.4	0.8
30.	Chandigarh	4.0	-0.1	2.3
31.	Delhi	8.2	6.2	7.6
32.	Pondicherry	4.9	4.6	3.9

Source: Directorate of Economics & Statistics of respective State Governments, and for All-India -Central Statistics Office.

Upgradation of State roads to National Highways

854. SHRI BHARATSINH PRABHATSINH PARMAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that State Government of Gujarat has forwarded a proposal for the upgradation of two State roads of Bharuch District, Dahej-Jolva-Navipur road and Dahej-Muler Anand Jambuar road to National Highway under Petroleum-Chemical and Petroleum Investment Region (PCPIR);

(b) if so, the present status of the proposal and action taken thereon; and

(c) whether the Ministry has approved the proposal and earmarked the funds under the CRF and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) No, Sir.

(b) and (c) In view of (a), do not arise.

Construction of Pedestrian overbridge on NH-5

855. SHRI SYED AZEEZ PASHA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Road Safety Forum has been demanding the construction of pedestrian over bridge at vulnerable spots along the NH-5 in Andhra Pradesh and on the route between Chennai and Kolkata;

(b) the number of over-bridges that have thus been built on the NH-5 in the last two years and locations thereof;

(c) the status of the demand of the Road Safety Forum to build pedestrian overbridge at Gundugolanu on NH-5 i.e. at the crossing of the NH-5 and State Highways; and

(d) the status in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) Yes, sir.

(b) No over bridge has been built on NH-5 during the last two years.

(c) and (d) In the proposed six laning project for Vijayawada - Gundugolanu section of NH-5, a provision of flyover has been included at km. 1022.930 (Gundugolanu junction) which will facilitate safe pedestrian movement .

Tollage collected in Andhra Pradesh

856. SHRI SYED AZEEZ PASHA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has noted the representation of Road Safety Forum that high tollages are collected from Andhra Pradesh by the National Highways Authority of India (NHAI) as opposed to lower tollages from other States;

(b) the total tollage collected in Andhra Pradesh by the NHAI in 2009-10 and the current year upto 31st December, 2010;

(c) whether Government would revise the high tolls downward in

sector and States where the tollage has been high;

(d) the measures proposed to ensure that tolls are reasonably priced and efficiently managed; and

(e) the reasons for high tolls between Vijayawada and Visakhapatnam on NH-5?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) No such representation have been received by NHAI. Toll rates are applied uniformly in all the States. The total toll collected in Andhra Pradesh by NHAI in the year 2009-10 and the current year up to 31st December, 2010 is Rs. 323.69 crore and Rs. 277.81 crore respectively.

(c) Government has already revised downward the rate of 3 axle commercial vehicles from Rs.3.45 per km. to Rs.2.40 per km. for the base year 2007-08.

(d) The toll rates are decided in accordance with National Highways Fee (Determination of Rates and Collection) Rules, 2008 notified under NH Act 1956 and also as per provision laid in down in concession agreement with Concessionaire in respect of Public Private Partnership (PPP) Projects.

(e) Does not arise.

Construction of Rail Over Bridges

857. DR. T. SUBBARAMI REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India (NHAI) has been assigned the task to construct Rail Over Bridges (ROBs) in various States during each of the last three years;

(b) if so, the details thereof;

(c) whether the construction work on the said ROBs has been delayed;

(d) if so, the reasons therefor; and

(e) the steps taken/proposed to be taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Road Over Bridges (ROBs) are being constructed as part of construction packages for widening and strengthening of National Highway stretches under National Highway

Development Project (NHDP). Year-wise, State-wise details regarding construction of ROBs during the last three years are given in the Statement (See below).

(c) and (d) Delays in construction of some ROBs is mainly due to time taken in granting clearances by the railway authorities.

(e) In order to expedite implementation ROB works, standard drawings of ROB superstructures and comprehensive policy guidelines of recommended practice procedure for fast track construction of ROBs are in process in consultation with Ministry of Railways.

Statement

List of ROBs in construction packages awarded during last three years

Sl. No.	State	NH No.	Description of ROB/RUB	Chainage KM
1	2	3	4	5
2007-08				
1.	Andhra Pradesh	7	ROB between Stations Adilabad -Kosai Stations	195.991
2.	Andhra Pradesh	7	Adilabad -Manjiri	189.456
3.	Chhattisgarh	6	ROB 262/4 at Mandir Hasaud	260.361
4.	Chhattisgarh	6	ROB 281/1 at Sarona	280.65
5.	Chhattisgarh	6	Narrow gauge Rly. x-ing (Raipur to Dhamtari)	27.02
6.	Punjab	21	Railway Crossing No. 121-A at Zirakpur Kalka section	41.001
7.	Madhya Pradesh	75,3	ROB at Railway Km. 1240 on Jhansi-Agra section near village Rairu	1.279
8.	Madhya Pradesh	75,3	ROB at Railway Km. 1237 on Gwalior-Bhind section near Gwalior	7.79
9.	Haryana	21	Railway X-ing No 44-A	41
10.	Haryana	21	Bridge	62.903
11.	Haryana	21	Bridge	64.868

1	2	3	4	5
12.	Rajasthan/MP	3	ROB at Railway Km. 1290-1291 on Dholpur Mohari Section	53.145
13.	Tamil Nadu	67	Lalapet ROB	183.4
14.	Tamil Nadu	68	Four lane between ROB at Chinna Salem Bypass and Attur station	83.25
15.	Tamil Nadu	68	Four lane ROB between Valapadi and Minnampalli Station (Valapadi bypass)	31.5
16.	Tamil Nadu	68	Four lane ROB between Thalaivasal and Kattukottai Station.	68.07
17.	Uttar Pradesh	28	Gorakhpur bypass at Km 26.00	25.893
18.	Karnataka	48	Construction of 6-lane ROB across the proposed Bangalore- Shravanabelagla line at Km 79/690 (HAS-SBC)	79.69
19.	Uttar Pradesh	2,3	ROB near Bhandai Railway station on Agra-Mumbai BG line	34.048
20.	Uttar Pradesh	2,3	ROB on Agra-Jaipur BG line between Kiroli and Morhakur Station	13.375
21.	Uttar Pradesh	2,3	ROB on Agra-Delhi BG line between Farah and Runkata Station	0.34
22.	Uttar Pradesh	2,3	ROB on Agra-Bharatpur MG fine between Achnera and Raibha Station	8.99
2008-09				
1.	Gujarat	8	LC No. 87 (Near Udwada)	353.08
2.	Gujarat	8	LC No. 17 (Near Alipore Village)	306.67

3.	Haryana	10	4/6 laning of Delhi/Haryana Border to Rohtak section of NH-10 including Bahadurgarh and Rohtak Bypasses in the state of Haryana on BOT basis	86.108
4.	Haryana	10	4/6 laning of Delhi/Haryana Border to Rohtak section of NH-10 including Bahadurgarh and Rohtak Bypasses in the state of Haryana on BOT basis	59.863
5.	Haryana	10	4/6 laning of Delhi/Haryana Border to Rohtak section of NH-10 including Bahadurgarh and Rohtak Bypasses in the state of Haryana on BOT basis	70.002
6.	Haryana	10	4/6 laning of Delhi/Haryana Border to Rohtak section of NH-10 including Bahadurgarh and Rohtak Bypasses in the state of Haryana on BOT basis	73.039
7.	Andhra Pradesh	18	Kurnool - Dronachalam Section	355.85
8.	Andhra Pradesh	18	Nandyal - Panyam Section	290.4-6
9.	Tamil Nadu	5	Proposed const., of four lane ROB between Chintadaripet-Park stations	2.186
10.	Tamil Nadu	5	Proposed const., of four lane ROB between Chetpet and	9.376

Nungambakkam stations

Sl. No.	State	NH No.	Description of ROB/RUB	Chainage KM
1	2	3	4	5
2009-10				
1.	Andhra Pradesh	5	Construction of ROB Km. 20/3-4 between Guntur-Vejendla Stations of Guntur-Tenali Section	9/4 of Guntur Bypass
2.	Andhra Pradesh	5	Construction of ROB Km. 421/5-7 between Krishna Canal and Kolanukonda Stations on Gudur-Vijayawada Section	7/2 of Krishna Bridge Approaches
3.	Haryana	1	Ambala Cantt.	199
4.	Punjab	1	Rajpura	230.63
5.	Punjab	1	Dhandari- Kalan	311.85
6.	Punjab	1	Ludhiana	326.2
7.	Punjab	1	Phillaur	332.05
8.	Punjab	1	Phagwara	352.6
9.	Punjab	1	Chiheru	361.425
10.	Punjab	1	Jalandhar- Cantt	373

11.	Punjab	1	Jalandhar- Cantt	374.75
12.	Maharashtra	3	Dhule	265/A
13.	Maharashtra	9	Construction of ROB instead of Level crossing at 8-B at Malad at Km. 279/4-5 on PNQ-SUR section	79.6
14.	Maharashtra	9	Construction of ROB at 8-B at Modnimb at Km. 398/6-7 on PNQ-SUR section	182.35
15.	Jharkhand	33	Ranchi Road ROB	81.36
16.	Jharkhand	33	Ramgarh	87.066
17.	MP	7	Kamptee-Kanhan Bypass	705.82
18.	MP	7	Kamptee-Kanhan Bypass	709.374
19.	MP	7	Nagpur Bypass	20.08
20.	Maharashtra	6	New Road over bridge by the side of existing ROB in Km. 163/344 of Amravati Bypass (Railway Ch.664/7-8 on Bhusaval-Nagpur Section of Bhusaval Division) for 4 Laning of the project highway	166/344
21.	Rajasthan	8	LC no. Existing Br. No. 369/1/chainage 3.899	368.03
22.	Rajasthan	8	LC no. Existing Br. No. 49/3 chainage 82.089	48.616
23.	Rajasthan	8	LC No. 40 X/3E	391.6

24.	Rajasthan	8	4A/3E chainage 38.100	6.25
1	2	3	4	5
25.	Rajasthan	12	ROB at Sivdaspura LC no. 65-B & ROB at Niwai LC No. 35x/E [Jaipur-Tonk-Deoli (Km. 18/700 to Km. 165/000)]	25.525 & 68.950
26.	Rajasthan	12	ROB at Niwai	68.95
27.	Bihar	77	ROB in Hajipur Bachhwara section	0.45
28.	Bihar	77	ROB in Hajipur Muzaffarpur section	6.157
29.	Bihar	77	ROB in Muzaffarpur Motihari line (bypass)	15.350
30.	Rajasthan	11	Near Reengus Station on Jaipur Sikar Section	296.665
31.	Punjab	15	ROB near Jakolari village	14.4
32.	Punjab	15	ROB at Gurdaspur byass	42.5
33.	Punjab	15	ROB at Dhariwal byass	51.57
34.	Punjab	15	ROB at Batala byass	70.23
35.	Punjab	15	ROB at Batala byass	78.54
36.	Haryana	71	ROB Gudda Bypass on new Rohtak - Rewari line	386.988
37.	Haryana	71	ROB on Rewari Bypass in new Rohtak - Rewari line	434.857

38.	Haryana	71	ROB on Rewari Bypass in Dehli - Rewari Section	436.643
39.	Haryana	71A	ROB (4/6 laning of Rohtak-Panipat (km. 0.00 to km. 73.00) section)	22.745
40.	Uttar Pradesh	24	Mew ROB on Bareilly Bypass on Bareilly Kashipur rail line	246.00
41.	Uttar Pradesh	24	Extension of 2 lane ROB at 4 lane ROB at Moradabad Bypass	159.771
42.	Uttar Pradesh	24	Extension of 2 lane ROB at 4 lane ROB at Moradabad Bypass	165.405
43.	Uttar Pradesh	24	New ROB at near the end of Rampur bypass	189.125
44.	Uttar Pradesh	24	ROB in lieu of Level crossing within Distt. Bareilly	216.685
45.	Uttar Pradesh	24	New ROB at near Fatehganj Level crossing	234.812
46.	Uttar Pradesh	25	ROB (Four laning from km 44 to 59 and 59.60 to 75.50 in between LKO-CNB section between Bhighapur-Unnao section)	60
47.	Haryana	8	ROB at Bawal	97.902
48.	Uttarakhand	58	ROB at Motichur between Motichur & Raiwala stations	212
49.	Uttarakhand	58	ROB at Jwalapur on Jwalapur-Laksar-Dehradun Railway section	198.4
50.	Uttarakhand	58	NEW ROB at Nagla Imarti at Roorkee bypass (Vill. Nagla Imarti) on MB-SRE section	174
51.	Haryana	71A	ROB [4/6 laning of Rohtak-Panipat (km. 0.00 to km. 73.00) section]	11.64
52.	Haryana	71A	ROB [4/6 laning of Rohtak-Panipat (km. 0.00 to km. 73.00) section]	79.875

(Delhi-Panipat section)]

53.	Andhra Pradesh	18	ROB across Nandyal - Yerraguntla Proposed line	290/4-6
1	2	3	4	5
54.	Andhra Pradesh	7	ROB between Ankaspur-Armur Stations in Nizamabad-Karimnagar Section	310.750
55.	Andhra Pradesh	7	ROB between Ditchpalli-Indalvai Stations in Manmad-Secunderabad Section	334/3-4
56.	Andhra Pradesh	202	ROB Ghatkesar Bypass as a part of Hyderabad Yadgiri four/six laning	24.32
57.	Andhra Pradesh	202	ROB as a part of Hyderabad Yadgiri four/six laning	418.43
58.	Madhya Pradesh	7	ROB in Kamptee-Kanhan Bypass	4.973
59.	Madhya Pradesh	7	ROB in Kamptee-Kanhan Bypass	1.397
60.	Madhya Pradesh	7	ROB in Nagpur Bypass	21.9
61.	Karnataka	13	ROB at Hospet-Hubli railway line near Hitnal cross	286.75
62.	Karnataka	13	ROB at Hospet-Vyasanakere railway line near TB dam Circle	296.7
63.	Kerala	17	ROB at Km 197.03	197.03
64.	Kerala	17	ROB at Km 187.024	187.024
65.	Kerala	17	ROB at Km 312.13	312.13
66.	Gujarat	8A	ROB between Adipur - Anjar Section	10.021
67.	Gujarat	8A	ROB at Km 356/930	356.93

68.	Goa	4A	ROB between Karmali and Tivim stations	139.11
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Long term programme for modernization of roads

858. SHRI MAHENDRA MOHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether according to a report inadequate transport infrastructure of the country are impeding overall growth in the country;

(b) if so, the details thereof;

(c) whether Government is formulating any long term programme for modernization and upgradation of roads; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) This Ministry is not aware of any such report mentioning about the inadequate transport infrastructure of the country impeding overall growth in the country.

(c) and (d) This Ministry is primarily responsible for the development and maintenance of National Highways (NH) network in the country. The State Governments are responsible for development of roads other than NHs. The development and maintenance of NHs is a continuous process and the works for development and maintenance of NHs are taken up based on the traffic density, *inter-se* priority and availability of funds. However, under the various phases of the National Highways Development Project (NHDP) the following length of NHs is programmed to be developed:

Phase	Name of Project	Length (km)
NHDP Phase-I	4-laning of 5,846 km. of Golden. Quadrilateral, 7,498 981 km. of NS-EW corridors, 356 km. Port connectivity, 315 km. other NHs	
NHDP Phase-II	4-laning of 6,161 km. of NS-EW corridors, 486 km. other NHs	6,647
NHDP Phase-III	4-laning of 12,109 km. of NHs	12,109
NHDP Phase-IV	2-laning with paved shoulders of 20,000 km. of NHs	20,000*
NHDP Phase-V	6-laning of 6,500 km of selected stretches of NHs	6,500
NHDP Phase-VI	Development of 1000 km of Expressways	1,000
NHDP Phase-VII	Construction of ring roads, flyovers and by-	-

passes on selected stretches in cities/towns

*out of the 20,000 km length about 5,000 km length has been approved by Government under NHDP Phase IVA.

Other major programmes include development of about (i) 6,418 km length of roads (3,513 km NHs and 2,905 km State Roads, etc.) under Phase A of the Special Accelerated Road Development Programme in the North East (SARDP-NE) including Arunachal Pradesh Package. Phase-A of SARDP-NE and Arunachal Pradesh Package are targeted for completion by March, 2017 and June, 2015 respectively. Phase 'B' of SARDP-NE, covering about 3,723 km length of roads (1,285 km NH and 2,438 km State roads) has been approved for preparation of Detailed Project Reports only; and (ii) about 5,478 km length of roads (1,126 km NHs and 4,352 km State Roads) has been identified for development Special Programme for development of roads in the Left Wing Extremism (LWE) affected areas. It has been targeted to sanction all the works under this programme by March, 2011 and award them by June, 2011.

Poor connectivity of roads

859. SHRI MAHENDRA MOHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the connectivity of roads is very poor in various States;

(b) if so, whether Government has requested the State Governments to improve connectivity of roads to ensure the industrial development;

(c) if so, the response of the States in this regard; and

(d) the steps Government proposes to take to provide assistance to States to improve connectivity of roads?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) This Ministry is primarily responsible for the development and maintenance of National Highways (NH) network in the country. The State Governments are responsible for development of roads other than National Highways. The total length of the NH network in the country at present is 70,934 km. The average density of NH network in the States/Union Territories (UTs) is 21.6 km/1000 square km of area and 6.9 km/lakh population. This figure varies from 5.6 to 210.5 km/1000 square km and from 0.6 to 181.6 km per lakh population in various States/UTs.

(b) and (c) This Ministry has not made any requests to the State Governments for improving connectivity of State roads to ensure the industrial development of the nation.

(d) This Ministry has no specific schemes to provide assistance to the States to improve connectivity of roads to ensure the industrial development. However, this Ministry allocates funds to the States for development of State Roads of Economic Importance and Inter-State Connectivity as per the provisions of the Central Road Fund Act, 2000.

Unified toll rate provisions

†860. SHRI PARVEZ HASHMI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that on roads and highways being constructed on the basis of Build-Operate-Transfer (BOT) Scheme concerned companies are charging toll-tax;

(b) whether any such provision exists in these rules that these companies can change the toll rate according to their convenience or sweet will; and

(c) whether there is a proposal to make a unified rule regarding toll rate of different States?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) Yes, Sir.

(b) No, Sir.

(c) User Fee (Toll) is collected at various toll plazas, on the National Highways, permanent bridge, bypass or tunnel forming part of the National Highway, as the case may be, in accordance with the provisions of National Highway Fee Rules applicable at the point of time of notification or agreement and contracts executed and bids invited. Presently National Highway Fee (Determination of Rates and Collection) Rules, 2008 and as amended from time to time is applicable. These Rules apply to all the National Highways throughout the country uniformly. These Rules apply to both Public Funded Projects and Build-Operate-Transfer (BOT) Projects.

Dilapidated condition of bridge on NH-103

†861. SHRI UPENDRA KUSHWAHA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that due to dilapidated condition of bridge on Baya river near Jandaha on NH-103 in Bihar, the transport movement on this bridge is completely suspended, even as this highway is one of the major roads in Bihar; and

(b) if so, the process adopted so far for construction of the said bridge and until when it would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) No, Sir. The light vehicles are being allowed to pass through this bridge. The heavy vehicles take diversion in km. 31 near Village Salha and merge the existing alignment in km. 33 near Hospital Chowk, Jandaha.

†Original notice of the question was received in Hindi.

(b) Proposal for a new bridge in replacement of the existing old screw pile bridge has been received by the Ministry, which is under examination.

National Highways passing through Jharkhand

862. SHRI S.S. AHLUWALIA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of National Highways (NHs) passing through the Jharkhand indicating lengths;

(b) the year-wise details of expenditure incurred on construction and maintenance of National Highways in Jharkhand since 2003-04;

(c) whether any survey has been conducted with a view to ascertaining the status of maintenance and upkeep of the NHs passing through Jharkhand especially those used for transportation of mines and mineral produces;

(d) if so, the salient details of findings thereof;

(e) the steps taken, if any, by Government based on such findings; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) There are 12 numbers of National Highways (NHs) with an aggregate length of 1805 Kms passing through the Jharkhand State. The NH-wise details indicating lengths are given in the Statement (See below).

(b) Out of total 1805 kms length of NHs in Jharkhand, 190 km length of NH-2 and 114 km length of NH-33 is entrusted with National Highways Authority of India (NHAI) for development & maintenance under National Highways Development Projects (NHDP). The balance length is entrusted with State Road Construction Department (RCD), Jharkhand. The year-wise details of expenditure incurred on construction and maintenance of NHs entrusted with State RCD, Jharkhand and NHAI since 2003-04 are as under:

Year	Expenditure incurred on NHs entrusted on NHs entrusted Jharkhandwith	Expenditure incurred with NHAI	State RCD, under
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	Construction (Rs. in crore)	Maintenance and Repairs (Rs. in crore)	NHDP Construction and Maintenance (Rs. in crore)
1	2	3	4
2003-2004	33.00	13.66	155.23

1	2	3	4
2004-2005	14.04	12.42	230.06
2005-2006	39.97	14.79	198.39
2006-2007	34.86	21.68	91.27
2007-2008	57.25	23.38	60.51
2008-2009	96.41	18.56	61.92
2009-2010	117.90	17.51	36.84
2010-2011	73.75	19.31	288.95
(as on 31.01.2011)			

(c) The development and maintenance of National Highways is a continuous process and is taken up based on traffic need, *inter-se* priority and availability of funds. No such survey has, therefore, been conducted.

(d) to (f) Does not arise.

Statement

Details of National Highways passing through Jharkhand

Sl. No.	NH No.	Route	Length in Km.
1	2	3	4
1.	2	From Bihar Border-Chauparan-Barhi-Barakatha-Bagodar-Dumri-Topchanchi-Gobindpur-Nirsa-upto West Bengal Border	190
2.	6	From Orissa Border-Baharagora-upto W.B. Border	22
3.	23	Chas-Gola-Ramgarh; Omanjhi-Ranchi-Bero-Sisai-Gumla-Palkot-Kolebira-Simdega-Thethaitanagar-Orissa Border	250
4.	31	Jn. with NH-2 near Barhi-Kodarama-upto Bihar border	44
5.	32	Junction with NH-2 near Govindpur-Dhanbad Chas-West Bengal Border-Chandil-Jamshedpur	107
6.	33	Junction with NH-2 near Barhi-Hazaribag-Ramgarh-Ranchi-Bundu-Chandil-Mahulia-junction with NH-6 near Baharagora	352

1	2	3	4
7.	75	From UP Border-Nagar untari-Garhwa-Daltenganj-Latehar-Chandwa-Kuru-Mandar-Ranchi-khunti-Chakradharpur-Chaibasa-Jaintgarh-Orrisa border.	447
8.	78	From Chhattisgarh Border-Silam-Gumla	25
9.	80	From Bihar Border-Sahibganj-Talihari-Tinpahar-Rajmahal-Barharwa- upto West Bengal Border	100
10.	98 50	From Bihar Border-Hariharganj-Chhatarpur terminating near Rajhara at NH-75	
11.	99	Chandwa-Balumath-Chatra-Hunterganj- upto Bihar Border	100
12.	100	Chatra-Tutilawa-Hazaribagh-Meru-Daru-Kharika-Bagodar	118
TOTAL			1805

Tendering process for highway projects

863. SHRI A. ELAVARASAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India (NHAI) has decided to take its tendering process for highway projects on-line;

(b) if so, the details thereof;

(c) whether the move is aimed at improving transparency and speeding up the bidding process;

(d) if so, the details thereof;

(e) whether NHAI has already started negotiations with NIC for implementing the proposal and will start the process of e-tendering by April this year; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (f) Yes, Sir. It has been decided to use e-procurement/e-tendering methodology for procurement of Consultants, Concessionaires/Contractors for highway projects. Although, the existing bidding process is already transparent, however, e-procurement/e-tendering will further instill public

confidence. National Informatics Centre (NIC) has been asked to facilitate implementation of e-procurement/e-tendering process for the National Highways Authority of India (NHAI) for highway projects from the year 2011-12 onwards.

Proposal for Jodhpur ring road under NHDP

†864. SHRI ASHK ALI TAK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Rajasthan Government has sent proposals to the Government for Jodhpur ring road under NHDP phase-7; and

(b) if so, until when these proposals would be sanctioned?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Government have approved inclusion of a bypass to Jodhpur city connecting Nagour side of NH 65 with NH 112 and NH 114 under NHDP phase-7 and a consultant has been commissioned for preparation of feasibility report. Since the actual implementation of the project is dependant on its viability on BOT (Toll), it is too early to indicate the time of sanctioning of the project.

Proposals for declaring National Highways in Rajasthan

†865. SHRI ASHK ALI TAK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of the proposals for declaring National Highways in the State sent by the Rajasthan Government to the Centre, the details thereof; and

(b) the time by which Government proposes to accord approval to such proposals?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) The details of the proposals received are given in the Statement (See below).

(b) Expansion of NH network is a continuous process and declaration of new NH is taken up from time to time depending upon condition of road, requirement of connectivity, *inter-se* priority and availability of funds.

Statement

*Proposal received from Government of Rajasthan for declaration of
New National Highways*

Rajasthan 1. Mathura-Bharatpur road

2. Nasirabad-Devli road
3. Kotputli-Sikar road
4. Khairwara-Doongarpur-Baanswara-Ratlam road
5. Swarup-Ganj-Kotra-Som-Kherwadaroad

6. Faludi-Nagore road
7. Shridungargarh-Sardarshahar-Pulasar-Jasarasar
8. Sawaimadhopur-Shivpuri (MP)
9. Koshi-Kama-Deeg-Bharatpur-Roopwas-Dholpur
10. Gaumti-Chauraha-Desuri-Sadri-Ahor-Jalore-Barmer
11. Phalodi-Balotra-Jalore-Sirohi
12. Nagaur-Deedwana-Khur-Sikar
13. Kirki chowki-Bhinder-Saiulumber-Aspur-Durgapur
14. Hodel-Punhana-Nharatpur-Roopwas-Dholpur
15. Chandwaji-Chomu-Bagru on NH-8
16. Sirohi-Mandar-Deesa (Gujarat)
17. Gurgaon-Alwar-Sariska-Dausa-Swaimadhopur
18. Barmer (NH-15)-Jalore-Ahor-Sadri-Desuri-Gaumati ka Chauraha-Kankroli-Bhilwara-Mandalgarh
19. Jaipur (NH-8)-Jobner-Kuchaman-Nagaur-Phalodi (NH-15)
20. Mathura(NH-3)Bharatput-Banyana-Bhadoti-Sawaimadhopur-Palighat-Itawa-Mangrol-Baran (NH-76)
21. Bharatpur (NH-11)-Alwar-Bansur-Kotputli-Neem Ka Thana-Sikar-Salasar (NH-65)
22. Fatehpur (NH-11)-Jhunjhunu-Chirawa-Singhana-Namol-Rewari (NH-8)
23. Pratapgarh(NH-1 13)-Dungarpur-Bichiwada(NH-8)
24. Jaipur (NH-12)-Diggi-Kekri-Shahpura-Mandal-Bhilwara (NH-79)
25. Pali-Udaipur road
26. Gomti Chauraha (on NH-8) to Pali city via Nodal (on NH-14) SH-16 and SH-67
27. Bharatpur-Mathura road (SH-24, renamed SH-1)

Surat-Hazira National Highway No. 6

866. SHRI PARSHOTTAM KHODABHAI RUPALA: Will the Minister of ROAD
TRANSPORT AND HIGHWAYS be pleased to state:

issues related to National Highways.

(b) and (c) Request for Proposal (RFP) was invited twice for providing Call Centre Services for road users on National Highways at 5 Regions. Due to the poor response in two attempts, it has been decided to engage a Consultant for review/modification of the RFP document and assist NHAI in evaluation, implementation and operation of Call Centre Services for which bids have been invited again.

National Highway from Muzaffarnagar to Rishikesh

†868. SHRI RASHEED MASOOD: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the construction of National Highway from Muzaffarnagar to Rishikesh has started;

(b) if so, the time limit set for completion of this work;

(c) the reasons for delay in floating tenders for this construction work; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Yes Sir. Work of 4-laning of NH-58, from Muzaffarnagar (Km. 131.00 Rampur Tiraha) to Rishikesh (Nepal Farm km. 218.200) has been awarded by National Highways Authority of India. The work is likely to commence shortly with construction period of 30 months. The stretch from km 218.200 to km 229 (Rishikesh) is with State PWD which is mainly 2 lane with paved shoulder except 1.75 km which is 2 lane.

(c) and (d) The delay occurred due to poor response to bids invited by NHAI and subsequent restructuring of the project. The work has since been awarded.

India's road death record

869. SHRI MOINUL HASSAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether India's road death record has worsened from 1.18 lakh in 2008 to 1.26 lakh in 2009, according to the National Crime Records Bureau;

(b) if so, the reasons therefor;

(c) whether two-wheelers are most prone to accidents; and;

(d) if so, the details in the year 2010 and measures taken to control this hazard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND

HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) Yes Sir. As per report "Accidental Deaths and Suicides in India" published by National Crime Records Bureau (NCRB), a total of 118239 and 126896 persons died in road accidents in the country during the years 2008 and 2009 respectively.

(b) Road accidents are mainly caused due to a number of factors such as driver's

†Original notice of the question was received in Hindi.

fault, mechanical defects in the vehicles, fault of pedestrians, bad road, bad weather, cattle, fallen trees etc. Other factors that contribute to road accidents are increase in vehicular population, increase in population, heterogeneous traffic, modern high speed vehicles, increase in road space, etc.

(c) and (d) As per data available with NCRB, the percentage share of two wheelers in the road accidents works out at 20.66 % of the total number of road accidents followed by truck/lorry (19.80%) during the year 2009. State/UT-wise provisional details of road accidental deaths during the year 2010 based on Monthly Crime Statistics are enclosed as Statement (See below).

To prevent the increasing number of road accidents in the country, this Ministry has taken several steps as under-

- (i) Road safety is an integral part of road design at the planning stage for National Highways/Expressways.
- (ii) Various steps to enhance road safety such as road furniture, road markings/road signs, introduction of Highway Traffic Management System using Intelligent Transport System, 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) Setting up of Driving Training Schools in the country.
- (v) Publicity campaign on road safety awareness both through the audio-visual and print media.
- (vi) Institution of National Award for voluntary organizations/individual for outstanding work in the field of road safety.
- (vii) Tightening of safety standards of vehicles.
- (viii) Providing cranes and ambulances to various State

Governments/NGOs under National Highway Accident Relief Service Scheme. National Highways Authority of India also provides ambulances at a distance of 50 Km. on each of its completed stretches of National Highways under its Operation & Maintenance contracts.

- (ix) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

Statement

*State/UT-wise details of Road Accident (Deaths) during 2010
(Provisional)*

Sl. No.	State/UTs	No. of Persons died	Figures up to the month of
1	2	3	4
1.	Andhra Pradesh	15441	December
2.	Arunachal Pradesh	54	June
3.	Assam	874	October
4.	Bihar	3527	October
5.	Chhattisgarh	3027	November
6.	Goa	235	November
7.	Gujarat	6735	December
8.	Haryana	3800	October
9.	Himachal Pradesh	979	December
10.	Jammu and Kashmir	799	November
11.	Jharkhand	451	May
12.	Karnataka	8353	November
13.	Kerala	3369	November
14.	Madhya Pradesh	7066	November
15.	Maharashtra	11299	December
16.	Manipur	141	December
17.	Meghalaya	78	October
18.	Mizoram	38	December
19.	Nagaland	0	November
20.	Orissa	1720	June
21.	Punjab	3220	November
22.	Rajasthan	7565	November

1	2	3	4
23.	Sikkim	66	November
24.	Tamil Nadu	6279	December
25.	Tripura	208	November
26.	Uttar Pradesh	14320	December
27.	Uttaranchal	820	November
28.	West Bengal	4506	October
TOTAL (STATES)		104970	
29.	A&N Islands	15	December
30.	Chandigarh	67	July
31.	D&N Haveli	49	December
32.	Daman and Diu	20	October
33.	Delhi	1791	November
34.	Lakshadweep	0	December
35.	Pondicherry	226	December
TOTAL (UTs)		2168	
TOTAL (ALL INDIA)		107138	

Delay for National Highways projects in Punjab

870. SHRI BALWINDER SINGH BHUNDER: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the National Highway projects in the State of Punjab which are lagging behind for completion with delay of more than one year and for over two years along with the reasons for delay; and

(b) the specific steps proposed to be taken to expedite their completion without causing further delay?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) Yes, Sir. Three projects of NH-1A in the State of Punjab are lagging behind for completion. Details and reasons for delay are enclosed as Statement

(See below).

(b) Steps taken for timely completion of these projects are as below.

(i) regular meeting are being held under chairmanship of Secretary PWD cum Nodal Officer of Government of Punjab to resolve the problems related to land acquisition and shifting of utilities. Further follow up meetings are also being held regularly by NHAI to review the progress of these works.

(ii) Additional advance for improving cash flow has been provided to contractors.

Statement

Reasons and details of delay in National Highways Projects in Punjab

Sl. No.	Reasons for	Package Date	Awarded date of completion	Schedule date of completion	Anticipated delay
1	4-laning of Km. 110.450 to Km. 117.750 and Km. 4.000 to Km. 16.350 of Pathankot-Jammu Section of NH-1A in the State of Punjab (NS-36/PB) - total length 19.650 Km.	22.11.2005	21.05.2008	June, 2011	
2	4-laning of Km. 70.00 to Km. 110.00 of Mukerian Pathankot section of NH-1A in the State of Punjab and Himachal Pradesh [NS-37/HP & PB] total length 40 Km.	22.11.2005	21.05.2008	June, 2011	
3.	4-laning of Km. 26.00 to Km. 70.00 of Bhogpur-Mekerian section of NH-1A in the State of Punjab [Package NH-38/PB (Bal)] total length 44 Km (Re-	22.2.2010	21.08.2012	21.08.2012	

awarded contract after in May,
termination of original 2008)
contract in Sep. 2008).

Construction of subways on National Highways

†871. SHRI BALAVANT ALIAS BAL APTE: Will the Minister of ROAD
TRANSPORT AND HIGHWAYS be pleased to state:

†Original notice of the question was received in Hindi.

(a) whether Government/National Highways Authority of India has started construction of subways on various stretches of National Highways of the country including NH 57 in Madhya Pradesh;

(b) if so, State-wise and National Highway-wise details thereof for each of last three years and current year;

(c) the details of the parameters adopted for selection of site for construction of subways on National Highways;

(d) whether there has been delay in certain construction projects or they could not be started, yet; and

(e) if so, State-wise and National-Highway-wise details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Yes, Sir. The details of the subways being constructed for each of last three years and current year are enclosed as Statement (See below).

(c) Subways are constructed as per IRC guidelines and requirement at site to facilitate safe movement of pedestrians on busy junctions especially where at-grade pedestrian crossing fails to mitigate the safety concerns.

(d) and (e) Yes, Sir. Delay in implementation of highway stretches has affected the completion of work. Delays are primarily due to slow progress of the works by contractors, as per details in Annexure.

Statement

Details of the Subways where construction started in the last three years and current year

Sl. No.	State	NH No.	Section	Location of Subway (in km)	Remarks/Status
1	2	3	4	5	6

2007-08

1.	Karnataka	4	Bangalore-	16/035,23/194	Completed
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Neelmangla
Section

1	2	3	4	5	6
2008-09					
1. Karnataka	4	Chitradurga to Harihar section (re-awarded)	209/380, 214/990, 217/840, 220/425, 222/915, 225/300, 228/122, 231/350,	Project delayed due to slow progress by contractor.	
Original			235/226, 236/500, 238/390, 242/830, 248/075, 249/650, 250/920, 253/415, 255/936, 266/920, 268/400, 278/930	contract was terminated and re-awarded.	
2. Karnataka due	4	Harihar-Haveri section (re- awarded)	289/605, 311/400,	Project delayed	
			321/400	to slow progress by contractor.	
				Original contract was terminated and re-awarded.	
3. Tamil Nadu	45	Grade Separator at Kathipara Junction in Chennai City	Two sub ways at Kathipara Junction in Chennai City.	Completed	
2009-10 and 2010-11					
NIL					

Upgradation of National Highways/Expressways

872. DR. JANARDHAN WAGHMARE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has received several proposals for the construction/development/improvement/upgradation/widening of National Highways Expressways from State Governments;

(b) if so, the details thereof;

(c) the details of the funds allocated/sanctioned/utilised for various National Highway development projects in the country, State-wise; and

(d) the details of the projects completed and the steps taken for expeditious completion of the remaining projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (d) (a) to (d) State-wise details of number of proposals received from various State Governments for the construction/development/improvement/ upgradation/widening of National Highways, Expressways along with number of projects sanctioned and completed during the last three years and current year are given in the Statement-I (See below). The State-wise details of funds allocated, expenditure incurred thereon & sanctioned cost of various National Highway (Original) projects during the last three years and current year are given in the Statement-II (See below). Regular review meetings are being held in the field units as well as in the Headquarters to remove bottlenecks if any, for expeditious completion of the remaining projects.

Statement-I

State-wise details of number of proposals received from various State Governments for the construction/development/improvement/upgradation/widening of National Highways, Expressways along with number of projects sanctioned and completed during the last three years (from 2007-08 to 2009-10) and the current year (2010-11 up to 31-1-2011)

Sl. No.	State	Number of proposals received	Number of projects sanctioned	Number of projects completed
1	2	3	4	5
1.	Andhra Pradesh	127	115	70
2.	Arunachal Pradesh	2	1	1
3.	Assam	52	52	23
4.	Bihar	144	100	45
5.	Chhattisgarh	101	53	32
6.	Goa	84	35	32
7.	Gujarat	89	79	60
8.	Haryana	97	74	41
9.	Himachal Pradesh	77	69	20

10.	Jharkhand	148	98	47
11.	Karnataka	124	124	71
12.	Kerala	308	47	30

1	2	3	4	5
13.	Madhya Pradesh	220	93	63
14.	Maharashtra	226	152	81
15.	Manipur	16	16	4
16.	Meghalaya	33	22	7
17.	Mizoram	24	20	2
18.	Nagaland	25	24	16
19.	Odisha	178	134	70
20.	Punjab	165	91	65
21.	Rajasthan	213	90	67
22.	Tamil Nadu	342	134	117
23.	Uttar Pradesh	307	228	164
24.	Uttarakhand	213	152	99
25.	West Bengal	88	64	27

Statement-II

State-wise details of funds allocated, expenditure incurred thereon and sanctioned cost of various National Highway (Original) projects during the last three years (from 2007-08 to 2009-10) and the current year (2010-11 upto 31-1-2011)

(Rs in crore)				
Sl. No.	State	Allocation	ExpenditureCost	of projects sanctioned
1	2	3	4	5
1.	Andhra Pradesh	860.79	785.29	915.01
2.	Arunachal Pradesh	14.10	6.75	4.78
3.	Assam	549.92	460.09	699.00
4.	Bihar	578.10	547.89	752.24
5.	Chhattisgarh	231.28	215.74	234.26

6.	Goa	105.05	90.86	109.19
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1	2	3	4	5
7.	Gujarat	390.55	381.11	731.15
8.	Haryana	481.64	422.88	493.60
9.	Himachal Pradesh	299.67	289.42	281.69
10.	Jharkhand	391.56	345.30	450.58
11.	Karnataka	846.90	790.65	971.97
12.	Kerala	286.08	261.30	302.28
13.	Madhya Pradesh	380.15	363.06	388.66
14.	Maharashtra	873.03	806.51	766.74
15.	Manipur	100.30	71.58	200.57
16.	Meghalaya	199.31	160.19	262.91
17.	Mizoram	77.07	45.14	112.19
18.	Nagaland	120.06	81.98	207.08
19.	Odisha	899.18	829.84	889.74
20.	Punjab	594.22	508.34	610.08
21.	Rajasthan	558.98	556.02	711.49
22.	Tamil Nadu	530.61	522.11	604.76
23.	Uttar Pradesh	1201.02	1104.12	1576.89
24.	Uttarakhand	402.04	375.28	504.46
25.	West Bengal	397.30	380.59	518.39

Accidents at various national express highways

873. SHRIMATI SHOBHANA BHARTIA:

DR. T. SUBBARAMI REDDY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware of increase in number of accidents at various National/Express Highways in the country;

(b) if so, the number of fatal accidents reported in the last three years on various National/Express Highways in the country;

(c) the action taken by Government to prevent such road accidents

along with the steps taken to provide compensation to the victims;

(d) whether the Committee on Road Safety and Traffic Management has suggested various measures for improving road safety; and

(e) if so, the details thereof and further reaction of Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) Yes Sir. The year - wise number of fatal accidents reported during the years 2006-2008 (the latest available data) on various National Highways (including Express Highways) in the country are as under:

Sl.No.	Year	Total Number of Fatal Accidents
1.	2006	34852
2.	2007	35432
3.	2008	37096

(c) Payment of Compensation to the road accident victims/legal heirs is specified in detail under chapters X to XII of Motor Vehicle Act, 1988. This includes the procedure as well as the amount of compensation payable in case of motor vehicle accidents. In order to reduce the accidents on road, this Ministry has taken several steps to improve road safety for road users in general, which are as under:

(i) Road safety is an integral part of road design at the planning stage for National Highways/Expressways.

(ii) Various steps to enhance road safety such as road furniture, road markings/road signs, introduction of Highway Traffic Management System using Intelligent Transport System, 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) Setting up of Driving Training Schools in the country.

(v) Publicity campaign on road safety awareness both through the audio-visual and print media.

(vi) Institution of National Award for voluntary

organizations/individual for outstanding work in the field of road safety.

(vii) Tightening of safety standards of vehicles.

(viii) Providing cranes and ambulances to various State Governments/NGOs under National Highway Accident Relief Service Scheme. National Highways Authority of

India also provides ambulances at a distance of 50 Km. on each of its completed stretches of National Highways under its Operation & Maintenance contracts.

(ix) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

(d) and (e) A Committee set up under the Chairmanship of Shri S. Sundar, former Secretary of Ministry of Surface Transport, has recommended creation of a National Road Safety and Traffic Management Board through an Act of Parliament. As recommended by the Committee, the Board would have powers to set standards for the design, construction and maintenance of National Highways, safety standards for Motor Vehicles besides having powers to issue guidelines on number of issues concerning road safety. The recommendations of the committee were examined by the Ministry in consultation with State Governments and other concerned Ministries/Departments including Ministry of Law and Justice. A bill for creation of National Road Safety and Traffic Management Board was accordingly introduced in Lok Sabha on 4.5.2010 which was later referred to Parliamentary Standing Committee for examination. The Committee has submitted its recommendations on 21.7.2010. The Government has already examined the recommendations of the Committee and has initiated necessary process to incorporate certain amendments in the bill in line with the recommendations of the Committee for consideration of the Parliament.

Guarantee period for repairing of roads

874. DR. T. SUBBARAMI REDDY:

SHRIMATI SHOBHANA BHARTIA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India have sought funds from Government for repairing of roads;

(b) if so, the details thereof;

(c) whether Government has assessed the guarantee period for road laying before sanctioning the amount;

(d) if not, the details of such roads which have undergone wear and tear before the guarantee period; and

(e) if so, the action taken by Government against the earrant persons/officials?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Yes, Sir. National Highways Authority of India (NHAI) has sought Rs. 555.8 crore for maintenance and repair of completed stretches and Rs. 246.25 crore

for the maintenance of stretches where development activities have not been taken up for National Highways, under National Highways Development Project (NHDP).

(c) to (e) Maintenance and repair of National Highways is a continuous process and repair of wear & tear of the roads is the responsibility of the contractors/concessionaire during defects liability/concession periods.

Economic loss due to road accidents

†875. SHRI PRABHAT JHA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether a survey conducted by the Planning Commission in the year 2002 had indicated that country has to bear huge financial losses every year due to road accidents;

(b) if so, the details thereof; and

(c) the amount spent by Government during the last three years to make travelling by road safe, State-wise and the details of achievements made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) Yes Sir. As per the Working Group on Road Accidents, Injury Prevention and Control set up by the Planning Commission; the social cost of road accidents in India in 1999-2000 was estimated at about 3 per cent of GDP. Further, the economic cost of road traffic accidents was estimated at Rs. 55,000 crore in 1999-2000 as per the Tenth Five Year Plan (2002-07) document.

(c) The funds allocated for various Road safety programmes are not earmarked State-wise 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 three years including current year are as under:-

Year	Total Amount (in cr.)	Expenditure (Rs. In crore)
2008-09	73.00	54.89
2009-10	79.00	22.39
2010-11	81.00	41.65 (till date)

Road Safety schemes are a long term permanent measure essential to ensure road safety which can only be attained through large efforts over a long period of time. The Ministry has been providing funds for following major schemes for improvement of the road safety in the country:

†Original notice of the question was received in Hindi.

- (i) **Refresher Training for heavy vehicle drivers:** This Ministry has a scheme titled "Two days refresher training to heavy motor vehicle drivers in unorganized sector" to inculcate safe driving habits and to acquaint the drivers with the rules on roads. As against 15740 drivers trained during Ninth Five Year Plan, 1,92,218 drivers were trained during Tenth Five Year Plan. In the Eleventh Five Year Plan 1,33,550 drivers have been trained so far.
- (ii) **Model Driving Training School:** Financial assistance is being given to States/UTs for setting up of Model driving training school to produce good drivers as well as impart refresher training to on the job drivers. So far 13 Driver Training Schools have been sanctioned to various States/UTs. The benefits of the training given to the drivers in these Training Schools can only be assessed in real terms once each State has at least one such school and properly trained drivers gradually replace the existing drivers of vehicles plying in the country.
- (iii) **National Highway Accident Relief Service Scheme (NHARSS):** The scheme entails providing cranes and ambulances to States/UTs/NGOs for relief and rescue measures in the aftermath of accidents by way of evacuating road accident victims to nearest medical aid centre and for clearing the accident site. 307 Ten ton cranes, 70 small/medium size cranes and 437 ambulances have been provided to States/UTs/NGOs under the scheme since the year 2000-01.
- (iv) **Road Safety Equipments:** The scheme entails providing road safety equipment to States/UTs for enforcement and implementation of various rules & regulations relating to road safety. Under this scheme, from 2001-02, 24 Interceptors have been sanctioned for the purpose of detection of violation of rules by the road users such as over-speeding, drunken driving, lane-jumping, dangerous driving etc.
- (v) **Publicity Measures and Awareness Campaign on Road Safety:** With

a view to raise road safety awareness among the general public, the Government have been undertaking various publicity measures through DAVP and professional agencies in the form of telecasting/broadcasting of T.V. spots/Radio jingles, display of cinema slides, hoardings, organizing Road Safety Week, Seminars, Exhibitions, All India Essay Competition on Road Safety, printing of handbills/stickers, posters, etc., containing road safety messages for various segments of road users viz. Pedestrians, cyclists, school children, heavy vehicle drivers, etc. painting on road railings on themes of road safety, road safety games, calendars depicting road safety messages, etc.

Laying of roads to connect religious and tourist sites

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

(a) whether Government provide economic assistance to State for laying of roads to connect important religious and tourist sites and if so, the details thereof;

(b) if so, the road-wise details of quantum of economic assistance provided to various States including Madhya Pradesh during last three years;

(c) whether State Government of Madhya Pradesh has sought economic assistance in this regard; and

(d) if so, the details of action taken so far thereon?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) The Union Government allocate funds for development of National Highways and such State roads (other than rural roads) as proposed by State Governments under the scheme of Central Road Fund (CRF). However, there is no exclusive scheme for providing funds for construction of roads to connect the religious and tourist places.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

Encroachment on Sea bed

877. SHRI AVINASH RAI KHANNA: Will the Minister of SHIPPING be pleased to state:

(a) whether there is an encroachment on Sea bed, if so, the details thereof;

(b) the steps that Government is taking to remove the encroachment, the details thereof and the results thereof; and

(c) whether it is an obstruction in the smooth running of the ships or boats?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) There is no

encroachment on Sea bed in any of the Major Ports except the Visakhapatnam Port Trust (VPT). At VPT M/s Gangavaram Port Ltd. have constructed a permanent rock bund (Gryone) for creating a Catamarine landing facility within the territorial waters of VPT at Yarada Village Beach.

(b) VPT has issued a notice under section 46(2) of Major Port Trust Act to M/s Gangavaram Port Ltd., to remove the encroachment. Government of Andhra Pradesh, too, has

†Original notice of the question was received in Hindi.

been informed that it was not possible to allow the construction of said Gryone within the territorial waters of VPT.

(c) The above Gryone, however, causes no obstruction to the smooth running of ships and boats in the territorial waters of VPT.

Indian Port Act

878. SHRI AVINASH RAI KHANNA: Will the Minister of SHIPPING be pleased to state:

(a) whether Government is planning to bring Indian Port Act, if so, the status thereof;

(b) whether it is a fact that the employees of the Kochi Port, are having resentment about their pay or other service benefits, if so, by when Government would remove the disparity;

(c) whether all the ports have these R and D Department; and

(d) if not, the reasons therefor and if so, the details and the results thereof?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Yes, Sir. The Government is planning to bring a comprehensive Indian Port Act after merging the provisions of the Indian Port Act, 1908 and the Major Port Trusts Act, 1963. The proposal is under discussion/formulation.

(b) The pay and other service benefits of all Officers and Employees of all Major Ports including Kochi Port have been revised in 2010. The pension of retired officers/employees has also been revised. As such there is no reason for resentment among Kochi Port Employees.

(c) and (d) As Port Trusts are basically service oriented organizations, only some of the ports like Kolkata Port, Kochi Port and Visakhapatnam Port have R and D Department.

Membership to International Association of Classification Societies

879. SHRI A. ELAVARASAN: Will the Minister of SHIPPING be pleased to state:

(a) whether the country's shipping tonnage has crossed 10 million GT mark and Indian Registrar of Shipping (IRS) is getting membership to International Association of Classification Societies (IACS);

(b) if so, the details thereof;

(c) whether the creditable performance of Indian Tonnage crossing the 10 million and getting the coveted status is turning point for the country's maritime industry

and the Shipping Directorate has also launched 24x7 telecounseling facility to seafarers recently; and

(d) if so, the details thereof?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) The Indian tonnage for the first time has crossed 10 million GT mark and as on 31.01.2011 the Indian fleet stands at 10.38 million GT. Indian Registrar of Shipping (IRS) has achieved the status of full membership of the International Association of Classification Societies (IACS) on 22.06.2010. IRS is the 11th Ship Classification Society in the World to become a member of IACS and has joined the ranks of Lloyd's Register, American Bureau of Shipping (ABS) and Bureau Veritas (BV). This development is considered a step forward for India in becoming a leading country in ship classification.

(c) and (d) The Indian fleet crossing 10 million GT marks India's entry into the list of select countries in the World who have managed this feat. The Directorate General of Shipping has launched a 24x7 tele-counseling facility for Indian seafarers from 02.10.2010 for any stressed Indian Seafarers who can call on dedicated telephone number. The call will be transferred immediately to professional counselors according to the nature of call and the seafarer will be able to get immediate counseling.

Wages issue of Indian seafarers

880. DR. K.P. RAMALINGAM: Will the Minister of SHIPPING be pleased to state:

(a) whether Government received any representation for setting up of a tribunal to resolve the wage issue of Indian seafarers;

(b) if so, the details thereof and reaction of Government in this regard; and

(c) the follow up actions taken by Government to resolve the wage issue of Indian seafarers?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Yes, Sir.

(b) In accordance with the judgment passed by Hon'ble High Court at Calcutta in W.P No. 1276 of 2010 filed by National Union Seafarers of India V/s. Lt. Governor & Others, the Central Government is constituting a Tribunal for referring the dispute of non receipt of victualling allowances between Crew members of M.V. Nancowry, Swaraj Deep and Principal Director of Shipping Services, Andaman & Nicobar Administration, Port Blair to the tribunal. The tribunal will consist of the following members:

(i) Director General of Shipping, Mumbai.

(ii) Deputy Director General of Shipping (Crew), O/o the Directorate General of Shipping, Mumbai.

(c) The tribunal shall dispose of the reference expeditiously and shall, as soon as practicable on the conclusion of the proceedings, submit its award to the Central Government.

Welfare of parents and senior citizens

881. SHRI NANDI YELLAIAH: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether Government would enact a national law for the welfare of parents and senior citizens who do not have any source of income and are above 60 years, binding legally their aged children for maintaining them, similar to the law as implemented recently by Madhya Pradesh Government; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) The Government has enacted the Maintenance and Welfare of Parents and Senior Citizens Act, 2007 in December, 2007. The Act defines senior citizen 'any person being a citizen of India, who has attained the age of sixty years or above'. The Act *inter-alia*, makes maintenance of parents and senior citizens by children/relatives obligatory and enforceable through tribunals. The Act comes into force in a State on such date as the State Government may appoint. As per information available, the State Government of Madhya Pradesh has notified the Act on 23.08.2008.

(b) Does not arise.

Welfare schemes for physically and mentally handicapped

882. SHRI SANJAY RAUT: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the details of welfare programmes and schemes for the physically and mentally handicapped persons in the country;

(b) the funds allocated for implementation of these scheme's during the last three years, particularly in Maharashtra;

(c) whether funds allocated for this programmes and schemes were used properly;

(d) if not, the details and the reasons therefor; and

(e) the steps taken or proposed to be taken for the proper utilization of the funds meant for social welfare and empowerment of physically and mentally handicapped persons in the country?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) The following schemes/programmes are being implemented by the Government for the welfare of physically and mentally handicapped persons in the country:-

- (i) **Deendayal Disabled Rehabilitation Scheme (DDRS):-** Under the Scheme, funds for the welfare of persons with disabilities are provided to the non governmental organizations for projects like special schools for disabled, Vocational Training Centres, Half Way Homes, Community Based Rehabilitation Centres, Early Intervention Centres for Disabled and Rehabilitation of Leprosy Cured Persons etc.
- (ii) **Assistance to Disabled Persons for Purchase/Fitting of Aids and Appliances (ADIP):-** Under the scheme, aids/appliances are distributed to the needy persons with disabilities.
- (iii) **National Institutions (NIs):-** The Ministry supports seven autonomous National Institutes which provide rehabilitation services and with the overall objective of providing rehabilitation services for different types of disabilities.
- (iv) **The National Handicapped Finance and Development Corporation (NHFDCC):-** Provides concessional credit to persons with disabilities for setting up income generating activities for self employment.
- (v) **Scheme for implementation of Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 (SIPDA):-** Under this scheme, assistance is provided to the State Governments, Institutions, Organizations under Central or State Governments for various activities relating to implementation of Persons with Disabilities Act, 1995 particularly for creating barrier free environment supporting District Disability Rehabilitation Centres, Composite Regional Centres etc.
- (vi) **Scheme of incentives to Employees in the Private Sector for**

providing employment to persons with disabilities:- Under this Scheme, launched in April, 2008, the government of India reimburse the employers' contribution for Employees Provident Fund (EPF) and Employees State Insurance (ESI) for initial three years in respect of persons with disabilities employed in the private sectors on or after 1.4.2008, with a monthly salary upto Rs. 25,000/-.

(b) All the schemes mentioned in reply to part (a) above are Central Sector Schemes, hence funds are not allocated state-wise. The budget allocation under these schemes in last three years are given below:-

(Rs. in crores)

Scheme	2007-08	2008-09	2009-10
DDRS	70.00	79.00	79.00
ADIP	70.00	70.00	70.00
NI	49.00	49.00	49.00
NHFDC	7.00	9.00	9.00
SIPDA	18.00	20.00	20.00
Incentive Scheme	0.00	15.00	15.00

(c) to (e) Several measures are in place for effective monitoring of the utilization of the allocated funds in the disability sector, which includes inspection and review of the functioning of the grantee organizations, obtaining their periodic progress report, audited statement of accounts, utilization certificates etc.

Welfare of trans-gender people, drug addicts etc.

883. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether Government proposes to constitute a Welfare Board to address the concerns of trans-gender people, people with different sexual preferences, injectable drug users and those infected with HIV/AIDS;

(b) if so, the details thereof;

(c) if not, the reason therefor; and

(d) the steps taken by Government to suitably amend the Immoral Traffic (Prevention) Act in order to ensure respectability and an end to harassment of those with different sexual preferences and also to grant them sexual minority status?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) At present there is no such proposal.

(b) Does not arise in view of (a) above.

(c) National AIDS Control Organisation (NACO) implements the

"Targeted Intervention Programme" under National AIDS Control Programme. This Programme focuses on primary prevention of HIV/AIDS and Sexually Transmitted Infections (STIs) with high risk groups namely female sex workers (FSW), Injecting Drug Users (IDUs) and Men who have sex with Men (MSM), and high risk men, namely migrants and truckers.

(d) At present there is no such proposal.

Scheme of welfare of Safai Karamcharies

884. DR. BHALCHANDRA MUNGEKAR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the details of the schemes available for the welfare of the Safai Karamcharies; and

(b) the details of caste-wise break up of Safai Karamcharis?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) National Safai Karamcharis Finance and Development Corporation (NSKFDC) is a Public Sector Enterprise under the "administrative control of the Ministry. The objective of NSKFDC is to promote socio-economic upliftment of Safai Karamcharis/Scavengers and their dependents by way of providing financial assistance at concessional rates of interest for any income generating activity through out the country through the State Channelising Agencies (SCAs).

NSKFDC also provides technical and professional training, quality control, technology up-gradation, and common facility centers for carrying out sanitation works.

The details of the various schemes/programmes being run by NSKFDC for social and economic upliftment of the Safai Karamcharis & their dependents through State Channelising Agencies (SCAs) across the country are given below:-

Sl. No.	Name of the Scheme	Sanctioning Limit	Rate of Interest	
			NSKFDC to SCA	SCA to Beneficiary
1	2	3	4	5
1.	General Term Loan Scheme Utilization Period: 90 days Moratorium Period: 6 months Repayment Period: 5 Years	Upto Rs. 10.00 lac	3%	6%
2	Mahila Adhikarita Yojana (MAY) Utilization Period: 90 days	Upto Rs.50000/-	2%	5%

Moratorium Period: 6 months

Repayment Period: 5 Years

3 . Micro Credit Finance (MCF)	Upto Rs.30000/-	2%	5%
Utilization Period: 90 days			

1	2	3	4	5
	Moratorium Period: 6 months			
	Repayment Period: 3 Years			
4	Manila Samridhi Yojana (MSY)	Upto	1%	4%
	Utilization Period: 90 days	Rs.30000/-		
	Moratorium Period: 6 months			
	Repayment Period: 3 Years			
5	Education Loan	Upto Rs. 10.00 lac	1%	4%
	Utilization Period: 90 days for study within			
	Moratorium Period: 1 Year	India and		
	(after completion of course)	Rs.20.00 Lac		
	Repayment Period: 5 Years	for abroad for		
		4 years		
6.	Skill Development Training	100% Grant	-	-
	Programmes	(Stipend @		
		Rs. 1000/- per		
		month/candidate		
		of age 17 years		
		to 40 years.		

(b) As per the Lending Policy & Guidelines (LPG) of NSKFDC, the benefits under NSKFDC schemes are provided on occupational basis and not on caste basis.

Revision of ceiling in post-matric scholarship

885. PROF. ANIL KUMAR SAHANI: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the reasons for delay in the revision of post matric scholarship schemes for SCs/OBCs which was last revised during 2003;

(b) whether due to considerable price hike there is an urgent need to increase the rates as per the present Consumer Price Index; and

(c) whether due to considerable increase in salaries of Government employees consequent to Sixth Pay Commission Report and with no increase in income ceiling many deserving SC students have been left out of the ambit of scholarship scheme and if so, steps taken to enhance income ceiling accordingly?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND

EMPOWERMENT (SHRI D. NAPOLEON): (a) to (c) Post-matric Scholarship for SC (PMS-SC) students has been revised *w.e.f.* 01.07.2010.

This includes:

(i) upward revision of income ceiling from Rs. 1 lakh p.a. to Rs.
2 lakh
p.a.

(ii) re-grouping of courses; and

(iii) upward revision of rates of maintenance and other allowances.

The increase in Consumer Price Index for Industrial Workers and increase in salary of Government employees, consequent upon 6th Pay Commission recommendations has been *inter-alia* taken into consideration, while revising the Scheme.

The revision of the Post-Matric Scholarship Scheme for OBC students is under consideration of the Government.

Amendments to Persons with Disability Act

886. SHRI ANIL MADHAV DAVE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether Government plans to amend the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995;

(b) if so, the status thereof;

(c) whether Government plans to bring in a new law in place of the above and if so, by when the new bill is likely to be presented in Parliament; and

(d) the details of the proposals proposed in the Bill?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) to (d) Ministry has constituted a Committee comprising of experts in disability Sector, representatives of the stakeholders including State Governments, Central Ministries/Civil Society organizations etc. to study the suggestions and comments/views on the proposed amendments received from several Ministries, State Governments and UT Administrations, Non-Government Organizations, etc. and to draft a new legislation for persons with disabilities. The Committee is still deliberating on various issues

relating to new legislation for the Persons with Disabilities. The Committee has been asked to submit the draft legislation by 30th June, 2011.

Amount allocated in budget for welfare of SC/ST

887. SHRI RAM VILAS PASWAN: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the amount allocated in the budget of 2009-10 for the welfare of Scheduled Castes and Scheduled Tribes in the country as a whole;

(b) the amount spent during the above year, in the country as a whole;
and

(c) the various reasons for which the full amount could not be spent as per communications sent by the State Government to Centre?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) and (b) The Budgetary allocation (B.E.) and actual expenditure under the schemes meant for the development of Scheduled Castes and Scheduled Tribes in the budget of Ministry of Social Justice & Empowerment and Ministry of Tribal Affairs respectively, for the year 2009-10 is shown in the table below:

Ministry	Rs. in Crores	
	Budget Estimates (B.E.) 2009-10	Expenditure 2009-10
Ministry of Social Justice and Empowerment	1899.00	1932.41
Ministry of Tribal Affairs	3205.50	1996.74

(c) As informed by the Ministry of Tribal Affairs, there was shortfall due to non receipt of proposals/lack of complete proposals from the States/UTs.

Vacant posts in NSKFDC

888. SHRI SHIVANAND TIWARI: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the date since when the posts in National Safai Karamcharis Finance and Development Corporation (NSKFDC) are lying vacant; and

(b) by when the said posts are likely to be filled up from the persons from Safai Karamchari Community either on regular basis or on deputation?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) As per information provided by the National Safai Karamcharis Finance and Development Corporation (NSKFDC), 3 Posts of Company Secretary, Assistant Manager (System) and

Assistant General Manager are lying vacant since 17.11.1997, 11.03.1998 and 23.02.2011 respectively. Out of the remaining 24 posts, 14 posts are filled up on regular basis, 1 on *adhoc* basis and 9 from the persons hired from a manpower agency.

(b) The vacant posts are filled up by NSKFDC as per its requirement, in accordance with the Recruitment, Promotion and Seniority Rules of the Corporation. These posts are not reserved for persons from Safai Karmachari community.

Allocation of S-band spectrum

†889. SHRI MOHAN SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether Government is aware that Indian Space Research Organisation (ISRO) has allocated S-Band Spectrum to Devas Multimedia at a cheap rate without inviting tenders;

(b) the loss suffered by ISRO according to Government sources, whether Devas multimedia is associated with any former scientist of ISRO; and

(c) whether Prime Minister's Office has got a probe conducted by any other organization except Comptroller and Auditors General of India and the findings thereof?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) No, Sir. Indian Space Research Organisation has not allocated any S band spectrum to Devas.

(b) There is no loss suffered by ISRO.

A few former employees of ISRO are currently serving in Devas Multimedia Pvt. Ltd., Bangalore.

(c) A High Powered Review Committee is looking into the technical, commercial, procedural and financial aspects of the Antrix-Devas agreement. The review is in progress and the report of the committee is awaited.

Cancellation of deal between Antrix and Devas

890. SHRI SHIVANAND TIWARI: Will the PRIME MINISTER be pleased to state:

(a) whether Government proposes to cancel the deal between Antrix and Devas;

(b) if so, by when; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Yes, Sir.

(b) Antrix has sent the Agreement Termination Notice to Devas on 25th February, 2011.

(c) Does not arise.

Commercial activities of ISRO

891. SHRI K.N. BALAGOPAL: Will the PRIME MINISTER be pleased to state:

†Original notice of the question was received in Hindi.

(a) whether Government would examine the commercial activities of Indian Space Research Organisation (ISRO);

(b) if so, the major areas to be inquired; and

(c) whether the deals including the commercial contract with Israeli organisations also would be re-examined?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) As mandated by the Space Commission in its 117th Meeting, held on July 02, 2010, a Committee has been set up under the Chairmanship of Member (Finance), Space Commission, to review the working of Antrix Corporation and make recommendations regarding its restructuring.

Government has also constituted a High Powered Review Committee with the following terms of reference:

1. (i) To review the technical, commercial, procedural and financial aspects of the Agreement between ANTRIX and M/s Devas Multimedia Pvt., Ltd., taking into account the report of the internal review conducted by the Department of Space;
- (ii) To suggest corrective measures;
- (iii) To fix responsibility for lapses, if any; and
2. In light of the above, to review the adequacy of procedures and approval processes followed by ANTRIX, ISRO and Department of Space, and to suggest improvements and changes, taking into account the review mandated by the Space Commission at its 117th meeting, held on July 02, 2010.

Appropriate action will be taken on receipt of the Reports of the above Committees.

(c) No, Sir.

Selling of S-Band Spectrum

†892. SHRIMATI MAYA SINGH:

SHRI BRIJLAL KHABRI:

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Indian Space Research Organisation (ISRO) has sold S-Band Spectrum without inviting tender;

(b) if so, the quantum thereof;

(c) whether any possible irregularity in the process of selling spectrum by ISRO has come to the light;

†Original notice of the question was received in Hindi.

(d) the rate of spectrum sold by ISRO and whether it was according to the market rate; and

(e) the names of the officials by whom the consent for selling the spectrum without inviting tender was given and the level at which the same was given?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) No, Sir. Antrix, the commercial arm of ISRO, had signed an agreement with M/s. Devas on January 28, 2005 for leasing of 90% of the space segment capacity on two satellites for 12 years. In view of the policy decision taken by the government for not providing orbital slot in S-Band to Antrix, the agreement has been annulled.

(b) Does not arise.

(c) No, Sir

(d) and (e) Does not arise.

Comparative figures of steel production

893. SHRI TARUN VIJAY: Will the Minister of STEEL be pleased to state:

(a) the comparative figures of iron ore and finished steel production capacities and actual production in India and China;

(b) the quantum of export of raw ore and steel to China in the last five years, year-wise; and

(c) the demand of steel in India and the actual supply to Indian consumers of steel and figures of steel import for last five years?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BENI PRASAD VERMA): (a) Production capacity of steel plants is expressed in terms of crude steel and not finished steel. Data on crude steel production and capacity and iron ore resources and production for India and China for relevant periods are given in the table below:-

Item	India			China		
	Period	Quantity*	Source	Period	Quantity*	Source
		Million tonnes			Million tonnes	
1	2	3	4	5	6	7

Crude steel

Capacity	2010-11	73	JPC	2010	770	SBB
	(full)					

1	2	3	4	5	6	7
Production	Apr-Dec. 2010	51.57	JPC	2010	627	WSA
Iron ore						
Resources	As on 1.4.05	14630	IBM	2010	23000	MCS 2011
Production	Apr-Sept., 2010	97.73	IBM	2010	900	MCS 2011

*provisional; JPC: Joint Plant Committee; IBM: Indian Bureau of Mines; SBB: Steel Business Briefing; WSA: World Steel Association; MCS 2011: Mineral Commodity/Summaries 2011;

(b) Data on export of iron ore and total finished steel from India to China during the last five years (2005-06 to 2009-10) are given in the table below:-

Year	Export of iron ore to China ¹ (Million tonnes)	Export of finished steel to China ² (Million tonnes)
2005-06	36.75	0.403
2006-07	76.14	0.206
2007-08	58.95	0.017
2008-09	63.34	0.029
2009-10	87.02	0.045

Source:¹ = Directorate General of Commercial Intelligence and Statistics

² = Joint Plant Committee

(c) Data on real consumption (demand), availability (actual supply) and imports of finished steel in the country for the last five years (from 2005-06 to 2009-10) and April-December, 2010 and same period of last year are shown in the table below:-

Year	Finished Steel (Million tonnes)		
	Real Consumption	Availability or actual supply	Import
1	2	3	4

2005-06	41.43	46.07	4.31
2006-07	46.78	52.21	4.93

1	2	3	4
2007-08	52.12	58.02	7.03
2008-09	52.35	58.57	5.84
2009-10*	56.48	63.75	7.29
April-Dec 2010*	48.15	51.73	5.36
April-Dec 2009	44.22	48.26	5.24

Source: Joint Plant Committee; *=provisional

Bringing down prices of steel

†894. SHRI P. RAJEEVE: Will the Minister of STEEL be pleased to state:

(a) the measures the Ministry has taken to bring down the price of steel;

(b) the details thereof; and

(c) the mechanism in place to prevent manufactures from increasing price of steel anticipating an increase in raw materials?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BENI PRASAD VERMA): (a) to (c) Steel sector operates in a deregulated environment and in a liberalized market, prices are determined by a multitude of complex factors such as cost of raw materials, production cost, international steel price movement and the demand supply gap in the domestic market. In a deregulated market the role of a Government is limited to that of a facilitator. Nonetheless, the Government keeps a close watch on the price movement of commodities such as steel and takes appropriate fiscal measures whenever necessary, in order to ensure domestic availability and create a level playing field.

Accidents in steel plants

†895. SHRI BALAVANT ALIAS BAL APTE: Will the Minister of STEEL be pleased to state:

(a) whether a number of accidents took place in different steel plants of public sector of the country during the last three years and current year;

(b) if so, the details thereof, plant-wise;

(c) the loss of human lives and property due to such accidents;

(d) the outcome of investigations made in this regard;

†Original notice of the question was received in Hindi.

(e) the average annual expenditure incurred upon the maintenance of these plants; and

(f) the amount of expenditure incurred upon the replacement of plant's pipelines, electrical repairing and mechanical maintenance?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) Yes, Sir. The details of fatal and other reportable accidents which occurred in different steel plants and units of the Steel Authority of India Limited (SAIL) and the Rashtriya Ispat Nigam Limited (RINL) during the last three years and the current year (upto January, 2011) are given in the table below:

Plants/Units	Fatal accidents (fatality)				Other reportable accidents (excluding fatal accidents)			
	2008	2009	2010	2011*	2008	2009	2010	2011*
Steel Authority of India Ltd.								
Bhilai Steel Plant	6	2	0	0	2	11	3	0
Durgapur Steel Plant	1	1	4	0	2	2	2	0
Rourkela Steel Plant	4	4	4	0	14	16	10	2
Bokaro Steel Plant	4	10	8	0	21	12	15	0
IISCO Steel Plant	4	3	10	1	20	10	26	3
Alloy Steel Plant	2	0	0	0	3	3	2	0
Salem Steel Plant	0	5	1	0	3	4	2	0
Visvesvaraya Iron and Steel Plant	0	0	0	1	21	13	10	0
Mines/Collieries and other Units	4	3	6	0	75	50	39	5
Rashtriya Ispat Nigam Ltd.	5	11	10	2	59	57	46	5

*upto January, 2011

(c) As reported by SAIL and RINL, the loss of life due to fatal

accidents that had occurred in SAIL and RINL during the last three years and for the current year (upto January, 2011) is given in the table below:

Year	SAIL	RINL
2008	25	05
2009	28	11
2010	33	10
2011 (upto January, 2011)	02	02

There has been no damage to property on account of these accidents.

(d) Based on the findings of the enquiry committees which probe into the incidence of each fatal accident at the concerned plant/unit, the cause of each accident is identified and measures are recommended to prevent the recurrence of similar accidents in future. These include *inter-alia* (i) development and adherence to safe operating and maintenance procedures; (ii) spreading safety awareness through training programmes and workshops for employees and contractors; (iii) enforcing usage of job specific personal protective equipment; (iv) provision of automatic gas leak detection alarm in critical and gas prone areas; (v) conducting periodic mock drills as per emergency plan.

(e) and (f) The average annual expenditure on maintenance (including that incurred on change in pipeline, electrical repair and mechanical maintenance, store and spares and remuneration to maintenance employees) at different plants of SAIL and RINL for last three years and current year (April to December, 2010) is given as under:

(Rs. in crore)				
Plant/Unit	2007-08	2008-09	2009-10	2010-11 (April to December, 2010)
1	2	3	4	5

Steel Authority of India Ltd.

Bhilai Steel Plant	1795.96	2032.60	1695.75	1391.63
Durgapur Steel Plant	616.34	684.43	547.11	387.44
Rourkela Steel Plant	772.49	792.20	798.77	663.11

Bokaro Steel Plant	1143.46	1270.45	1178.62	830.15
IISCO Steel Plant	339.26	348.58	321.83	252.22
Alloy Steel Plant	118.13	133.69	142.36	108.86

1	2	3	4	5
Salem Steel Plant	37.68	40.25	39.77	31.89
Visvesvaraya Iron and Steel Plant	70.33	57.75	53.95	42.22
Raw Materials Division and other Units	137.97	164.50	83.49	117.59
Rashtriya Ispat Nigam Ltd.	632.23	860.23	858.49	622.31

Restriction on export of iron

†896. SHRI SHREEGOPAL VYAS: Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that restriction on the export of iron, is under consideration;

(b) if so, the names of the States which have raised this demand; and

(c) whether Government is duly considering, or would consider these demands?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BENI PRASAD VERMA): (a) to (c) The Chief Minister of Karnataka in July, 2010 had *inter-alia* requested the Central Government for restricting export of iron ore. With a view to conserve iron ore, which is a natural resource, the Government of India has increased the ad-valorem export duty on iron ore with effect from 1st March, 2011 to 20% on all sorts of iron ore (other than pellets).

Loss of employment in handloom and textile sectors

897. SHRIMATI BRINDA KARAT: Will the Minister of TEXTILES be pleased to state:

(a) whether it is a fact that handloom and textile sectors which provide employment to lakhs of workers are facing a serious situation resulting in loss of employment to large number of workers;

(b) the steps taken by Government to alleviate the crisis; and

(c) the outcome of the measures, if any, taken by Government?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES
(SHRIMATI PANABAKA LAKSHMI): (a) to (c) The Government of India is aware that handloom weavers are facing problems due to increase in prices of raw material and chocking of credit lines. As per Third Handloom Census 2009-10, 43.32 lakh persons are engaged in weaving and allied activities.

†Original notice of the question was received in Hindi.

To address the issue of increase in cotton and cotton yarn prices the Government of India has initiated multipronged actions which include:

1. Capping of cotton exports for cotton season 2010-11 (October to September);
2. Hank Yarn Obligation expanded from 40s counts to 80s counts w.e.f. 31.03.2010;
3. Stringent checking of Hank Yarn Obligations on spinning mills;
4. Withdrawal of DEPB incentive of 7.67% on cotton yarn exports w.e.f. 21.4.2010
5. Withdrawal of duty drawback on yarn w.e.f. 29.4.2010;
6. Constitution of a Cotton Yarn Advisory Board to monitor domestic and international prices of cotton yarn; and
7. Capping cotton yarn export for financial year 2010-11.
8. Reduction in import duty on silk yarn from 30% to 5%.

Further, the Finance Minister has announced a financial package in the Budget 2011-12 for the handloom sector, with a financial implication of Rs. 3000 crore.

In order to ensure uninterrupted and timely supply of yarn at reasonable prices to handloom weavers, the Government of India is implementing Mill Gate Price Scheme (MGPS) since 1992-93 throughout the country. Under the scheme, the expenditure for transportation of yarn from the Mill Gate to the godown of the handloom agencies as well as expenditure on depot operations are being reimbursed by the Government of India. 3598.9 lakh kg. yarn worth Rs. 3391.98 crore has been supplied during Eleventh plan period so far.

The Government of India is implementing Integrated Handlooms Development Scheme which provides need based inputs to clusters of 300-500 handlooms or Groups of 10-100 weavers for making them self

sustainable by providing them financial assistance for margin money, new looms and accessories, skill upgradation, marketing opportunities and for construction of worksheds etc. So far, 521 cluster projects and 1592 Group approach projects have been sanctioned during the Eleventh Five Year Plan. In addition, Comprehensive Handloom Cluster Development Scheme (CHCDS) has been introduced in 2008-09 with an objective to empower handloom weavers and build their capacity to enhance competitiveness of their products in the domestic as well as global market in a sustainable and reliant manner. The scheme covers clearly identifiable geographical locations with at least 25,000 looms in which

Government of India's financial support would be up to Rs. 70 crore. Four such Mega Handloom Clusters have been sanctioned so far at Varanasi (Uttar Pradesh), Sivasagar (Assam), Virudhunagar (Tamil Nadu) and Murshidabad (West Bengal).

The Government of India is concerned about the welfare measures of the Handloom weavers and is implementing Handloom Weavers Comprehensive Welfare Scheme, which includes Health Insurance Scheme for providing Health Insurance cover to the Handloom weavers. 16.11 lac families of handloom weavers and workers were covered during the policy period of 2009-10. During the policy period of 2010-11, it is proposed to cover 18.56 lac families of handloom weavers and workers.

Clusters under IHDS in Andhra Pradesh

898. SHRIMATI GUNDU SUDHARANI: Will the Minister of TEXTILES be pleased to state:

(a) the aims and objectives of Integrated Handlooms Development Scheme;

(b) the details of clusters in Andhra Pradesh;

(c) the details of inputs provided to clusters in Andhra Pradesh through IHDS; and

(d) whether any financial assistance provided to the above clusters to become self-sufficient?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The Integrated Handlooms Development Scheme (IHDS) aims to focus on formation of handloom weavers' groups as a visible production group in a selected handloom clusters, to assist the handloom weavers' groups for becoming self-sustainable, to up-grade the skills of handloom weavers/workers to produce diversified products with improved quality to meet the market requirements etc.

(b) to (d) 52 handloom clusters have been sanctioned to the State

Government of Andhra Pradesh from 2007-08 to 2010-11 (as on 28th February, 2011) and an amount of Rs. 10.86 crore has been released for implementing various interventions such as formation of Self Help Groups, skill up-gradation of handloom weavers, engagement of designers, corpus for setting up of Yarn Depots, purchase of new handlooms/accessories/jacquard/dobby, margin money for working capital, construction of worksheds, marketing of handloom products etc. and details are given in the Statement (See below).

Statement

*Details of handloom cluster sanctioned to the state of Andhra Pradesh
from 2007-08 and 2010-11*

Sl. Clusters sanctioned to the State of Andhra Pradesh under No. Integrated Handlooms Development Scheme from 2007-08 to 2010-11 (as on 28.02.2011)	
1	2
1.	Payakaraopeta, Vishakhapatnam Distt.
2.	Pedana, Krishna Distt.
3.	Isukapalli, Guntur Distt.
4.	Muddireddipally, Ananthapur Distt.
5.	Yemmiganur, Kurnul Distt.
6.	Proddatorl, Kadapa Distt.
7.	Sirirpuram Yellanki, Nalgonda Distt.
8.	Gadwal, Mahaboobnagar Distt.
9.	Puttapaka, Nalgonda Distt.
10.	Kothpalli, Krimnagar Distt.
11.	Ampolu, Srikakulam Distt.
12.	Kotragandredy, Vizianagaram Distt.
13.	Veeravaram, East Godavari Distt.
14.	Dagguluru, West Godavari Distt.
15.	Polavaram, Krishna Distt.
16.	Vetapalem, Parkasam Distt.
17.	Sangham, Nellore Distt.
18.	Madanapalli, Chittoor Distt.
19.	Yadiki, Ananthapur Distt.
20.	Kodumure, Kurnool Distt.
21.	Kosigi, Mahaboobnagar Distt.
22.	Medak, Dubbaka Distt.
23.	Jangaon, Warangal Distt.

1	2
24.	Khammam, Khammam Distt.
25.	Thangallapalli, Karimnagar Distt.
26.	Mothkurgundala,
27.	Hasanbada, East Godavari Distt.
28.	Bandarulanka, East Godavari, Distt.
29.	Narayanareddypeta, Nellore Distt.
30.	Moragudi, Kadapa Distt.
31.	Rajoli, Mahabubnagar Distt.
32.	Huzurabad, Karimnagar Distt.
33.	Parkal, Warangal Distt.
34.	Rajam, Srikakulam Distt.
35.	Uravajbda, Anantapur Distt.
36.	Tadipatri, Anantapur Distt.
37.	Cherukupally
38.	Mangalagiri
39.	Dharmavaram-1
40.	Bangarupeta
41.	Jammikunta, Karimnagar Distt.
42.	Ponduru, Srikakulam Distt.
43.	Peddapuram, East Godavari Distt.
44.	Jogipet, Medak Distt
45.	Amarchinta, Mahaboobnagar Distt.
46.	Narayankhed, Medak Distt.
47.	Durries, Warangal Distt.
48.	Siddipeta, Medak Distt.
49.	Pochampally, Nalgonda Distt.
50.	Pochampally-II Distt.
51.	Mandarada, Srikakulam Distt.
52.	Laveru, Srikakulam Distt.

Lull period in Indian textile industry

899. SHRI N. BALAGANGA: Will the Minister of TEXTILES be pleased to state:

(a) whether the Indian textile industry is undergoing a lull period now;

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

(c) the annual export earnings of Government from this industry during the last three years, year-wise; and

(d) the steps taken by Government to incentives the industry to attract more FDI?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) No Sir.

(b) Does not arise.

(c) The annual export earnings of Government from Textiles & Clothing (T&C) industry are as follows:-

US \$ Million						
2005-06	2006-07	2007-08	2008-09	2009-10	2009-10	2010-11
						(Apl.-Sept.)
(Apl.-Sept.)						
17848.50	19441.55	22423.72	21483.51	23424.93	10113.07	11264.53

(d) 100% Foreign Direct Investment (FDI) is allowed in the textile sector under automatic route, a plan scheme viz. Foreign Direct Investment Promotion Scheme was also launched by the Government in 2008-09 to mobilize FDI from specific target countries, for India's T&C sector.

Traditional handloom weavers in Tamil Nadu and Uttarakhand

900. SHRI TARUN VIJAY: Will the Minister of TEXTILES be pleased to state:

(a) the present number of traditional handloom weavers in Tamil Nadu and Uttarakhand;

(b) the schemes to preserve and develop their craft; and

(c) whether Government is interested in starting an institute on the lines of Institute of Fashion Technology in Uttarakhand?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) As per Handloom Census of India (2009-10), the present number of traditional handloom weavers in Tamil Nadu and Uttarakhand, are detailed below:

Name of the State	Handloom Weavers and allied workers
Tamil Nadu	352,321
Uttarakhand	15,468

(b) The Geographical Indications of Goods (Registration and Protection) Act 1999, which is a component of Marketing and Export Promotion Scheme, provides assistance for the preservation and development of handloom crafts. In addition to this, an essential intervention under the Integrated Handloom Development Scheme is for appointment of professional designers, who also facilitate in preservation and development of handloom designs.

(c) As far as Handloom Sector is concerned, there is no proposal to set up any Institute on the lines of Institute of Fashion Technology in Uttarakhand.

Mill gate price scheme

901. SHRI PRAKASH JAVADEKAR: Will the Minister of TEXTILES be pleased to state:

- (a) the objective of mill gate price scheme;
- (b) whether the objective of this scheme has been served;
- (c) if not, the other measures being contemplated by Government to address the problems of hank yarn access to handloom weavers;
- (d) the remote areas covered by the mill gate price scheme; and
- (e) whether Government is contemplating to increase the hank yarn depots across the country?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The objective of Mill Gate Price Scheme is to make available all types of yarn at Mill Gate Price to the eligible handloom weavers so as to facilitate regular supply of basic raw material to the handloom sector and help utilize the full employment potential of the sector.

- (b) Yes, Sir.
- (c) Does not arise.
- (d) The Mill Gate Price scheme covers all the remote areas of the

country.

(e) Yes Sir. The number of yarn depots functioning during the last 3 years and current year shows an increasing trend, as is shown in the table below:

Year	No. of Yarn Depots
2007-08	485
2008-09	536
2009-10	650
2010-11 (upto Feb, 2011)	715

Effect of costly cotton on handloom and industry

902. SHRIMATI JAYANTHI NATARAJAN: Will the Minister of TEXTILES be pleased to state:

(a) whether it is a fact that costly cotton in the country is adversely affecting the handloom sector and cloth industry in the country and in particular in Tamil Nadu;

(b) if so, the details thereof; and

(c) the corrective measures Government propose to take to give relief to handloom sector and clothe industry in the country including Tamil Nadu?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) The cotton yarn is the main raw material for the weavers and rice in the price of cotton has been a matter of concern for the weavers all over the country. However, the Govt, of Tamil Nadu has intimated that costly cotton has not affected the handloom cloth sector to a great extent.

(c) The Government of India is implementing following schemes for overall development of the handloom sector in the country including Tamil Nadu:-

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

In addition, Comprehensive Handloom Cluster Development Scheme (CHCDS) has been introduced in 2008-09 with an objective to empower handloom weavers and build their capacity to enhance competitiveness of their products in the domestic as well as global market in a sustainable and reliant manner. The scheme covers clearly identifiable geographical locations with at least 25,000 looms in which Government of India's financial support would be up to Rs.70

crore. Four such Mega Handloom Clusters have been sanctioned so far at Varanasi

(Uttar Pradesh), Sivasagar (Assam), Virudhunagar (Tamil Nadu) and Murshidabad

(West Bengal). Further, the Govt, of India has taken the following initiatives to control the prices of cotton and cotton yarn:-

1. Capping of cotton exports for cotton season 2010-11 (October to September);
2. Hank Yarn Obligation expanded from 40s counts to 80s counts w.e.f. 31.03.2010;
3. Stringent checking of Hank Yarn Obligations on spinning mills;
4. Withdrawal of DEPB incentive of 7.67% on cotton yarn exports w.e.f. 21.4.2010
5. Withdrawal of duty drawback on yarn w.e.f. 29.4.2010;
6. Constitution of a Cotton Yarn Advisory Board to monitor domestic and international prices of cotton yarn; and
7. Capping cotton yarn export for financial year 2010-11.

The Government of Tamil Nadu is also implementing following schemes for welfare of the handloom weavers and the development of the handloom sector:-

- (i) Free distribution of Sarees and Dhoties Scheme
- (ii) Free supply of Uniform Scheme
- (iii) Free supply of Electricity to handloom & powerloom weavers
- (iv) Interest subsidy Scheme
- (v) Rebate subsidy Scheme
- (vi) Old age Pension scheme
- (vii) Savings and Security Scheme

Steps taken for expansion of textile industry

903. SHRIMATI BIMLA KASHYAP SOOD: Will the Minister of TEXTILES be pleased to state:

(a) whether it is a fact that from the viewpoint of employment generation and foreign exchange earnings, textile industry is one of the biggest and most important sector of the country;

(b) if so, the steps taken by Government for expansion of textile industry;

(c) whether weaving and processing sector has not been able to work satisfactorily due to lack of modernisation;

(d) whether lack of modernisation has affected export of processed clothes and other value added items; and

(e) if so, the measures taken by Government for modernisation of weaving and processing sector and to encourage export of processed clothes and other value added items?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes Sir. Government have taken a number of steps for expansion of T&C sector including; technology upgradation and modernization of textile mills under the Technology Upgradation Fund Scheme, support for industry infrastructure through Scheme for Integrated Textile Parks (SITP); Integrated Scheme for Development of Powerloom Sector along with Group Workshed Scheme for the sector; Scheme for skill upgradation of textiles workers under the Integrated Skill Development Scheme and other capacity building programmes for the industry like Knitwear Technology Mission. In addition, fiscal incentives are provided for exports of T&C items under various provisions of the foreign Trade Policy-2009-14.

(c) to (e) Weaving and processing sector are considered to be a weaker sector for want of adequate modernization. Government have initiated a number of steps for weaving and processing sector which include interest reimbursement, margin money subsidy and capital subsidy under TUF Scheme. The exports of readymade garments and made-ups increased by over 10% in 2008-09 compared to 2007-08 but there was a decrease of around 1% in 2009-10 compared to 2008-09. However, in the current financial year (April-Sept.) provisional figure indicate that exports have gone up by around 7% compared to 2009-10.

Heritage and Eco-Tourism projects in Gujarat

904. SHRI BHARATSINH PRABHATSINH PARMAR: Will the Minister of TOURISM be pleased to state:

(a) the implementation status of the heritage and Eco-Tourism projects in Gujarat;

(b) the details of proposal received and approved for the development of 'Holiday Camp Island' under the Product, Infrastructure

and Destination Development Scheme during the last two years and the total amount released, year-wise; and

(c) the programme finalized by the Ministry for conservation of the cultural heritage of the Island?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) to (c) The development, promotion and implementation of tourism projects including the projects relating to conservation of heritage & eco-tourism, are primarily undertaken by the

State Governments/Union Territory (UT) Administrations themselves. The Ministry of Tourism however, provides Central Financial Assistance (CFA) for tourism projects, identified in consultation with them, subject to availability of funds and *inter-se*-priority under various schemes of the Ministry.

The Ministry of Tourism has neither prioritized nor received any proposal for the development of 'Holiday Camp Island' under the Product, Infrastructure and Destination Development Scheme from the State Government of Gujarat for Central Financial Assistance during the current financial year, 2010-11 and last two years *i.e.* 2008-09 and 2009-10. However, the amount sanctioned and released to the Government of Gujarat for development of tourism in the State during the last two years is as under:

Year	Amount Sanctioned (Rs. in crore)	Amount Released (Rs. in crore)
2008-09	21.33	14.65
2009-10	7.33	3.93

Improvement of tourism infrastructure

905. DR. MANOHAR JOSHI: Will the Minister of TOURISM be pleased to state:

(a) the efforts made by Government to improve tourism infrastructure in the country to promote tourism;

(b) the details of the funds allocated and disbursed therefor, during the last three years, State-wise;

(c) whether Government has issued any guidelines to States to improve facilities for the use of domestic and foreign tourists; and

(d) if so, the details thereof and the response of the State thereon, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) to (d) Development, promotion and improvement of tourism infrastructure projects including the facilities for the use of domestic and foreign tourists are primarily the responsibility of the State Governments/Union Territory Administrations. However, Ministry

of Tourism provides financial assistance to the State Governments/Union Territory Administrations for tourism projects based on the proposals received from them which are complete in all respects as per the Scheme Guidelines, *inter-se* priority and subject to availability of funds.

State-wise details of the projects and amount sanctioned by Ministry of Tourism during the Eleventh Five Year Plan (up to 30.09.2010) are given in the Statement.

Statement

Tourism projects sanctioned during the Eleventh Five Year Plan (2007-2008, 2008-2009, 2009-2010 AND 2010-11 upto 30.9.2010).

(Rs. in crore)

Sl. No.	State	Number of Projects	Amount Sanctioned
1	2	3	4
1.	Andhra Pradesh	32	160.87
2.	Arunachal Pradesh	46	131.96
3.	Andaman & Nicobar	0	0.00
4.	Assam	18	66.07
5.	Bihar	17	53.99
6.	Chandigarh	13	22.83
7.	Chhattisgarh	7	28.32
8.	Dadra & Nagar Haveli	3	0.24
9.	Daman & Diu	1	0.12
10.	Delhi	22	75.19
11.	Goa	6	67.92
12.	Gujarat	12	34.47
13.	Haryana	25	92.25
14.	Himachal Pradesh	33	104.72
15.	Jammu & Kashmir	88	202.45
16.	Jharkhand	8	11.56
17.	Kerala	31	137.43
18.	Karnataka	23	109.94
19.	Lakshadweep	1	7.82
20.	Maharashtra	12	68.90
21.	Manipur	25	71.51

1	2	3	4
22.	Meghalaya	17	41.44
23.	Mizoram	19	54.53
24.	Madhya Pradesh	45	165.17
25.	Nagaland	51	97.11
26.	Orissa	32	102.70
27.	Puducherry	15	29.34
28.	Punjab	19	65.46
29.	Rajasthan	21	88.90
30.	Sikkim	73	167.26
31.	Tamil Nadu	39	116.54
32.	Tripura	40	68.33
33.	Uttar Pradesh	34	117.39
34.	Uttarakhand	13	75.94
35.	West Bengal	34	120.32
GRAND TOTAL:		875	2758.99

Funds allocated to Himachal Pradesh

906. SHRIMATI VIPLOVE THAKUR: Will the Minister of TOURISM be pleased to state:

(a) whether funds are allocated by Government to States for development and promotion of tourism;

(b) if so, the details of funds allocated to Himachal Pradesh during the last three years and the current year;

(c) the names of the schemes being run in Himachal Pradesh with the Central assistance in this regard;

(d) the details of achievement in respect of these schemes so far;

(e) whether the State Government of Himachal Pradesh has reported difficulties in the implementation of these schemes;

(f) if so, the steps taken by Government to resolve these problems;

(g) whether Government has ever monitored/reviewed these schemes;
and

(h) if so, the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) to (d) Development & promotion of tourism is primarily undertaken by the State Governments/Union Territory Administrations. However, the Ministry of Tourism, Government of India, provides Central Financial Assistance to the project proposals under various schemes of the Ministry like Product/Infrastructure Development for Destination and Circuits (PIDDC), Rural Tourism, Fairs & Festivals and Information Technology (IT) etc.

Funds sanctioned to Himachal Pradesh Government for Tourism projects during last three years and in the current year is as under:-

(Rs. in crore)

Year	No. of projects	Amount Sanctioned
2007-08	12	34.81
2008-09	10	34.58
2009-10	07	25.95
2010-11 (upto 30.09.2010)	04	9.38

(e) to (h) Implementation and monitoring of projects is the responsibility of the State Governments/Union Territory Administrations. A State level monitoring committee has been constituted by the State Government of Himachal Pradesh for this purpose. Ministry of Tourism also monitors the progress of the projects through review meetings and site visits from time to time.

Displacement of tribals from their habitats

907. DR. MANOHAR JOSHI: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether it is a fact that tribal communities have been displaced from their traditional habitats on a large scale in the country;

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

(c) the action being taken by the Central Government to stop this trend; and

(d) the steps being taken by Government to rehabilitate these displaced tribals?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS
(SHRI MAHADEV S. KHANDELA): (a) and (b) Ministry of Tribal Affairs is required to issue

clearance in respect of Rehabilitation & Resettlement Plans relating to irrigation and flood control projects. The State-wise details of persons affected is as below:

Sl. No.	State	No. of R&R proposals cleared	Total No. affected Persons	Total No. affected ST population
1.	Andhra Pradesh	16	329526	123986
2.	Jharkhand	1	70820	21000
3.	Chhattisgarh	2	455	155
4.	Himachal Pradesh	1	836	9
5.	Kerala	1	20	20
6.	Maharashtra	10	114599	12115
7.	Madhya Pradesh	4	19508	12261
8.	Orissa	11	64674	42036
9.	Rajasthan	11	34452.	4258
TOTAL:		57	634890	215840

(c) and (d) To address the issues related to displacement & rehabilitation, the Department of Land Resources in the Ministry of Rural Development has formulated the National Rehabilitation & Resettlement Policy, 2007 (NRRP-2007). It has been published in the Gazette of India on 31st October, 2007 and its objective is to minimize displacement and to promote, as far as possible least displacing alternative. It also ensure, 5 adequate rehabilitation package & expeditious implementation of the rehabilitation process with the active participation of the affected families.

Report on displacement of tribals

†908. SHRI KALRAJ MISHRA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether according to the 2008 report of Centre for Science and Environment (CSE), nearly 2.5 crores of people have been displaced from mining since independence

and most of them are tribals and 25 per cent of such displaced persons have not been rehabilitated;

(b) whether Government of India has taken steps to rehabilitate these displaced people;

†Original notice of the question was received in Hindi.

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEV S. KHANDELA): (a) According to information received from Ministry of Mines, information regarding population affected/displaced due to acquisition of land for mining is not maintained since State Government grant mineral concessions as the owner of minerals and relief and rehabilitation measures are treated as integral to the conditions of grant of lease.

(b) to (d) Central Government has enunciated National Mineral Policy 2008 which seeks to develop a sustainable framework for optimum utilization of the country's natural mineral resources for the industrial growth in the country and at the same time improving the life of people living in the mining areas, which are generally located in the backward and tribal regions of the country.

NMP 2008 also enunciates that special care will be taken to protect the interest of host and tribal population through developing models of stakeholder interest based on best international practice. Further Ministry of Rural Development, Department of Land Resources has informed that the National Rehabilitation & Resettlement Policy, 2007 aims to minimize displacement and to promote, as far as possible least displacing alternatives. It also ensures adequate rehabilitation package & expeditious implementation of the rehabilitation process with the, active participation of the affected families.

Decreasing sex-ratio in country

909. SHRI T.K. RANGARAJAN: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether it is a fact that the sex-ratio is alarmingly decreasing in the country;

(b) if so, the details of sex ratio for the last three years, State-wise;

(c) the reasons for high number of incidence of female foeticide and the steps taken to prevent it; and

(d) the details thereto?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) and (b) Details of sex-ratio in the Country and State-wise, as per Census 1981, 1991 and 2001 are given in the Statement (See below). This indicates that sex ratio has declined from 934 (as per 1981 census) to 927 (as per 1991 census) and has increased to 933 (as per 2001 census).

(c) and (d) The reasons for high number of incidence of female foeticide in India include a deep rooted traditional son preference, continued practice of dowry and concern for safety of the girl child and exploitation and abuse of women and girl children.

In order to curb female foeticide and improve the sex ratio, Government has adopted a multi-pronged strategy which includes legislative measures, advocacy, awareness generation and programmes for socio-economic empowerment of women.

Under the Pre-Conception and Pre-Natal Diagnostic Technique (Prohibition of Sex Selection) Act, 1994, sex selective abortions are made punishable. The Government in the Ministry of Health and Family Welfare is responsible for administration of this Act and its implementation is the responsibility of the State Governments/Union Territory Administrations. Further, foeticide is also punishable under Section 315 of Indian Penal Code (IPC), with imprisonment of either description for a term which may extend to ten years, or with fine, or with both.

Legislations such as Dowry Prohibition Act, 1961 and the Prohibition of Child Marriage Act, 2006 seek to penalise the perpetrators of these social evils.

As a part of the measures taken to change the mind set of society, Government of India has been implementing on a pilot basis 'Dhanalakshmi', scheme for incentivising birth of the Girl Child. A number of States have been implementing their own schemes to incentivise the birth of a girl child and encourage families to place a premium on her education and development through Conditional Cash Transfer schemes.

Socio-economic empowerment of women is essential for making informed decisions and for change of the mind sets. The Government of India has undertaken a number of initiatives for this, such as Support to Training and Employment Programme for Women (STEP), The Mahatma Gandhi National Rural Employment Guarantee Act

(MGNREGA), National Rural Livelihood Mission (NRLM) and loans through the Rashtriya Mahila Kosh. This should go a long way in empowering women and enable them to take decisions about the birth of children, their spacing, retain girl children and improve the nutritional and educational status.

To create national awareness on issues relating to girl child, in 2009, Ministry of Women and Child Development has declared January 24 as the National Girl Child Day. On this day, besides the Central Government, the State Governments/Union Territory Administrations undertake advocacy measures to improve the status of girl child in their respective States/Union Territories.

Statement

State-wise details of Sex Ratio in India

(Sex Ratio: Number of Female per 1000 Males)

Sl.No.	States/UTs	1981	1991	2001
1	2	3	4	5
	India	934	927	933
1.	Andhra Pradesh	975	972	978
2.	Arunachal Pradesh	862	859	901
3.	Assam	910	923	932
4.	Bihar	948	907	921
5.	Chhattisgarh	996	985	990
6.	Goa	975	967	960
7.	Gujarat	942	934	921
8.	Haryana	870	865	861
9.	Himachal Pradesh	973	976	970
10.	Jammu and Kashmir	892	896	900
11.	Jharkhand	940	922	941
12.	Karnataka	963	960	964
13.	Kerala	1032	1036	1058
14.	Madhya Pradesh	921	912	920
15.	Maharashtra	937	934	922
16.	Manipur	971	958	978
17.	Meghalaya	954	955	975
18.	Mizoram	919	921	938
19.	Nagaland	863	886	909
20.	Orissa	981	971	972
21.	Punjab	879	882	874
22.	Rajasthan	919	910	922

1	2	3	4	5
23. Sikkim		835	878	875
24. Tamil nadu		977	974	986
25. Tripura		946	945	950
26. Uttar Pradesh		882	876	898
27. Uttaranchal		936	936	964
28. West Bengal		911	917	934
Union Territories				
1. Andaman and Nicobar Islands		760	818	846
2. Chandigarh		769	790	773
3. Dadra and Nagar Haveli		974	952	811
4. Daman and Diu		1062	969	709
5. Delhi		808	827	821
6. Lakshadweep		975	943	947
7. Pondicherry		985	979	1001

Anganwadi workers and helpers in villages

910. SHRIMATI GUNDU SUDHARANI: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether Government recognizes the significance of voluntary efforts put in by Anganwadi Workers and Helpers in the area of child care and development in the village;

(b) if so, the reasons for not acceding to their basic demands for increasing the salary and improving their service conditions;

(c) whether it is not a fact that workers in Mini-Anganwadis get only Rs. 250/- per month; and

(d) if so, the rationale or justification that the Ministry has to pay this meagre amount?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD

DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) and (b) ICDS Scheme envisages the Anganwadi Workers (AWWs) and Helpers (AWHs) as "honorary workers" from the local community who come forward to render their services, on part-time basis in the area of child care and development.

They are not government servants and are hence only given an honorarium for the services given by them.

Government of India, is conscious of the significance of the voluntary efforts put in by these honorary workers. That is why continuous efforts have been made to improve their working conditions by extending the facilities such as paid absence on maternity of 180 days, insurance cover under the Anganwadi Karyakartri Bima Yojana, providing reservation of 25% of vacant posts of Supervisors for Anganwadi Workers, recruitment of 25% of Anganwadi Workers from amongst Anganwadi Helpers, provision of uniform, awards etc. The States/UTs also provide additional honoraria to AWWs/AWHs.

The honoraria of AWWs has been enhanced by Rs. 500/- per month on the last honorarium drawn by them and that of AWHs and Workers of Mini-AWCs by Rs. 250/- per month w.e.f 1.4.2008.

Further enhancement has been announced by the Finance Minister in the Budget Speech of 2011-12.

The State Governments have been requested to set up AWW/AWH Welfare Fund at the State/UT level and Grievance Re-dressal Machinery at the State/District level for prompt redressal of their grievances. Some State Governments/UTs have extended Retirement/Pension benefits to AWWs/AWHs.

(c) and (d) No Sir, Anganwadi Workers of Mini-AWCs are paid an honorarium of Rs. 750/- per month at present.

Malnourishment among children and women

911. SHRI GOVINDRAO ADIK: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether Government is aware that there is increasing number of cases of malnourishment among children and women in the country;

(b) if so, Government's response thereto, while taking the note of high inflation rate;

(c) whether many State Governments have demanded hike in fund allocation and linking the Government's ICDS with consumer price index; and

(d) if so, Government's response thereto?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) and (b) As per the last National Family Health Survey (NFHS-3), in 2005-06, 42.5% children under 5 years are underweight, and 69.5% (children 6-59 months) are anemic. 35.6% of women in the age group of 15-49 years are underweight (measured as low body mass index) and 55.3% are anemic.

The problem of malnutrition is complex, multi-dimensional and inter-generational in nature, the determinants of which include household food insecurity, illiteracy and lack of awareness especially in women, access to health services, availability of safe drinking water, sanitation and proper environmental conditions and adequate purchasing power etc. Besides, early age at marriage of girls, teenage pregnancies resulting in low birth weight of the newborns, poor breastfeeding practices, poor complementary feeding practices, ignorance about nutritional needs of infants and young children and repeated infections, also aggravate the malnutrition amongst children. Being a complex and multidimensional problem, cannot be tackled by one sector or programme alone.

There are complementary approaches to reduce under-nutrition through direct nutrition specific interventions and multi sectoral approach. The Government has accorded priority to the issue of malnutrition, and, particularly, in respect of children, adolescent girls and women. Besides the ongoing efforts under different schemes/programmes of the Government, it is proposed to (a) strengthen and restructure the ICDS scheme, (b) bring a focused multi-sectoral approach to address the maternal and child malnutrition in selected 200 high burdened districts, (c) bring a strong convergence and nutrition focus in various programmes of Ministries that deal with Health, Drinking Water Supply & Sanitation, School Education, Agriculture, Food and Public Distribution and (d) a nation-wide improved Information Education and Communication (IEC).

(c) and (d) Some of the State Governments have demanded hike in fund allocation and its linkage to Consumer Price Index. The proposal is under consideration of the Government.

Malnourishment among children and women in Jharkhand

912. SHRI S.S. AHLUWALIA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether any survey was conducted during the last five years to ascertain the status of prevalence of instance of malnutrition among women and children in general and among the scheduled tribe families, in particular, in the State of Jharkhand;

(b) if so, salient findings thereof; and

(c) the details of programmes launched, if any, with a view to facilitating mitigate the problems of malnutrition especially among lactating mothers in the State, indicating mechanism put in place for monitoring implementation thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) to (c) As per the National Family Health Survey-3, 2005-06, in Jharkhand, 56.5% children under 5 years are underweight and 70.3% are anemic. 43%

of women in the age group of 15-49 years are underweight (measured as low Body Mass Index) and 69.5% are anemic. Among Scheduled tribes in Jharkhand, the prevalence of underweight children below 5 years is 64.3% and anemia is 79.5%. 47.2% of women in the age group of 15-49 years are underweight (measured as low Body Mass Index) and 85% are anemic. In the State of Jharkhand, Dular strategy having key components of household counseling, village contact drive, regular weighing etc. is being implemented to check cases of malnutrition. Besides, there are 48 Malnutrition Treatment Centres and 10 Malnutrition Treatment Extension Centres functional in Jharkhand.

The problem of malnutrition is complex, multi-dimensional and inter-generational in nature, the determinants of which include household food insecurity, illiteracy and lack of awareness especially in women, access to health services, availability of safe drinking water, sanitation and proper environmental conditions and adequate purchasing power etc. The Government has been implementing several schemes/programmes of different Ministries/Departments through State Governments/UTs which impact directly or indirectly on the nutritional status. These schemes, *inter-alia*, include Integrated Child Development Services (ICDS), National Rural Health Mission (NRHM), Mid Day Meals Scheme, Drinking Water & Total Sanitation Campaign, Swarnjayanti Gram Swarozgar Yojana (SGSY), Mahatma Gandhi National Rural Employment Guarantee Scheme (MNREGS), Public Distribution System etc. The schemes have their inbuilt mechanism for monitoring.

Implementation of schemes under ICDS in Maharashtra

†913. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the programme/schemes being implemented under the Integrated Child Development Services (ICDS) scheme in the State of Maharashtra, district-wise;

(b) the number of women/children covered/benefited in the State through these programmes of schemes during the last three years; and

(c) the details of the funds sanctioned and released to all the non-Government organizations/trusts of the country including the State

of Maharashtra under ICDS programmes/schemes along with the funds utilized by them?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) The Integrated Child Development Services (ICDS) Scheme provides a package of six services viz. (i) supplementary nutrition, (ii) pre-school non-

†Original notice of the question was received in Hindi.

formal education, (iii) nutrition & health education, (iv) immunization, (v) health check-up and (vi) referral services. Three services viz. immunization, health check-up and referral services are provided in convergence with Public Health Systems. In the State of Maharashtra, it is being implemented through a network of 553 operational ICDS Projects and 106231 operational Anganwadi Centres/Mini-AWCs in 34 Districts as on 31.12.2010.

(b) In the last three years, the number of women and children who received supplementary nutrition under the ICDS Scheme, in the State is as under:

Year ending	Women/Children received Supplementary nutrition			Children (3-6 years) received pre-school education
	Children (6 months to 6 years)	Pregnant and Lactating Mothers	Total	
31.3.2008	5627249	925763	6553012	2957159
31.3.2009	5814138	1006745	6820883	3040925
31.3.2010	5763108	948233	6711341	3098490

(c) Under ICDS, Government of India releases Grant-in-aid to the State Governments/UT Administrations only.

Promotion of history heritage and culture of States by airports

914. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is considering to formulate a policy to make it mandatory for all airports being modernized, to incorporate in their design and architecture the local history, heritage and culture of the city and State it serves; and

(b) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) No, Sir.

(b) Does not arise.

Case registered under Domestic Violence Preservation Act

915. DR. GYAN PRAKASH PILANIA: Will the Minister of WOMEN AND CHILD

DEVELOPMENT be pleased to state:

(a) the number of cases registered under the Domestic Violence Prevention Act 2005, till date and their disposal, State-wise percentage challan/conviction;

(b) the effectiveness of this legislation to prevent/curb domestic violence;

(c) whether above Act has resulted in decreased dowry demand and dowry death cases, if so, statistics thereof;

(d) the findings of National Family Health Survey-3, regarding prevalence of domestic violence and its willing acceptability by housewives; and

(e) the reaction of Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) to (e) As per the National Crime Records Bureau (NCRB) data, total number of 1868, 4908, 4688 and 5329 cases were reported under the Protection of Women from Domestic Violence Act, 2005 during 2006, 2007, 2008 and 2009 respectively. State-wise details of cases registered, cases charge-sheeted and cases convicted are given in the Statement (See below).

The National Family Health Survey 2005 (2005-06) data also shows that in the age group of 15-49, 35.4% of all women and 40% of ever married women experienced physical or sexual violence, while 6.7% experienced both physical and sexual forms of domestic violence. Further, the data suggests that both the physical and sexual forms of domestic violence against women are higher in rural areas as compared to the urban areas.

The Government is aware of prevalence of domestic violence in the country. The Protection of Women from Domestic Violence Act, 2005 (PWDVA) was enacted in order to protect the rights of women who are victims of violence of any kind occurring within the family. The aggrieved woman can seek various reliefs such as protection order, shelter and medical facilities under this Act. These reliefs and services are being accessed by aggrieved women as would be seen from the increasing number of cases under PWDVA.

However, the NCRB data shows that there has been no perceptible change in the cases registered under Dowry Prohibition Act, 1961 or

dowry deaths after implementation of the Protection of Women from Domestic Violence Act, 2005. As per NCRB data, total of 5623,5555 and 5650 cases under Dowry Prohibition Act and 8093,8172 and 8383 cases of dowry deaths, were reported in 2007,2008 and 2009 respectively.

The Protection of Women from Domestic Violence Act, 2005 is implemented by the State Governments/UT Administrations. The Central Government reviews the implementation of the Act from time to time for its effective implementation.

Statement

Number of cases registered, cases charge-sheeted, cases convicted, persons arrested, persons charge-sheeted and persons convicted under protection of women from domestic violence Act, 2005 during 2006 to 2009

(a) During 2006

Sl. No.	State/UT	Cases Registered	Cases Charge-sheeted	Cases Convicted	Persons Arrested	Persons Charge-sheeted	Persons Convicted
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	126	44	10	0	1	0
2.	Arunachal Pradesh	0	0	0	0	0	0
3.	Assam	1	0	0	2	1	0
4.	Bihar*						
5.	Chhattisgarh	1421	1214	139	2028	1977	182
6.	Goa	0	0	0	0	0	0
7.	Gujarat	150	147	1	382	371	0
8.	Haryana	1	0	0	0	0	0
9.	Himachal Pradesh	0	0	0	0	0	0
10.	Jammu and Kashmir	Central Act and its provisions are not applicable					
11.	Jharkhand*						
12.	Karnataka*						
13.	Kerala	2	0	0	0	0	0
14.	Madhya Pradesh*						
15.	Maharashtra	9	8	0	21	22	0
16.	Manipur	0	0	0	0	0	0
17.	Meghalaya	6	6	0	8	5	0
18.	Mizoram	0	0	0	0	0	0

19. Nagaland	0	0	0	0	0	0
20. Orissa*						

1	2	3	4	5	6	7	8
21.	Punjab	17	11	0	43	41	0
22.	Rajasthan	3	2	0	4	4	0
23.	Sikkim	6	5	1	6	5	1
24.	Tamil Nadu	0	0	0	0	0	0
25.	Tripura	0	0	0	0	0	0
26.	Uttar Pradesh	13	7	0	20	29	0
27.	Uttarakhand	0	0	0	0	0	0
28.	West Bengal	1	1	0	1	0	0
TOTAL STATES		1756	1445	151	2515	2456	183
29.	A&N Islands	10	8	0	16	14	0
30.	Chandigarh**	102	68	0	199	160	0
31.	D&N Haveli	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0
33.	Delhi	0	0	0	0	0	0
34.	Lakshadweep	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0
TOTAL UTS		112	76	0	215	174	0
TOTAL ALL INDIA		1868	1521	151	2730	2630	183

Note: '*' indicates data not available

'**' includes IPC cases also.

Data is provisional

(b) During 2007

Sl. No.	State/UT	Cases Registered	Cases Charge-Convicted	Cases Arrested	Persons Charge-Convicted	Persons Arrested	Persons
	Convicted						
			sheeted		sheeted		
1	2	3	4	5	6	7	8

1. Andhra Pradesh	1979	345	53	1	42	1
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1	2	3	4	5	6	7	8
2.	Arunachal Pradesh	0	0	0	0	0	0
3.	Assam	2	0	0	1	1	0
4.	Bihar*						
5.	Chhattisgarh	1651	1249	89	2206	2066	101
6.	Goa	3	1	0	5	3	0
7.	Gujarat	883	862	27	2491	2231	6
8.	Haryana	17	10	0	21	21	0
9.	Himachal Pradesh	3	2	0	2	2	0
10.	Jammu and Kashmir	Central Act and its provisions are not applicable					
11.	Jharkhand*						
12.	Karnataka*						
13.	Kerala	14	9	1	11	12	1
14.	Madhya Pradesh*						
15.	Maharashtra	117	109	1	480	495	3
16.	Manipur	0	0	0	0	0	0
17.	Meghalaya	5	5	0	13	5	0
18.	Mizoram	0	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	0
20.	Orissa*						
21.	Punjab	37	14	0	68	35	0
22.	Rajasthan	25	14	0	14	14	0
23.	Sikkim	6	4	0	10	9	0
24.	Tamil Nadu	0	0	0	0	0	0
25.	Tripura	0	0	0	0	0	0
26.	Uttar Pradesh	25	20	0	33	51	0
27.	Uttarakhand	0	0	0	0	0	0
28.	West Bengal	5	2	0	2	0	0
TOTAL STATES		4772	2646	171	5358	4987	112

1	2	3	4	5	6	7	8
29.	A & N Islands	20	6	0	37	7	0
30.	Chandigarh**	112	37	0	142	75	0
31.	D& N Haveli	0	0	0	0	0	0
32.	Daman and Diu	1	1	0	3	3	0
33.	Delhi	3	2	0	7	2	0
34.	Lakshadweep	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0
TOTAL UTS		136	46	0	189	87	0
TOTAL ALL INDIA		4908	2692	171	5547	5074	112

Note: '*' indicates data not available

'**' includes IPC cases also.

Data is provisional

(c) During 2008

Sl. No.	State/UT	Cases Registered	Cases Charge-Convicted	Cases Charge-Convicted	Persons Arrested	Persons Charge-Convicted	Persons Charge-Convicted
	Convicted						
		sheeted			sheeted		
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	2267	485	76	1	17	1
2.	Arunachal Pradesh	0	0	0	0	0	0
3.	Assam	0	0	0	0	0	0
4.	Bihar*						
5.	Chhattisgarh	361	426	1	987	1020	0
6.	Goa	1	0	0	0	0	0
7.	Gujarat	324	324	1	1058	1058	0
8.	Haryana	9	8	0	27	27	0

9. Himachal Pradesh	1	1	0	1	1	0
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1	2	3	4	5	6	7	8
10.	Jammu and Kashmir	Central Act and its provisions are not applicable					
11.	Jharkhand*						
12.	Karnataka*						
13.	Kerala	30	27	0	25	33	3
14.	Madhya Pradesh*						
15.	Maharashtra	376	278	103	217	325	197
16.	Manipur	35	0	0	16	0	0
17.	Meghalaya	5	5	2	29	6	2
18.	Mizoram	0	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	0
20.	Orissa*						
21.	Punjab	52	36	3	99	97	2
22.	Rajasthan	60	50	0	55	55	0
23.	Sikkim	5	8	0	5	8	0
24.	Tamil Nadu	765	437	129	30	320	146
25.	Tripura	0	0	0	0	0	0
26.	Uttar Pradesh	16	12	1	13	19	1
27.	Uttarakhand	0	0	0	0	0	0
28.	West Bengal	328	80	0	118	280	0
TOTAL STATES		4635	2177	316	2681	3266	352
29.	A&N Islands	35	22	0	36	30	0
30.	Chandigarh**	0	0	0	0	0	0
31.	D&N Haveli	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0
33.	Delhi	18	15	0	15	15	0

34. Lakshadweep	0	0	0	0	0	0
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1	2	3	4	5	6	7	8
35. Puducherry		0	0	0	0	0	0
TOTAL UTs		53	37	0	51	45	0
TOTAL ALL INDIA		4688	2214	316	2732	3311	352

Note: '*' indicates data not available.

'**' includes IPC cases also.

Data is provisional

(d) During 2009

Sl. No.	State/UT	Cases Registered	Cases Charge-sheeted	Cases Convicted	Persons Arrested	Persons Charge-sheeted	Persons Convicted
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	2710	608	97	0	103	0
2.	Arunachal Pradesh	13	8	3	12	8	3
3.	Assam*						
4.	Bihar*						
5.	Chhattisgarh	22	23	0	18	18	0
6.	Goa	0	0	0	0	0	0
7.	Gujarat	67	67	0	234	234	0
8.	Haryana*						
9.	Himachal Pradesh	4	3	0	4	4	0
10.	Jammu and Kashmir	Central Act and its provisions are not applicable					
11.	Jharkhand*						
12.	Karnataka	18	6	8	1	4	
13.	Kerala	53	46	0	61	72	0
14.	Madhya Pradesh						

1	2	3	4	5	6	7	8
16. Manipur		25	0	0	28	0	0
17. Meghalaya*							
18. Mizoram		41	4	1	4	4	1
19. Nagaland*							
20. Orissa*							
21. Punjab		38	34	1	76	77	0
22. Rajasthan		45	29	1	37	37	1
23. Sikkim		6	6	0	8	8	0
24. Tamil Nadu*							
25. Tripura		0	0	0	0	0	0
26. Uttar Pradesh							
27. Uttarakhand		0	0	0	0	0	0
28. West Bengal		923	0	0	0	0	0
TOTAL STATES		5323	834	232	483	569	5
29. A&N Islands*							
30. Chandigarh**		0	0	0	0	0	0
31. D&N Haveli		0	0	0	0	0	0
32. Daman and Diu		0	0	0	0	0	0
33. Delhi		6	4	0	5	4	0
34. Lakshadweep*							
35. Puducherry		0	0	0	0	0	0
TOTAL UTs		6	4	0	5	4	0
TOTAL ALL INDIA		5329	838	232	488	573	5

Note: '*' indicates data not available

'**' includes IPC cases also.

Data is provisional

Pilot without DGR training certificates

916. SHRI T.M. SELVAGANAPATHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that it has been detected that many Air India pilots were flying without key permit such as mandatory Dangerous Goods Regulations (DGR) training certificate, etc. for more than months;

(b) if so, the details thereof;

(c) whether the Air India has ordered any enquiry or investigation to unearth more such serious lapses; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) No, Sir.

(b) to (d) Do not arise.

Allocation for Sabarkantha, Mehsana and Amreli districts

917. SHRI NATUJI HALAJI THAKOR: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the details of amount allocated under centrally sponsored schemes of the Ministry to Gujarat during 1998 to 2004 and 2004 to 2010 scheme-wise, year-wise and district-wise;

(b) the details of amount released against the above allocation during the above period, scheme-wise and year-wise; and

(c) the details of amount already spent on various programmes against the above allocation in the district of Sabarkantha, Mehsana and Amreli?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) to (c) Under Centrally Sponsored Schemes (CSS) of the Ministry of Women and Child Development, funds are released to the States on the basis of the pace of expenditure reported/Utilization Certificates received. The funds under these schemes are not allocated district-wise. The entitlement is worked out in accordance with the schematic norms. The unspent/excess balance in a particular year is adjusted in the subsequent financial year.

The scheme-wise details of funds released to Gujarat under the Centrally Sponsored Schemes of the Ministry during the last three years are given in the Statement (See below). The details of funds released to the State during the period prior to 2007-08 are given in the Annual Reports of the respective years of the Ministry, which are available in the Library of Rajya Sabha.

Statement

Funds released to Gujarat under the CSS Schemes of the Ministry of Women and Child Development during the last three years

(Rs. in lakhs)

Year	Integrated Child Development Services (ICDS) (General)	Kishori Swayamsidha A Programme for Juvenile Justice/ICPS	Shakti Yojana (KSY)	Supplementary Nutrition Programme (SNP)	
2007-2008	11050.69	3855.01	139.15	69.96	140.27
2008-2009	16491.86	7464.33	188.85	Swayamsidha ended on	134.59
2009-2010	15631.96	8696.39	143.00	31.3.2008	269.42*

(*)Released under ICPS as the Programme for Juvenile Justice Scheme was merged with Integrated Child Protection Scheme (ICPS) during the year.

Plan to increase allocation under ICDS

918. SHRI KALRAJ MISHRA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether Government is contemplating an increase in the amount allocated to each child in the Integrated Child Development Services (ICDS) as fixed by the Supreme Court Rs. 2/- per child for supplementary nutrition;

(b) if so, the details thereof; and

(c) if not, the manner in which Government plans to maintain quality in the days of price rise?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) to (c) The Government of India revised the financial norms for supplementary nutrition for different categories of beneficiaries under Integrated Child Development Services (ICDS) Scheme in 2008-2009, as under:

Sl. No.	Category	Pre-revised rates	Revised Rates effective from 1.4.2008
1	2	3	4

1.. Children (6 months	Rs.2.00 per child	Rs.4.00 per child
to 72 months)	per day	per day

1	2	3	4
2.	Severely malnourished children (6 months - 72 months)	Rs.2.70 per child per day	Rs.6.00 per child per day
3.	Pregnant women and beneficiary Nursing mothers	Rs.2.30 per beneficiary per day	Rs.5.00 per day.

Foreign tourist arrivals

919. SHRIMATI KANIMOZHI: Will the Minister of TOURISM be pleased to state:

(a) the total number of foreign tourist arrivals during December, 2010 and January, 2011, State-wise;

(b) the total foreign exchange earnings during this period, State-wise;

(c) which countries do the highest number of foreign tourists arrive from; and

(d) whether Government could develop its Incredible India campaign based on the statistical information to better target potential tourists?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) The Foreign Tourist Arrivals (FTAs) in India during December, 2010 and January, 2011 were 6.55 lakhs and 5.38 lakhs respectively. State-wise break-up of FTAs is not available.

(b) The Foreign Exchange Earnings (FEE) from tourism during December, 2010 and January, 2011 were Rs. 7039 crore and Rs. 5777 crore respectively. State-wise break-up of FEE is not available.

(c) The FTAs from top five countries in India in 2009 and their percentage share are as given:

Country	FTAs	% share
USA	8,27,140	16.01
UK	7,69,251	14.89
Bangladesh	4,68,899	9.07

Sri Lanka	2,39,995	4.64
Canada	2,24,069	4.34
Other Countries	26,38,345	51.05
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TOTAL	51,67,699	100.00
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This information for the year 2010 is not available.

(d) The Ministry of Tourism formulates the international media campaigns after identifying key source markets on the basis of statistical data regarding FTAs.

Allegations on census by COPTAM

920. SHRI P. RAJEEVE: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Ministry is aware of the allegations made by the Committee on Protection of Tribal Areas of Manipur (COPTAM) regarding census of tribals in Manipur; and

(b) the action being taken by the Ministry to ascertain the truth or lack thereof in these allegations?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEV S. KHANDELA): (a) No, Sir.

(b) Does not arise in view of above.

Financial assistance for promoting games in rural areas

†921. SHRI OM PRAKASH MATHUR: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the names of games for which financial assistance is provided for promoting the same among young boys and girls in rural areas under different schemes of Government of India, scheme-wise;

(b) whether any benefit seems to be accrued out of this expenditure being made under these schemes; and

(c) the details of the level or agency to which this amount is provided in rural areas and the details of amount provided in Rajasthan during last two years?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) Government has launched a nation wide rural sports programme called Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA) under which financial assistance is given to State Governments and Union Territory Administrations for development and maintenance of

playfields, training and engagement of community sports volunteers, and organization of rural sports competitions. Apart from annual PYKKA competitions at block, district, state and national level, the scheme also provides financial assistance for holding national women championships, inter-school competitions and north east games.

†Original notice of the question was received in Hindi.

(b) Since the inception of the scheme in 2008-09, the following assistance has been given to State Governments and Union Administrations during the years 2008-09, 2009-10, 2010-11 upto 31st January, 2011:-

(Rs. in crore)

Sl. No.	Year	Budget allocation	Budget utilization		
			Development and maintenance of Playfields	For holding Competitions	Total
1.	2008-09	92.00	83.85	8.15	92.00
2.	2009-10	135.00	105.00	30.00	135.00
3.	2010-11*	413.00	189.75	84.85	274.60
TOTAL		640.00	378.60	123.00	501.60

*Figures upto January, 2011.

The Scheme has received very good response from the States and Union Territories Administration. In the PYKKA competitions, more than seven lakh athletes participated during the year 2008-09, 22 lakh in the year 2009-10 and 40 lakhs athletes are expected for participation in the current year.

(c) With regard to Rajasthan, the details of funds released are as under:-

(Rs. in crore)

Year	Development and maintenance of Playfields	For holding Competitions	Total
2008-09	3.71	-	3.71
2009-10	4.72	1.93	6.65

Honoured sportspersons

922. SHRI MOHD. ALI KHAN: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether Government has honoured sportspersons for their outstanding performance in the Asian Games 2010 and Commonwealth

Games, 2010;

(b) if so, the details thereof, category-wise; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) to (c) Yes, Sir. All medals winners of Commonwealth Games 2010 were felicitated by Prime Minister of India on 15th October, 2010. The winners of Gold Medals in Asian Games 2010 were felicitated by Her Excellency the President of India and the Prime Minister of India on 4th December, 2010.

Further, all medalists of CWG-2010 and Asian Games-2010 have been awarded the cash awards under the Scheme of Special Awards for winners of medals in International Sports Events and their coaches. Gold medalists have been given award money of Rs. 20 lakhs, Silver medalists Rs. 10 lakhs and Bronze medalists Rs. 6 lakhs. Winners of medals in team events have been given award money not less than half of individual award money. Award money worth Rs. 26.82 crore has been disbursed to 323 medalists of CWG-2010 and Asian Games-2010

Complaints of sexual harassment by women athletes

923. DR. T.N. SEEMA: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether it is a fact that the Ministry had received many complaints on sexual harassment from the women athletes during the last year;

(b) if so, the actions taken on these complaints so far; and

(c) the mechanism that exists in the various sports institutions under the Ministry to handle complaints on sexual harassment?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) and (b) No Sir, The Government had received one complaint against the National coach of the womens' hockey team. The Ministry's Committee on Prevention of Sexual Harassment against Women was asked to conduct an enquiry into the matter. The Committee found him guilty of inappropriate verbal conduct against a member of the

women Hockey team, and recommended that he should be kept away from coaching for some time. The national coach has since been repatriated to his parent department.

(c) The Government has issued detailed guidelines for prevention of sexual harassment of women in sports, a copy of which is enclosed as Statement-I and II (See below). Guidelines at Annexure I are also incorporated in National Sports Development Code notified by the Ministry on 31st January, 2011.

Statement-I

*Copy of the detailed guidelines for Prevention of Sexual harassment of
women in sports*

dated 12th August, 2010

To

The President/Secretary General/General Secretary of
All National Sports Federations

Subject: Prevention of sexual harassment of women in sports

Sir/Madam

With a view to addressing complaints concerning sexual harassment of women sports persons and to promote healthy environment in sports, a need has been felt to put in place, an effective redressal mechanism to deal with the issue.

2. Hon'ble Supreme Court, in the case of Vishakha and Others vs. State of Rajasthan and Others (JT. 1997 (7) SC 384), had laid down guidelines and norms to be observed to prevent sexual harassment of working women. It has been laid down in the judgement, that it is the duty of the employer or other responsible persons in work places or other institutions to prevent or deter the commission of acts of sexual harassment and to provide the procedure for the resolution, settlement or prosecution of acts of sexual harassment by taking all steps required.

3. The Parliamentary Standing Committee attached to Ministry of Youth Affairs and Sports has also raised issues about the mechanism within various sports bodies and the Ministry to deal with cases of sexual harassment of women sportspersons.

4. The Government, after taking the above into account, has concluded that it shall be the responsibility of National Sports Federations and other sports bodies to prevent sexual harassment of women in sports and to ensure their safety. All the National Sports Federations, including Indian Olympic Committee and CWG Organising Committee, are therefore, directed to take appropriate measures, as per the Vishakha judgement (copy enclosed) issued by the Hon'ble

Supreme court to prevent sexual harassment of women in sports sector. All institutional sports promotion boards are also requested to take action in this regard.

5. While following these guidelines, the NSFs should necessarily take the following steps:

- (a) Notify, publish and circulate in appropriate ways, express prohibition of sexual harassment.

- (b) Include rules/regulations prohibiting sexual harassment in their rules and regulations and provide for appropriate penalties in such rules against the offender.
- (c) Provide appropriate conditions in respect of work; leisure, health and hygiene to further ensure that there is no hostile environment towards women and no employee woman should have reasonable grounds to believe that she is disadvantaged in connection with her carrier.
- (d) Women should be allowed to raise issues of sexual harassment in appropriate forums and it should be affirmatively discussed.
- (e) **Complaint Mechanism:** The NSFs should set up a complaint mechanism for redressal of the complaint made by the victim. Such complaint mechanism should ensure time bound treatment of complaints.
- (f) **Disciplinary Action:** Where such conduct amounts to misconduct, appropriate disciplinary action should be initiated in accordance with rules.
- (g) **Criminal Proceedings:** Where such conduct amounts to a specific offence under the Indian Penal Code or under any other law, the NSFs shall initiate appropriate action in accordance with law by making a complaint with the appropriate authority. In particular, it should ensure that victims, or witnesses are not victimized or discriminated against while dealing with complaints of sexual harassment. The victims of sexual harassment should have the option to seek-transfer of the perpetrator or their own transfer.
- (h) **Complaints Committee:** The complaint mechanism, referred to in (g) above, should be adequate to provide, where necessary, Complaints Committee, a special counselor or other support service, including the maintenance of confidentiality. The Complaints Committee should be headed by a woman and not less than half of its member should be women. Further, to prevent the possibility of any undue pressure or influence from senior levels, such Complaints

Committee should involve a third party, either NGO or other body who is familiar with the issue of sexual harassment.

- (i) **Awareness:** Awareness of the rights of female employees in this regard should be created in particular by prominently notifying the guidelines in a suitable manner.
- (j) **Third Party Harassment:** Where sexual harassment occurs as a result of an act or omission by any third party or outsider, the NSFs will take all steps necessary and reasonable to assist the affected person in terms of support and preventive action.

6 All NSFs are requested to take necessary action as per above guidelines latest by 1st August, 2010, under intimation to this Ministry.

7. The MSFs may also issue similar instructions to their State and District federations.

8. These guidelines shall become part of comprehensive guidelines for recognition of NSFs.

9. This may be treated as most urgent.

(DEEPIKA KACHHAL)
DIRECTOR

Copy to:

President/Secretary General, Indian Olympic Association
All State Sports Secretaries
All officers in MYAS and SAI
Technical Director (NIC) for uploading on the website
All Sports Promotion Boards
Guard Folder

Copy for information to:

PS to MYAS
PS to Secretary (Sports)
PS to Secretary (Youth)
PS to Joint Secretary (Sports)
PS to Joint Secretary (Youth Affairs)

Statement-II

*Copy of the recommendations of the Committee to prevent incident of
Sexual harassment*

dated 4th February, 2011

The Ministry's "Committee to look into the complaints of female employees on Prevention of Sexual Harassment of women at work place" has recommended following systemic measures to prevent incidents of sexual harassment of female sports-persons while undergoing training or participating in competitions:

- (i) Putting systems in place to ensure healthy relationship between the coach and the players especially when they are of different gender.

(ii) Setting up mechanisms to make the female players aware of their rights and also to give them a window to air their grievances and seek redressal without fear of any kind.

(iii) Stopping of one to one interaction between players and the coach, particularly when they are of different gender.

(iv) Inclusion of sufficient number of female members in the coaching/supporting staff attached with Women's teams.

The above recommendations of the Committee are circulated for information and strict compliance.

(Shankar Lal)

Under Secretary to the Govt. of India.

To

(i) The Secretary, Sports Authority of India, J.N. Stadium, New Delhi.

(ii) The President/Secretary General, Indian Olympic Association, Olympic Bhavan, B-29, Qutab Institutional Area, New Delhi-110016

(iii) The President/Secretary General of all National Sports Federations

Expenditure and earning in CWG

924. SHRI RAJIV PRATAP RUDY: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the total Government estimates of expenses involved in the conduct of CWG 2010;

(b) the details of total earning arising out of the games;

(c) how much the Organising Committee of the games owes to the Central Government; and

(d) the details thereof and the mode and condition of repayment?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) Government of India sanctioned a total budget of Rs. 2,587.73 crores to the Organising Committee (OC) for the Conduct of Commonwealth Games as per following breakup:

		Rs. in crores
(i) Budget for Conduct of the Games	:	Rs. 1,813.42
(ii) Budget for Overlays	:	Rs. 687.06
(iii) Scoring & Result	Budget for Timing, :	Rs. 52.00 System (TSR)

(iv) Budget for Sports Equipment	:	Rs. 35.25
<hr/>		
TOTAL	:	2,587.48
<hr/>		

Out of the above, an amount of Rs. 2500.48 crores was sanctioned as loan and Rs. 87.25 crores was sanctioned as grant. The total expenditure by the OC till 21st February, 2011 is Rs. 1809.89 crore. Out of the sanctioned loan amount of Rs. 2500.48 crores, till now a total of Rs. 2226.82 crores has been released to OC out of which Rs. 1,669.42 crores is for Conduct of the Games and Rs. 557.50 crores for Overlays.

(b) to (d) Out of the total released loan amount of Rs. 2226.82 crores, an amount of Rs. 429.00 crores has since been repaid by the OC to the Government. However, final figures would be known only after the final reconciliation of accounts of OC. The Organizing Committee is required to repay the loan at prevailing Government rate of interest. Government of India has also undertaken to meet the shortfall between revenue and expenditure of OC.

Setting up of sports training centres

925. SHRI B.S. GNANADESIKAN: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether Government contemplated any plan for setting up of sports training centres with the help of State Governments;

(b) if so, the details thereof and total allocation made by Government for this purpose during the current year; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) No, Sir. Sports Authority of India (SAI) already has a good network of training centres throughout the country in which nearly 15,000 trainees are receiving training, across different sports disciplines. There is no plan at present for setting up new centres. The focus is on consolidating facilities in the existing centres.

(b) and (c) Do not arise.

CAG audit of CWG overlays contracts

926. SHRIMATI KUSUM RAI: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether recent Comptroller and Auditor General (CAG) audit of

Commonwealth Games overlays contracts has found that the organizing committee has inflated the rates of items;

(b) if so, the details thereof, item-wise;

(c) the details of fund allocated to organizing committee for overlays;

(d) whether in many cases, rental charges were higher than actual purchase cost of items, even to 185 per cent;

(e) if so, the reasons thereof;

(f) whether Organising Committee has deliberately inflated the list of overlays to favour vendors; and

(g) the details of action taken by the Ministry to book the real culprits in this regard, till date?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) Organizing Committee (OC), CWG has informed that audit report from CAG has not yet been received.

(b) Does not arise.

(c) Rs. 687.00 crore has been allocated to OC for overlays, which includes Rs. 53.23 crore for temporary score boards, network switches etc.

(d) to (g) These matters are under enquiry by Investigating Agencies. Action as appropriate would be taken by them on completion of enquiry.

Foreign consultants for COC

927. SHRIMATI KUSUM RAI: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of foreign consultants hired by the Commonwealth Organizing Committee (COC);

(b) the details of consultants who attended the games and who never visited India;

(c) whether COC has paid consultants who never visited India and yet their attendance was certified by top OC officials;

(d) whether payments for their hotel stay and other remuneration were also given; and

(e) if so, the details thereof and the details of action taken by the Ministry in this regard, till date?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) The details of foreign consultants hired by Organizing Committee (OC) CWG are given in the Statement (See below).

(b) OC has informed that there was no such consultant.

(c) No, Sir

(d) and (e) Do not arise in view of reply given at (c) above.

Statement

Details of foreign consultants hired by organising Committee, CWG

Sl. No.	Name of the Consultant	Name of the FA and Purpose	Total Contract Value (INR in Lakhs)	Amount Paid (INR in Lakhs)	Total Contract Value	Amount Paid
1	2	3	4	5	6	7
1.	David Payne	Catering Cleaning and Waste Management	133.47	133.06	US\$ 2,96,600.00	USD 295700
2.	Bruce Wilkie	Ticketing: General	96.48	83.38	USD 214400.00	USD 185300
3.	Brain Nourse	Technology: General	175.29	110.65	AU \$ 382,560.00	AUD 241507
4.	John Lade	Games Village: General	Consultancy fee is Rs. 73312 per day & Per Diem is USD 50 upto 22nd Oct 2010	95.35	Consultancy fee is AUD 1600 p.d. & Per Diem is USD 50 p.d., up to 22nd Oct 2010	AUD 208143.63
5.	Matthew Jankowski	Venue Operations: General	Rs. 17.1 Lakh plus taxes per month	17.1	USD 38000 plus taxes	USD 38000
6.	Samantha Cotterell	Overlays: Competition Venues	Rs. 13.5 Lakh per month Net of Taxes, later reduced to Rs. 10 Lakh Per Month	209.25	US \$ 30,000 per month Net of Taxes, later reduced to USD 22500 Pm	USD 465000

7.	Greg Bowman	Sports: Sports Presentation	77.4	73.4	USD 17200PM	USD 163123
8.	EKS (PPM)	Overall - Project Planning and Management	2,253.45	2,253.45	USD 5007656.00	USD 5007656
9.	EKS Workforce	Workforce - Workforce Planning and Management	1166.83	933.46	USD 2592959	USD 2074367
10.	EKS	Venue Development General	1458.00- reduced to 1309.5	1309.5	USD 3240000 -reduced to USD 2910000	USD 2910000
11.	Fast Track	Consultant- Righttiold Broadcaster	15% commission against amount received from Broadcasting right	965.4	15% commission against amount received from Broadcasting right	USD 1623826.09 GBP 322428.98
12.	Patrick Furlong	Broadcasting: General	Rs. 4.50 Lakh Net of Taxes for min 5 days from Rs. 10.8 Lakh Net of Taxes for 12 days from 01-05-2009 to 31-10-2010	273	US \$ 10,000 Net of Taxes for min 5 days from 01-06-2007, and US \$24000 Net of Taxes for min 12 days from 01-05-2009 to 31-10-2010	USD 606612

1	2	3	4	5	6	7
13	Tom Cesweski	Accreditation General	3.78	3.78	USD 8400	USD 8400
14	John Pauline (RMJM)	Overlays Non Competition venues	44.32	44.32	USD 98500	USD 98500
15.	Richard Hartman	Ceremonies-Scenic Engineering and Scenic Rigging	54.34	54.34	USD 120750.00	USD 120750
16.	Mark Fisher	Ceremonies- Creative, Technical	89.78	71.65	USD 199500	USD 149227.6
17.	James Lee	Ceremonies- Production Rigging	26.15	3.73	USD 58125	USD 8303.57
18.	Scott Willsallen	Ceremonies- Audio Director	33.08	33.08	USD 73500.00	USD 73500
19.	Durham Marengi	Ceremonies- Lighting Designer	157.83	70.21	USD 350740.00	USD 156026
20	Andrew Garrod	Ceremonies-Technical and Staging Director	49.14	49.14	USD 109200.00	USD 109200
21	Ian Baidwin	Ceremonies- Technical System	47	47	USD 104400.00	USD 104400
22	Piears Sheppard	Ceremonies- Technical Production	72.21	72.21	USD 160475.00	USD 160475

23	Laurence Esinn	Ceremonies- Communication Designer	79.18	79.18	USD 175957.5	USD 175957.5
24.	Rich Birch (Spectak Production)	Ceremonies-Opening and Closing Ceremonies	1032.75	886.44	USD 2295000	USD 1969875
25.	Ola Melzig	Ceremonies -Technical	39.92	41.79 (including 1.86 Lakh for 5 extra days	EURO 64400	EURO 67400 (including EURO 3000 for 5 extra days
26.	Stage Safe	Ceremonies-Health and Safety Consultant	32.9	31.75	GBP 45200	GBP 43615.93
27.	Knut Stockhusen	Ceremonies- Roof Loading Study	3.02	3.02	EURO 4875	EURO 4875
28.	Laurra Thatcher	Ceremonies- Show Caller	10.25	10.01	GBP 14080	GBP 13760
29.	Stage One	Ceremonies- Rigging Consultant	164.5	164.39	GPB 225963.61	GBP 225810.60

Note:1. In Addition to the payments shown above, most of the consultants were provided air ticket, local accommodation, transport and communication expenses

2. OC had conveyed the contracted amount/amount paid in different foreign currencies which have been converted into INR at current

exchange

rate

Recruitment of sports coaches

928. DR. JANARDHAN WAGHMARE: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether adequate number of coaches of different sports disciplines are not available in the country;

(b) if so, the facts and details thereof;

(c) whether Government propose to recruit more coaches to meet the demand; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) and (b) Sports is a State subject. Further, development of elite Sports is the responsibility of the National Sports Federations (NSFs). Nevertheless, the Central Government supplements the efforts of State Governments and the NSFs in the field of sports coaching through the Sports Authority of India (SAI). There is a heavy demand for SAI coaches from State Governments and NSFs. Due to stoppage of recruitment of regular coaches since the year 1996, the actual strength of regular coaches has been dwindling and coaches have been appointed from time to time on contract basis.

SAI has 1212 regular coaches and 151 contract coaches in position. The details of deployment of discipline-wise regular and contract coaches and scheme-wise deployment details are given in the Statement-I and II respectively (See below).

(c) and (d) SAI has been instructed to recruit regular coaches to the full sanctioned strength of 1524. The recruitment action has already been initiated by SAI.

Statement-I

Discipline-wise details of regular and contract coaches of SAI

Sl.No	Discipline	Regular Coaches	Contract Coaches
1	2	3	4

1.	Archery	10	12
2.	Athletics	154	04
3.	Basket Ball	90	01
4.	Boxing	36	22
5.	Badminton	48	04

1	2	3	4
6.	Cycling	10	04
7.	Fencing		07
8.	Football	128	04
9.	Gymnastics	75	01
10.	Handball	66	01
11.	Hockey	120	05
12.	Kabaddi-Kho-Kho	82	
13.	Karate	-	04
14.	Taekwondo	-	22
15.	Table Tennis	45	01
16.	Volleyball	126	02
17.	Wrestling	51	09
18.	Weightlifting	35	05
19.	Shooting	-	07
20.	Rowing	-	02
21.	Swimming	41	03
22.	Judo	39	08
23.	Silambum	-	01
24.	Kayaking & Canoeing	--	03
25.	Wushu	-	11
26.	Sepak Takraw	-	05
27.	Soft Ball	-	02
28.	Lawn Tennis	10	-
29.	Yoga	-	1
30.	Cricket	46	-
TOTAL		1212	151

Statement-II

Scheme-wise details of regular coaches of SAI

Sl.No	Scheme	Number of Coaches
1.	SAI Training Centre (STC)	458
2.	Army Boys Sports Company (ABSC)	29
3.	Centre of Excellence (COE)	26
4.	National Sports Talent Contest (Indigenous Games and Martial Art (IGMA), Jawahar Navodaya Vidyalaya (JNV)	69
5.	Special Area Games (SAG)	67
6.	Staida/Monitoring Cell	132
7.	State Coaching Centres (SCC)	276
8.	Academics	93
9.	University Field Station (UFS)	47
10.	Akhara	14
11.	PSCB TT Academy, Ajmer	01
TOTAL		1212

IPL scam

†929. SHRI NARESH CHANDRA AGRAWAL: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether a scam of crores of rupees was made by the Chairman and office bearer of organising committee of IPL cricket competition;

(b) whether it is a fact that CBI, Income Tax and Enforcement Directorate are investigating the scam;

(c) if so, the details of the allegations that are found true and the action taken thereon; and

(d) if not, the reasons therefor?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) to (d) Allegations pertaining to IPL are under examination by the Parliamentary Standing Committee of Finance. Separately, investigations by the Enforcement Directorate, Income Tax and Service Tax authorities are also underway. Further, on the advice of the Central Board of Direct taxes, the matter concerning award of media rights by BCCI/IPL to MSM Group and WSG Group, has been referred to the Ministry of Corporate Affairs, to enquire into these issues, under the provisions of the Competition Act, 2002, as preliminary investigations, have shown *prima facie* evidence, of the monopolistic nature of working of the BCCI, and the companies involved in these agreements. Competition Commission of India has informed that an information filed u/s 19(1) Act, 2002 regarding the subject issue is under investigation with the Director General of the Commission.

Visa fee on skilled workers

930. SHRI RAMDAS AGARWAL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Indian Information Technology industry has expressed concern over the latest United States law to increase the visa fee on its skilled workers so that they may share the healthcare burdens of 11 September victims;

(b) whether this law is inconsistent with the statement exchanged during the last visit of US President to India; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) The United States has enacted the Emergency Supplemental Appropriations Act in August, 2010 to raise \$600 million for augmenting US Border Security by hiking the fee applicable to H1B and L Category visas until 2014. This would apply to those companies, which have more than 50 employees and 50% of these are on H1B/L visas. In a legislation enacted in December, 2010 termed 9/11 Health and Compensation Act, the period of enhanced fee on H1B and L visa categories has been further extended by a year to 2015.

(b) The Government believes that this measure is inconsistent with the commitment contained in the India-U.S. Joint Statement of 8 November 2010, issued during President Obama's visit to India, to

facilitate movement of professionals, investors and business travelers, students and exchange visitors between their countries and enhance their economic and technological partnership.

(c) The Government of India has .conveyed its concerns to the United States Government over such protectionist legislative measures.

RE. ISSUE OF CVC — *Contd.*

श्री रवि शंकर प्रसाद (बहिर) : सर, CVC के बारे में सुप्रीम कोर्ट ... (व्यवधान) ...

श्री उपसभापति : नहीं, नोटिस नहीं है ... (व्यवधान) ... Papers to be laid, Shri S.M. Krishna. ... (Interruptions) ...

श्री रवि शंकर प्रसाद : सरकार को जवाब देना पड़ेगा ... (व्यवधान) ... सर, मेरा नोटिस है ... (व्यवधान) ... हमें मौका दें ... (व्यवधान) ... सुप्रीम कोर्ट ने ... (व्यवधान) ...

श्री प्रकाश जाबडेकर (महाराष्ट्र) : सर, सुप्रीम कोर्ट ने CVC को बर्खास्त कर दिया है ... (व्यवधान) ...

श्री रवि शंकर प्रसाद : सर, यह बहुत गम्भीर वस्ति है ... (व्यवधान) ... सर, यह बहुत गम्भीर वस्ति है ... (व्यवधान) ... हम हाथ जोड़ कर आग्रह करते हैं कि हमें मौका दें ... (व्यवधान) ... हमने नोटिस दिया है The Government has to explain. ... (Interruptions) ...

MR. DEPUTY CHAIRMAN: No; no, papers to be laid on the Table of the House.

PAPERS LAID ON THE TABLE

Notification of the Ministry of External Affairs

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): Sir, I lay on the Table, under sub-section (2) of Section 42 of the Nalanda University Act, 2010, a copy (in English and Hindi) of the Ministry of External Affairs Notification S.O. No. 2809, dated the 19th November, 2010, notifying the date on which the provision of Nalanda University Act, 2010, shall come into force.

... (Interruptions) ...

[Placed in Library. See No. L.T. 4003/15/11]

Notifications of the Ministry of Civil Aviation

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): Sir, I lay on the Table —

(i) A copy each (in English and Hindi) of the following Notifications of the Ministry of Civil Aviation, under subsection (3) of Section 14A of the Aircrafts Act, 1934, together with Explanatory Memoranda on the Notifications:-

(1) G.S.R. 11 (E), dated the 10th January, 2011, publishing the Aircraft (Amendment) Rules, 2011.

[Placed in Library. See No. L.T. 3891/15/10]

- (2) G.S.R. 28 (E), dated the 17th January, 2011, publishing the Aircraft (2nd Amendment) Rules, 2011.

[Placed in Library. See No. L.T. 3892/15/11]

- (3) G.S.R. 240 (E), dated the 12th December-18th December, 2010, publishing the Aircraft (5th Amendment) Rules, 2010.

[Placed in Library. See No. L.T. 3893/15/11]

- (4) G.S.R. 928 (E), dated the 29th November, 2010, publishing the Aircraft (Carriage of Dangerous Goods) Amendment Rules, 2010.

[Placed in Library. See No. L.T. 3894/15/11]

- (5) G.S.R. 1001 (E), dated the 22nd December, 2010, publishing the Aircraft (6th Amendment) Rules, 2010.

[Placed in Library. See No. L.T. 3895/15/11]

- (ii) A copy (in English and Hindi) of the Ministry of Civil Aviation Notification No.G.S.R.50 (E), dated the 25th January, 2011, publishing Corrigendum to Notification No. G.S.R.1001 (E), dated the 22nd December, 2010.

[Placed in Library. See No. L.T. 3892/15/11]

...(Interruptions)...

Report and Accounts (2009-10) of CDLB, Kolkata and related papers

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING; THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS; THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND THE MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): Sir, on behalf of Shri G.K. Vasan, I lay on the Table--

A copy each (in English and Hindi) of the following papers, under Section 5(E) of the Dock Worker's (Regulation of Employment) Act, 1948:--

- (a) Annual Administration Report and Accounts of the Calcutta Dock Labour Board (CDLB), Kolkata, for the year 2009-10, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Board.

(c) 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. 3967/15/11]

...(Interruptions)...

**Notifications of the Ministry of Personnel, Public
Grievances and Pensions**

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS; THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): Sir, I lay on the Table, under sub-section (1) of Section 37 of the Administrative Tribunals Act, 1985, a copy each (in English and Hindi) of the following Notifications of the Ministry of Personnel, Public Grievances and Pensions (Department of Personnel and Training):-

- (1) G.S.R. 16 (E), dated the 12th January, 2011, publishing the Andhra Pradesh Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairman and Members) Amendment Rules, 2011.
- (2) G.S.R. 17 (E), dated the 12th January, 2011, publishing the Himachal Pradesh Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairman and Members) Amendment Rules, 2011.
- (3) G.S.R. 18 (E), dated the 12th January, 2011, publishing the Karnataka Administrative Tribunal (Salaries and Allowances and Chairman, Vice-Chairman and Members) Amendment Rules, 2011.
- (4) G.S.R. 19 (E), dated the 12th January, 2011, publishing the Madhya Pradesh Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairman and Members) Amendment Rules, 2011.
- (5) G.S.R. 20 (E), dated the 12th January, 2011, publishing the Maharashtra Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairman and Members) Amendment Rules, 2011.
- (6) G.S.R. 21 (E), dated the 12th January, 2011, publishing the Orissa Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairman and Members) Amendment Rules, 2011.
- (7) G.S.R. 22 (E), dated the 12th January, 2011, publishing the Tamil Nadu Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairman and Members) Amendment Rules, 2011.

- (8) G.S.R. 23 (E), dated the 12th January, 2011, publishing the West Bengal Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairman and Members) Amendment Rules, 2011.

[Placed in Library. For (1) to (8) See No. L.T. 4040/15/11]

...(Interruptions)...

I. Notification of the Ministry of Textiles

II. Report and Accounts (2008-09) of BIC, Kanpur and related papers

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES
(SHRIMATI PANABAKA LAKSHMI): Sir, I lay on the Table:-

- I. A copy (in English and Hindi) of the Ministry of Textiles Notification No. S.O. 2094 (E), dated the 27th August, 2010, notifying the commodities to be packed in jute packaging material for the Jute year 2010-11, together with delay Statement on the Notification.

[Placed in Library. See No. L.T. 3904/15/11]

- II. A copy each (in English and Hindi) of the following papers, under sub-section (1) of Section 619A of the Companies Act, 1956:-

- (a) Eighty-ninth Annual Report and Accounts of the British India Corporation Limited (BIC), Kanpur, 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.
- (c) 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. 3905/15/11]

Report and Accounts (2009-10) of the Development Planning Centre of the Institute of Economic Growth, Delhi and related papers

SHRI ASHWANI KUMAR: Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers:-

- (a) Annual Report and Accounts of the Development Planning Centre of the Institute of Economic Growth, Delhi, for the year 2009-10, together with Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Centre.

(c) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L.T. 4073/15/11]

MESSAGE FROM LOK SABHA

The State Bank of India (Subsidiary Banks) Amendment Bill, 2011

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:-

“In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in the Lok Sabha, I am directed to enclose the State Bank of India (Subsidiary Banks) Amendment Bill, 2011, as passed by Lok Saha at its sitting held on the 1st March, 2011.”

Sir, I lay a copy of the Bill on the Table.

REPORTS OF THE DEPARTMENT-RELATED PARLIAMENTARY

STANDING COMMITTEE ON RURAL DEVELOPMENT

डॉ. राम प्रकाश (हरियाणा) : महोदय, मैं वित्त विभाग संबंधित
ग्रामीण विकास संबंधी संसदीय स्थायी समिति
(2010-11) के नमूनेलिखित प्रतिवेदनों की एक-एक प्रति
(अंग्रेजी तथा हिन्दी में) सभा पटल पर रखता
हूँ:-

- (i) Fifteenth Report on Action Taken by the Government on the recommendations contained in the Sixth Report (Fifteenth Lok Sabha) on 'Demands for Grants (2010-11)' of the Ministry of Panchayati Raj;
- (ii) Sixteenth Report on Action Taken by the Government on the recommendations contained in the Seventh Report (Fifteenth Lok Sabha) on 'Demands for Grants (2010-11)' of the Ministry of Rural Development (Department of Land Resources);
- (iii) Seventeenth Report on Action Taken by the Government on the recommendations contained in the Eighth Report (Fifteenth Lok Sabha) on 'Demands for Grants (2010-11)' of the Ministry

of Rural Development (Department of Drinking Water and Sanitation); and

- (iv) Eighteenth Report on Action Taken by the Government on the recommendations contained in the Ninth Report (Fifteenth Lok Sabha) on 'Demands for Grants (2010-11)' of the Ministry of Rural Development (Department of Rural Development).
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STATEMENT BY MINISTER

Status of implementation of recommendations contained in the One
Hundred and Fifty-fourth Report of the Department-related
Parliamentary Standing
Committee on Transport, Tourism and Culture

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): Sir I lay a statement regarding the status of implementation of recommendations contained in the One Hundred and Fifty-fourth Report of the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture on Demand for Grants, for the year 2010-11, of the Ministry of Tourism.

श्री उदुनारायण पाणि (उड़ीसा): सर, आप क्या कर रहे हैं ?
...(व्यवधान)...

श्री उपसभापति : मैं क्या कर रहा हूँ ? ...(व्यवधान) ... मैं हाउस चला रहा हूँ ... (व्यवधान) ... आप क्या कर रहे हैं ?
...(व्यवधान) ... मैं हाउस चला रहा हूँ ... (व्यवधान) ... आप अपनी सीट पर जाइए ... (व्यवधान) ... आप पूछते हैं कि मैं क्या कर रहा हूँ ... (व्यवधान) ... क्या बात है ? ... (व्यवधान) ... आप ऐसी बात क्यों कर रहे हैं ... (व्यवधान) ... आप बैठिए ... (व्यवधान) ...

श्री वी. हनुमंत राव (आंध्र प्रदेश): सर, कर्नाटक के चीफ मन्निस्टर ... (व्यवधान) ... फरि दूसरे भ्रष्टाचार की बात करो ... (व्यवधान) ...

MR. DEPUTY CHAIRMAN: Now, Special Mentions. ... (Interruptions) ...

श्री वी. हनुमंत राव : सर, कर्नाटक के चीफ मन्निस्टर ... (व्यवधान) ... फरि दूसरे भ्रष्टाचार की बात करो ... (व्यवधान) ...

RE: DEMAND FOR A STATEMENT ON THE CIRCUMSTANCES
THAT LED TO THE APPOINTMENT OF CVC

THE LEADER OF THE OPPOSITION (SHRI ARUN JAITLEY): Sir, a large number of Members are concerned and agitated over the fact that corruption has become a very important issue in this country. And, the principal agency, for making inquiries into all those matters, has been the Central Vigilance Commission. Today, the appointment of the

Central Vigilance Commissioner has been struck down on the fact that the criterion of corruption, in his own case, was not applied by the Government. So, it is a very important issue. In one sense, it vindicates great national aspirations; it is a serious stricture against the Government. Therefore, is the Government going to fix the accountability for how and why this happened? We would like the Government to come out with a statement before this House.

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING; THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS; THE MINISTER OF STATE IN THE MINISTRY

OF SCIENCE AND TECHNOLOGY AND THE MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): Sir, I will convey the sentiments of the hon. Members. We will discuss it and will come back to you.

SPECIAL MENTIONS

Demand for Central Monitoring of various cases registered in the wake of 1984 Anti-Sikh riots

SHRI BALWINDER SINGH BHUNDER (Punjab): Sir, with a sense of profound grief and sorrow, I draw the attention of the Central Government to the fact that the culprits of 1984 anti-Sikh riots are at large and moving freely in various parts of the country. In many places, an F.I.R. was lodged with the Police, but due to slackness in the investigation, no progress has been made to get the culprits convicted by the appropriate courts.

Recently, it has been reported that an incident happened in the Chillar (Rewari), Haryana, in which 20 men, women and children were burnt alive, an F.I.R. was registered against many persons, but no action has been taken by the Police and Civil Officers of that area till date. On the contrary, they have closed the cases. I, therefore, demand from the Central Government that all the cases registered during the 1984 anti-Sikh riots may be monitored by the Centre so that justice can be done to the victims.

Need to start Air India Flights to important cities from Vijayawada

SHRI JESUDASU SEELAM (Andhra Pradesh): Sir, the Vijayawada airport is ready with all the infrastructural facilities. A large number of passengers travel from Vijayawada to Hyderabad, Delhi, Mumbai, Chennai, Bangalore, Vishakapatnam and Kolkata. The Air India has been planning to run services from Vijayawada, as has been learnt from the newspapers. It will be helpful to the public at large. The Air India is, hereby, requested that the services be started immediately in view of the difficulties being faced by the passengers.

Request to discuss the Fragile Nature of the Coalition Government

at the Centre and the States

DR. JANARDHAN WAGHMARE (Maharashtra): Sir, the Government of a single political party has become a rarity today. This is a world phenomenon. Coalition is a necessity. It comes into existence out of political compulsions. In a federal polity coalition, Government is very difficult to run. Coalition in the Centre and the States are often at loggerheads and likely to create aberrations which hamper development.

A coalition Government should adhere to certain principles, such as Common Minimum Programme, rule of consensus, mutual respect and cooperation, accountability and good governance. These principles constitute Coalition *Dharma*. *Dharma* is path and *Karma* is destination. Welfare of the people is the destination. *Dharma* leads to *karma*. Failure of Government leads to anarchy. Survival of democracy depends upon leadership of vision and wisdom. Coalition may be *apadharma* but it becomes *Dharma* if these principles are followed.

Like the quakers, constituents of coalition should behave with utmost responsibility and act with mutual consent and consensus. They should learn how to walk together, talk together and sing together.

No constituent of coalition should cross the *laxman rekha* drawn around it by the Constitution and coalition *dharma*. The leaders of these constituents of the coalition should consult the Prime Minister before they select their Ministers. The Prime Minister has to run the Government. His hands should be strengthened. The Council of Ministers should be cohesive and not divisive. Every Minister should be above suspicion like Julius Caesar's wife.

I urge upon the Minister of Parliamentary Affairs to take up this matter for discussion in political fora of the country.

SHRI RUDRA NARAYAN PANY (Orissa): Sir, I associate myself with the Special Mention made by the hon. Member.

**Demand to ensure the safety and security of fishermen in the
Coastal Regions of Tamil Nadu**

SHRI D. RAJA (Tamil Nadu): Sir, the Government is aware of the turmoil facing Indian fishermen from Tamil Nadu. Tamil Nadu fishermen are frequently harassed by the Sri Lankan Navy. There are many occasions where they have been shot and killed. Many a time, Tamil Nadu fishermen lose their fishing boats and lives have also been lost. Every time, our Government has to intervene at the highest levels to get our fishermen released.

In the last few years, Government has invested huge sums in the Coast Guard and made it strong and viable. It is supposed to guard our fishermen and our EEZ. It is surprising that they are nowhere in the picture whenever the Sri Lankan Navy drags our fishermen and seizes their boats. The Coast Guard is aware of the sensitive areas and should always be present there, both to protect our fishermen and also ensure that they do not go anywhere near ambiguous areas. But the Coast Guard is strangely always absent.

Similarly, we find that on the Gujarat coast, Indian fishermen are caught by the Pakistani Navy alleging that they have strayed into their waters. But here again, the Coast Guard is never there to guide our fishermen or prevent them from being caught.

These incidents expose that either the Coast Guard is not active and present where there is danger or they avoid helping our fishermen. The Government should carefully monitor the Coast guard to ensure that it protects our fishermen in Tamil Nadu and elsewhere in the country.

I hope the MEA will take note of it and protect our fishermen.

SHRI B.S. GNANADESIKAN (Tamil Nadu): Sir, I would like to associate myself with it.

**Concern over the increasing interests of China in
neighbouring countries**

SHRI RAJEEV CHANDRASEKHAR (Karnataka): Sir, it is a matter of grave concern that the Government is not responsive enough to the lurking dangers in our neighbourhood due to the fact that China is increasing its presence in our neighbouring countries by grabbing various projects and making significant investments.

Sir, for the record, there are various development projects shown as routine international trade, but the hidden agenda of China seems to be something more significant. It has built up pucca roads along the Indo-China border right from Jammu and Kashmir to Arunachal Pradesh. Pakistan has, in fact, according to media reports, handed over Pak-occupied-Kashmir areas to China where, as per reports, more than 11000 Chinese army personnel are in position. Due to these pucca roads, the Chinese army can now reach Indian borders within 48 hours and in Nepal too, Sir, China has made its presence very strong.

In the recent past, more than 900 Indian Companies reportedly have had to close shops in Nepal and Maoists are welcoming Chinese companies. Myanmar too has reportedly agreed to allow China to build up a pucca road up to Bangladesh which will pass through its territory. Chinese companies have also got projects to develop Colombo Port recently and its companies are

already developing Hambantota Port in Sri Lanka. Surprisingly, neither any PSE of the Government of India nor any other Indian company has showed any interest in these projects. In fact, China is slowly surrounding India from all fronts using our neighbouring countries.

Sir, it is high time that the Government takes a comprehensive strategic review of the increasing Chinese influence and takes strategic measures to address this influence and presence of China in our neighbourhood.

SHRI NATUJI HALAJI THAKOR (Gujarat): Sir, I would like to associate myself with it.

श्री दुर्नारायण पाणि (उड़ीसा): महोदय, मैं अपने आपको इस विशेष उल्लेख से सम्बद्ध करता हूँ।

Need to pay more attention to the State of Orissa to check Naxalite problem

श्री दुर्नारायण पाणि (उड़ीसा): महोदय, ...(व्यवधान)...
उड़ीसा अब सम्पूर्ण रूप से भयंकर नक्सली हथियारों की चपेट में आ गया है। नक्सल के नाम पर अपराधी तत्व पूरे प्रदेश में हावी हो गए हैं। हाल में मलकानगिरि जिले के जल्लाधीश तथा एक कनिष्ठ अभियन्ता का अपहरण और रझिई का अत्यन्त रहस्यपूर्ण घटना है।

यह केवल कामून और व्यवस्था का सवाल नहीं है। जल्लाधीश की रझिई के बदले में खुंखार आतंकवादियों को छोड़ना अत्यन्त दुर्भाग्यपूर्ण है। इससे पुलिस का मनोबल गिरा है। उसी मलकानगिरि जिले में एक जलाशय में नाब को उलट दिये जाने से 31 पुलिसकर्मी डूब कर मर गये थे। वस्फोट में एक बार 17 पुलिसकर्मियों की हत्या कर दी गयी थी। नब्बे के दशक से नक्सली हथियार उस जिले में प्रतिदिन हो रही है। राजनीतिक दशक से नक्सली हथियार उस जिले में प्रतिदिन हो रही है। राजनीतिक कार्यकर्ताओं की बात को छोड़िए, साधारण गरीब आदिवासियों को "पुलिस इंफॉर्मर" के नाम पर गला काट कर नष्ट करने से मारा जा रहा है। हाल ही में बीएसएफ के डी.जी. ने यह मत व्यक्त किया है कि कतिना भी लोकप्रिय क्यों न हो, जल्लाधीश को कभी भी बलि सुरक्षाबल के उस इलाके में नहीं घूमना चाहिए। लोगों के मन में यह बात भी आती है कि क्या ओडिशा सरकार ने "PöÖÖ'²ÖÖÖ +ÖÖ-Ö, eüÖÖÖ" बंद करने से पहले सीआरपीएफ और बीएसएफ के साथ बात की है? हालांकि मध्यस्थों के माध्यम से बात की गयी, लेकिन न तो विधान सभा, न मंत्रिपरिषद् और न ही वस्फोती दलों को विश्वास में लिया गया। यहाँ तक कि अब केन्द्र के ऊपर भी दोष दिये जाने की कवायद की जा रही है।

अतः मेरी प्रार्थना है कि इस प्रकार की गंभीर स्थिति के प्रति केन्द्र ध्यान दे और जल्लाधीश अपहरण कांड की उच्चस्तरीय जांच करायी जाए। राज्य की नक्सली हथियार से रक्षा करने हेतु केन्द्र विशेष ध्यान दे।

श्री प्रकाश जाबडेकर (महाराष्ट्र) : मैं स्वयं को इस विषय के साथ संबद्ध करता हूँ।

डा॰ चंदन मन्नि (मध्य प्रदेश) : मैं स्वयं को इस विषय के साथ संबद्ध करता हूँ।

श्री अनिल माधव दवे (मध्य प्रदेश) : मैं स्वयं को इस विषय के साथ संबद्ध करता हूँ।

MR. DEPUTY CHAIRMAN: Shri N.K. Singh. (Interruptions)

SHRI BAISHNAB PARIDA: *

SHRI RUDRA NARAYAN PANY: *

MR. DEPUTY CHAIRMAN: Nothing will go on record. I have called Mr. N.K. Singh. ...(*Interruptions*)... Nothing will go on record.

*Not recorded.

**Concern over the alarming situation arising out of the political
Turmoil in the Middle-East**

SHRI N.K. SINGH (Bihar): Sir, I would like to bring to the attention of the House the alarming situation arising out of the political turmoil in the Middle-East and the need to be prepared on account of two concerns; first, quick evacuation and safety of Indians in case the contagion effect spread to other countries as was the case with Libya; second, the volatile behaviour of international prices of oil as they hover around over \$100 a barrel. Unrest in Egypt and Libya has sparked fears of supply shortages and pushed up the price of crude oil, spiraling out of control, which could deliver a devastating blow to the fragile global economy it also struggles to recover from the financial crises.

The Government should make efforts to be prepared on both these fronts so that the Indian people and the economy are not unduly and adversely affected because of the ongoing contagion.

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, I associate myself with what the hon. Member has mentioned.

Request for speedy evacuation of stranded Tamil Nadu workers in Libya

SHRI S. THANGAVELU (Tamil Nadu): Sir, I rise to request the Government, through this House, to accelerate evacuation measures to save trapped Indian workers in Libya. Even though the Government has evacuated some hundreds of Indians during the last one week from the unrest in Libya, thousands of people are still stranded there, particularly, 32 workers from my district of Tirunelveli in Tamil Nadu who were stranded due to the revolt against the Government. Also, two contract workers, Mr. Murugaiah and Mr. Ashok Kumar, from my district who were employed with a Korean group were killed. Other injured workers are admitted to Al Vatnam Medical Center in Tobruk. The rest of the workers have been living in distress at Denkasi Sheba in Libya without food or water for the last one week and with the hope that the Central Government would rescue their lives. The safety and health conditions of those stranded workers are still not known to their family in Thalaivankottai and other neighbouring villages. This has led to a lot of annoyance and distress among the family members of these workers who are the only bread winners of their respective

families. The Government of Tamil Nadu has already announced a compensation of one lakh rupees to the families of the victims.

Therefore, I would request the Government to take immediate steps to evacuate the remaining workers safely and bring back the dead bodies of Murugaiah and Ashok Kumar for final rituals. I would also request the Government to provide compensation to the families of the victims and provide employment to the family members of the deceased since their families are already languishing in extreme poverty.

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, I associate myself with what the hon. Member has mentioned.

SHRIMATI VASANTHI STANLEY (Tamil Nadu): Sir, I associate myself with what the hon. Member has mentioned.

**Demand to resolve the issues relating to pension of retired
Seamen in the Country**

SHRI SHANTARAM LAXMAN NAIK (Goa): Sir, retired Seamen presently get a meager amount of Rs. 200 as pension in spite of their working on board the ships in rough and choppy sea. The Seamen sometime vomit blood during sailing of the ships in rough weathers. They remain separated from their families for several months. During their service, they contribute towards Seamen Fund \$ 100.00 per month, and that, nowadays, contribution has gone up to \$200.00 per month.

National Union of Seafarers appear to be not interested in improving the financial conditions of retired Seamen. In fact, NUSI Office bearers receive hefty salaries and around Rs. 12,000/- as pension.

Late Dr. Leo Barnes, former General Secretary of NUSI had assured the Seamen that he would grant a pension of Rs. 1500/- per month. The Union Shipping Ministry has also promised the Seamen that the Ministry will intervene in the matter. NUSI had also agreed in principle to enhance the pension but the promises of NUSI have always turned out to be empty and hollow.

NUSI has invested in commercial activities like building hospital in Goa, purchasing plot in Panvel but have no time or money to solve social problem faced by Seamen.

Although the matter is basically between the NUSI and the Seamen, the Union Ministry of Shipping has to step in and direct the NUSI to be more responsible in dealing with the pension matters of Seamen. The Ministry has also to seek some additional funds from the Finance Ministry and prepare a scheme to give financial assistance to retired Seamen.

SHRI RAMA CHANDRA KHUNTIA (Orissa): Sir, I associate myself with the Special Mention made by the hon. Member.

**Demand to issue commemorative stamps in honour of medal
winners during Commonwealth Games 2010**

SHRI AMBETH RAJAN (Uttar Pradesh): Sir, the players and athletes of India, who participated in the Commonwealth Games in Delhi, brought laurels to us and our nation. India

stood second in the medal tally with total number of 101 medals – 38 gold, 27 silver and 36 bronze.

Players and athletes were honoured in their respective States and by the organization in which they are working. They were also honoured and facilitated in one for or other. Felicitation of players who brought honour and laurel to our nation acts as a motivating force for the aspiring athletes and players.

Sir, there is a need for honouring those medal winners at the national level under one common platform. In view of this, the most appropriate step would be to bring out commemorative stamps of those players and athletes who won medals for the nation and brought glory to us.

I urge upon the Government through this august House to bring out a comprehensive commemorative stamp in honour of all the medal winners at Commonwealth Games.

MR. DEPUTY CHAIRMAN: Shri Vijay Jawaharlal Darda, not present; Shri Prabhat Jha, not present; Shri T.K. Rangarajan, not present; Shrimati Kanimozhi, not present; Shri Brijlal Khabri, not present.

**Need to remove problems being faced by Passengers at Terminal-3 of
Indira Gandhi International Airport in Delhi**

SHRI M.V. MYSURA REDDY (Andhra Pradesh): Sir, the problems for VIPs start right from collecting boarding cards. There are no separate boarding counters for them; even the VIPs have to stand in queue for collecting a boarding card. The MPs have to wait in queue to collect their boarding cards. The strange thing is that PAs are also not being permitted to enter into airport along with MPs. The unfortunate part is neither DIAL providing its staff to get boarding passes and guide VIPs up to flight nor are allowing PAs of MPs to get boarding passes. This has to be changed.

The second hurdle is at the security checking point. In view of non-availability of separate security checking points for VIPs, they are forced to stand along with other passengers in queues. The irony is, at any given point of time, all the security checking points are not operational. At most, 30 per cent of them are in operation which compounds the problems for VIPs.

It is a joint venture of AAI and GMR. But, airport is being used by GMR as its private property. This kind of a situation is not only in Delhi but also in other private airports. There is a callous attitude of people of GMR towards MPs.

So, I request the Government to kindly ponder over the issue seriously and direct the DIAL to strictly adhere to the principles of protocols and courtesies towards VIPs.

श्री राजनीति प्रसाद (बहिर) : महोदय , मैं स्वयं को इस
वशिष्ट उल्लेख से संबद्ध करता हूँ

DR. BARUN MUKHERJI (West Bengal): Sir, I associate myself with the
Special Mention made by Shri M.V. Mysura Reddy.

MR. DEPUTY CHAIRMAN: Now, the House stands adjourned till 2.00
p.m., and the Railway Budget will be discussed at 2.00 p.m.

The House then adjourned for lunch at twenty-six minutes
past twelve of the clock.

The House re-assembled after lunch at two of the clock,
THE DEPUTY CHAIRMAN in the Chair.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 2010-11

MR. DEPUTY CHAIRMAN: Km. Mamata Banerjee.

THE MINISTER OF RAILWAYS (KM. MAMATA BANERJEE): Sir, I beg to lay
on the Table, a statement (in English and Hindi) showing the
Supplementary Demands for Grants (Railways) for the year 2010-11.

THE BUDGET (RAILWAYS) 2011-12

MR. DEPUTY CHAIRMAN: Now, the Budget (Railways) 2011-12. Shri M.
Venkaiah
Naidu.

SHRI M. VENKAIAH NAIDU (Karnataka): Hon. Deputy Chairman, Sir, I
would like to start my speech with what the Hon. Minister, Km. Mamata
Banerjee said while presenting the 'VISION-2020' document. She said,
"When I was the Railway Minister last time (1999-2001), Indian
Railways was the second largest railway network under a single
management in the world in terms of route length, after the Russian
Railways. It has now slipped to the third position. Our Vision is to
put it on the road to regain the Number Two position in the coming
decade, and, thereafter, gain the Number One position in the
subsequent decades not just in size, but in every other significant
respect."

Sir, it further says, "The VISION-2020 will address four strategic national goals: (i) Inclusive development, both geographically and socially; (ii) Strengthening national integration; (iii) Large-scale generation of productive employment; (iv) and, Environmental sustainability. This is the preface which the Hon. Minister has written for the VISION-2020 Document.

Now, let us look at the Budget. Is the Budget in accordance with the 'Vision' that was placed by the hon. Minister before the country and the Parliament? Sir, the present Budget is a perfectly window-dressed populist Budget without any fresh and pragmatic ideas. It lacks vision and direction. Sir, there is no focus on expansion and modernisation also, except Delhi Metro, which, of course, is out of the purview of the Indian Railways. The Budget always provides an opportunity to announce strong measures, take bold initiatives, and, even to mop up resources. This approach is missing, Sir.

I thought the hon. Minister, keeping in view the Vision Statement and also the White Paper published by her, would take bold initiatives and steps to take the Indian Railways forward. But, unfortunately, it has not happened. Announcements are full, allocations are dull, amenities are nil, and, where is the political will of the Minister and the Government? This is what I want to ask from the hon. Minister.

श्री राजनीति प्रसाद (बहिर) : कविता अच्छी है, फरि से सुना दीजिए।

SHRI M. VENKAIAH NAIDU: Paucity of time is there. ...*(Interruptions)*... हाँ, बजट अच्छा होना चाहिए। Many of the Chief Ministers are unhappy with the Budget because the interests of their States are not taken care of. Sir, I think, rather than the future of the Indian Railways, the hon. Minister seems to have in mind the ensuing elections in West Bengal, Tamil Nadu, Kerala and Assam. Just now, one of my friends from Kerala was saying, elections are no issue, and, Kerala is also equally disappointed.

Sir, what is the mandate for the Railways? Its mandate is to provide safe and dependable train services to the people; adequate passenger amenities in trains and at stations; safety and security of passengers, tracks and trains; safe drinking water; cleanliness; better linen in trains; better catering services; time management; and, strengthening of track renewal.

This mandate, unfortunately, is forgotten. I am sorry to say this. The basic function of the Railways is to provide safety, comfort,

efficiency and join the entire country through a network of railways. Railways are a symbol for national integration, but, unfortunately, we are not moving in that direction. While disinvestment is the buzz word of this Government, and it has got benefited in reducing its fiscal deficit, the Railways seems to be more interested in business and commercial activities. Where is the collective responsibility? I only hope that the earlier announcements made by the hon. Minister about commercial establishments, restaurants, medical colleges and nursing colleges are given up. If she has given it up, I will be more than happy because of the simple reason that the Railways has to focus their attention on the core issues rather than the commercial activities.

Then comes commercial viability versus social responsibility. An economically unviable organisation cannot truly afford the social responsibility. Unless you have funds, unless you have capacity, you will not be able to take the responsibilities. The Indian Railways finances have gone from bad to worse last year. Economic viability needs efficiency and acceptable operating ratio. Social responsibility means carrying passengers to their destination safe and on time. What is happening? We are all aware of it now.

Sir, I welcome the Minister's proposal to set up a diesel locomotive unit in Manipur, I congratulate the Minister for that, a bridge manufacturing factory in Kashmir, I congratulate her for the same, and an Institute of Tunnel and Bridge Engineering at Jammu. These are all welcome measures provided they become reality. ...*(Interruptions)*... Yes, I am happy. I openly congratulated. But, I only added in the end, "provided they become reality". What has happened to the projects already announced? Now, why is this doubt there? You may say why I am doubting Thomas? Thomas is a bad word for today. Many of the projects and trains announced in the earlier two Budgets have not, unfortunately, seen the light of the day. Not many of them have moved beyond the foundation stone and laying ceremony stage and the hon. Minister do not have time to go around the country and see herself what is happening there. ...*(Interruptions)*... I have no objection in her going around Bengal. Bengal is a part of India. It is an important State. But other States also do deserve the same generous treatment. That is my point. ...*(Interruptions)*...

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): You ask your MPs also. I prefer the local MPs and local Government must do it.

SHRI M. VENKAIAH NAIDU: Some projects are reportedly not even started. Sir, power plant at Adra, West Bengal, at an estimated cost of Rs. 7,000 crores is still on the drawing board of the Railway Board. The projects at Madhepura and Marhaura in Bihar are still in the bidding stage. The backlog of ongoing projects requires an investment of 98,352 crore rupees. What is the use of announcing new ones when you are not able to find resources for the old ones? That is the big question.

KUMARI MAMATA BANERJEE: Everything we have announced is in pipeline.

SHRI M. VENKAIAH NAIDU: Some of them are still there in the Railway Board office. I said it.

The backlog of ongoing projects requires an investment of Rs. 98,000 crores. If the Minister is able to mop up resources, I will be more than happy for the same.

Special Task Force to clear private investment proposals within 100 days is another promise made. How many proposals have been cleared by the Task Force? If the Minister enlightens the House about this, I will be more than happy. Multilevel parking complexes through the PPP route

at stations in large cities is another promise made by the Minister. What has happened to it? A few pilot projects were to be taken up during 2010-11. What is the status of these proposals? Double-decker train sets in two trains each from Delhi and Kolkata as pilot project. What is the progress of the same? Setting up of five wagon manufacturing factories in PPP mode was the promise but only one joint venture has been signed with SAIL for a wagon factory in Bardhaman, West Bengal. What has happened to other projects? Introduction of modern trolley at all important stations was a promise. Some of the stations have been provided with the facility, but what about the remaining stations, what is the target and what is the progress?

In your speech of 2010-11, the hon. Minister announced that Anti-Collision Devices (ACDs) would be extended to three more zonal railways. Madam, in this year's speech also, it has been announced that the ACDs will be commissioned in three zonal railways, namely, Southern, South Central and South Western Railways. Same is repeated this year also. This shows that the Railways could not do any work throughout the year on its last year's proposal other than naming the three zonal railways.

There was a proposal to introduce four Train Protection and Warning Systems (TPWSs) covering 828 km for improving safety and preventing collision and accidents. This year, there is no mention of TPWS. What happened to last year's proposal? Why has it not been extended this year? I would like to know about this from the hon. Minister.

Where is the *Mahila Vahini*, which the hon. Minister promised? Have all the twelve companies been deployed? The hon. Minister did not utter a word about *Mahila Vahini* this year. Do you feel satisfied that all the twelve companies have been deployed? If 'yes', then I will be more than happy. Kindly enlighten the House.

Many of the new railway projects announced last year have not taken off the ground so far. Eleven such projects have not even been cleared so far by the Planning Commission. I do not know why the Planning Commission is taking such a negative attitude. When the Railways have promised a new project and they call it economically viable, why should the Planning Commission come in the way? I would like to know whether the proposals of the Railways are not viable. Some of the populist announcements made in the Budget of 2010 are yet to be

approved by the Planning Commission. Not even a paisa has been released to Kadapa-Kothakota, Kanbhum-Proddatur, Nandyala-Macherla routes, though it was approved. No allocation has been made. I am just giving some examples.

Madam, on Obulavaripalli-Krishnapattanam sector, out of Rs. 557 crore, Rs. 249 crore were spent. The amount of Rs. 311 crore is required. Sir, unfortunately, this year the allocation is only one crore rupee. It is a port connectivity project connecting Rayalaseema to Nellore district of Krishnapattanam Port which will take iron ore. It will reduce the distance of nearly 80 km. It is going to be the lifeline for the backward area. Your allocation in the Budget for this year is only

one crore rupees. I just gave an example. I don't want to go into the details, because of paucity of time. And I would like as many Members as possible to participate in this debate.

For Nalgonda-Macherla section, Rs. 50 crore were allocated last year. I am told that not even one rupee was spent on that. The hon. Member of Parliament from Nalgonda told me that Rs.50 crore were allocated but not even a paisa was spent last year on that route.

Your Vision Statement says that the Indian Railways shall provide efficient, affordable, customer-focussed and environmentally sustainable integrated transportation solutions. It shall be a vehicle of inclusive growth connecting regions, communities, ports and centres of industry, commerce, tourism and pilgrimage across the country. The reach and access of its services will be continuously expanded and improved. That is the objective that you have outlined in your Vision Statement. But in reality, today, when we go through the budget, that is not reflected.

The vision of the Railway Minister is to put the railways on the road to regain the number two position. What are the steps taken in that direction?

In the Vision 2020, a target of 25,000 km of new lines in the next ten years has been set which means 2,500 km per year. One year is already over. Just see the performance. It means only 180 km per year since independence. I agree that the speed of Mamataji is better on that count. But that will not be sufficed to meet the target. Because you have a target of 25,000 km by 2020. We are already in 2011. Last year the target was 1,000 km. But the achievement so far was only 700 km. This year's target is 1,300 km. This Vision 2020 should not go up to 2040. That is my worry. This figure is nowhere close to 2,500 km. There is this annual addition. How is it possible to achieve the targets of Vision 2020? This will take another 30-40 years. I hope I am proved wrong and the Minister is right.

The Railway Minister spoke of Rs. 14 lakh crore of investment by

2020 and the PPP would be a vehicle for doing so. Madam, what is the progress made through the PPP Model so far? What are the bottlenecks? What are the problems? The projects are yet to take off in a significant manner. The Planning Commission has brought down the private investment from Rs.50,000 crore to Rs.8,316 crore, as much as 83 per cent down.

I am not able to understand what is happening to the Planning Commission. How do you realise your vision by 2020? PPP models on infrastructure projects are a major success in telecom and national highways like the Swarna Chaturbhuj Yojana. Madam, you yourself were a partner in that Government. It is a national highway programme, a four-way highway. It has

really created a lot of economic activity and developmental activity in the country. So, please expedite the PPP model in Railways also. It is not too late now. Things have come to such a pass that Railways have not made any headway in achieving the vision goals. We are not up to the mark in any of the goals.

Sir, then, I come to fiscal and financial performance. We could add only 10,677 kilometres of new lines since Independence at an average addition of 180 kilometres annually. Last year, the Railway Minister announced a target of 1000 kilometres. Only 700 kilometres have been completed so far. That backlog will come to this year. That means, this year, you have to complete 1300 kilometres. Given the financial constraints, how can the Ministry achieve this target? If she explains to us, we will be happy. Similarly, the targets of gauge conversion, doubling, electrification, etc. have fallen short of targets. For example, as per your Outcome Budget, so far only 366 kilometres of route is electrified out of a target of 1000 kilometres. Mr. Deputy Chairman, Sir, I am not making a general speech. I am referring pointwise and if the Minister can correct me at a later stage - if there are any mistakes or if there is better performance - we will be more than happy. But, unfortunately, I have to bring to the notice of the House that the performance is not at all satisfactory.

Last time, you announced 33 new line sections covering 1021 kilometres for completion. The Minister informed the House that a giant leap in completion of new lines projects has taken place. What is the giant leap? What is the performance? Will you please publish a performance sheet on the trains announced and introduced, gauge conversion announced and completed, and doubling of tracks announced and completed from 2005 to 2010? Will you please do that favour for the sake of Members and also for the sake of the countrymen? Let the people decide themselves about the Government's promises versus its performance. Government is concerned about the fiscal deficit. You are resorting to a massive high cost borrowings, staggering to Rs.20,594 crore. Will it not defeat the purpose and damage the long-term interests of the country unless you augment future earnings to service these loans? How are you going to service it? You don't want to increase the fares. I am not suggesting you to increase the fares. You don't want to revise freight charges. Then, how are you going to mop

up additional resources to service this debt? That is a big question. The Railways internal resource mobilisation is projected to decline from Rs.14,523 crore to Rs.14,219 crore. There is a decline in your internal resource mobilisation. You are depending mostly on gross budgetary support and also on external debt, which is not good.

Mr. Deputy Chairman, Sir, during the Eleventh Plan, so far, the Railways could spend Rs. 1.43 lakh crore as against the projected outlay of Rs. 2.51 lakh crore. Sir, Rs. 2.51 lakh crore was the target and so far, they have spent Rs. 1.43 lakh crore. Whatever speed you may take this year, is it possible to achieve the remaining target? That is the question. The Budget skirted

a number of issues vital for restoring the financial health of the organization. Sir, the Minister herself had said earlier that the financial health of Railways is not satisfactory. Now, of course, she said that it is good. If it is good in real terms, I will be more than happy. Operational costs have risen from 72.8 per cent a couple of years ago to 92.1 per cent this year. Even this figure of 92.1 per cent seems to be a jugglery of accounts. Three important heads of accounts have been revised downward in the Revised Budget Estimates for 2010-2011. The Budget does not reflect the true and honest picture of the Railways' accounts. Operating ratio of 10 out of 16 zones of the country was over 100 per cent for April-December 2010. Operating cost for ten zones out of 16 is more than 100 per cent. Then, how do you expect it to come down to 92.1 per cent? In the Revised Estimates, the total value of the downward revision under the three crucial heads - Dividend, ADRF and ADF - works out to be Rs. 4,033 crore which is close to the figure of Rs. 4,105 crore shown as surplus.

It is, therefore, anybody's guess as to where the finances stand. As against the Budget estimates of Rs. 6,608 crores to be paid in the form of dividend to the Union Government, it has been now revised to Rs. 4,917 crores. Even the dividend you have reduced. And also the appropriation to the Depreciation Reserve Fund, ADRF, has been revised downwards from the proposed Rs. 7600 crores to Rs. 5,700 crores. Even the Development Fund head has been revised downwards by Rs. 442 crores to Rs. 2358 crores from the Budget Estimates of Rs. 2008 crores. That is how you arrived at this operational ratio. This is the charge which has been widely reported in all the newspapers. I will be happy if the Railway Board and the hon. Railway Minister can explain to the House and take the House into confidence on this vital issue about the operating ratio because operating ratio speaks about the health of the organization.

Sir, where are the wagons, where are the locomotives, where are the coaches in keeping with the rising demand? Where is the capacity expansion? The Railways has to face stiff competition from a fast improving road network and a rapidly changing trucking industry. The two cardinal requirements, that is, raise revenues from freight and passenger businesses and cut costs across the system seems to be given

a complete go by. It may appear to be populist. People are very happy. But do they want a stagnant railway? Do they not want national integration of connecting all the areas which are not connected so far? Is it not your duty to take care of the unserved areas so far by taking new initiatives?

Sir, a slew of new trains—56 new express trains, 3 shatabdi and 9 duranto trains, besides other passenger and sub-urban trains, have been announced. But how they run without any corresponding line expansion? There is already congestion. Will they all see the light of the day? Mere announcements to gain populist image is no good for the country. Even the market and the industry, they were not enthused by these budget proposals. You have seen how the market has

reacted. I am not simply going by market alone because market has got its own way of functioning. The Minister has conveniently postponed to 12th plan period of the 251 updating surveys/new surveys for new lines/gauge conversion/doubling projects. She has postponed them to Twelfth Plan.

One of the important aspects which is really worrying and causing worry to all of us is the safety has been given the go by. This is evident from the fact that the Railways have drawn heavily from the ADRF created to replace the old assets to boost its balance-sheet this fiscal. This is not fair. There is no money for the Railway Safety Fund. Railway Safety Fund has been given low priority. Sir, given last year's record of accidents and sabotage incident, it was expected that the Railway Minister would accord priority on safety and security issues. They do not seem to have been deal with adequately enough. As in the last year, no money has been spared for the Railway Safety Fund even in the year 2011-12. On the Budget day, even UP Salwant Wadi-Dira passenger headed for Mumabi derailed, and when the Minister was presenting the Budget, there was a derailment in Mumbai. One incident alone will not speak for the functioning of the Railways. I do agree. But, at the same time, that is a signal how things are happening.

The only Railway Safety Programme which was launched during the NDA regime when Shri Nitish Kumar was the Railway Minister; Madam was also there; Rs. 17,000 crore was granted as a Special Railway Safety Fund for upgradation of over-aged railway assets. This resulted in the over all strengthening of the railway infrastructure and reduction of accidents. That is why the subsequent Minister could do that so-called magic, which was not a magic of overloading trains. The methodology used during the UPA-I and II by overloading the wagons with loads was possible only on account of the fact that Special Railway Safety Fund has been effectively utilized to strengthen the railway track and upgrade the signals all over the country. We should not forget that. That is a lesson to us. Creating a National Railway Safety Fund on a continuous basis is the need of the hour.

Sir, most railway accidents occur due to old state of bridges, poor state of bridges. India has over 52,000 railway bridges that are

nearly 100 years old. Another 90,000 are more than 75 years old.

Hundred-year old bridges are 52,000 and 75-year old bridges are 90,000. How do you expect them to function? When I read these figures I get frightened. What is going to happen to the safety of the people? Substantial work need to be done on this front. What happened to the implementation of the Khanna Commission recommendations with regard to the railway accidents? Out of a total of 5,533 diesel engines, 1,382 engines are outdated and not conducive

for operations. About 86,000 posts responsible for railway safety are lying vacant. This is really shocking. With as many outdated engines and inadequate staff, the passengers' lives are at stake every day. I hope that the Minister will take it very seriously.

Sir, track renewal is another aspect. The allocation for track renewal for the current financial year was Rs.408 crores. The revised figure is Rs. 325.5 crores. This year, unfortunately, it is pegged at Rs. 330 crores. You see the callous attitude of the railways towards track renewal. From Rs. 408 crores it has come down to Rs. 329 crores. Now, this year it is only Rs.330 crores. There is only an increase of Rs.1 crore from the Revised Estimate. For Appropriation to Depreciation Reserve Fund (ADRF), it is only Rs. 7,000 crores this year as against Rs.7,600 crores last year. For Appropriation to Development Fund, it is only Rs.2,400 crores this year as against Rs. 2,800 crores last year. Are we moving forward or looking backward making the situation awkward? The Minister of Railways has to think seriously about these things.

Thirteen hundred kilometres of new lines, 870 kilometres of doubling of lines and 1017 kilometres of gauge conversion targeted in 2011-12 are all unrealistic, given the track record of the Railways. If they do this, it is wonderful. We will be more than happy if they have some *jaadu* to do this.

The dedicated freight corridors to be completed by 2012-13 have now been pushed to 2016. They require Rs. 77,000 crores. Where is the money? We are the finances? Can the Minister meet this deadline, though she has postponed it from 2012 to 2016? On her own admission, the finances are tight. Execution, discipline and availability of requisite funds are of urgent necessity.

Then come the passenger amenities. Another area of disappointment, Mamataji, is the amount of money that you have given to passenger amenities. What a great pity! Don't passengers deserve better treatment? For passenger amenities, in the next fiscal year, it is only Rs. 19 crores as against the revised figure of Rs. 511 crores last year. Rupees nineteen crores! What a pity! On employees you are

spending Rs. 1,100 crores. I have no problem. They deserve good treatment. At the same time, passengers too deserve better treatment.

Sir, when we travel by the railways we will have an enjoyable experience. Our stations are overcrowded; food is substandard; hygienic standards are not satisfactory; waiting rooms are dirty and the toilets are dirtier and unusable. This is the situation in the railway stations. This is not what Mr.Venkiah Naidu says, but anybody who travels by the railways. If you just simply confine yourself to the First Class AC compartment and don't move to the other areas, then you are not going to understand the real situation. Lack of safe drinking water and poor sanitation add to the woes of the passengers.

We talk of green toilets at stations. What happened to green toilets? The courts had to intervene in the case of passenger amenities. Here is a specific case. On a PIL, the Mumbai High Court had directed the Railways to set up adequate toilets, drinking water taps and suburban connections for commuters. The court had to remind us what we, as a civilised society, have to do. The court said, "Let the General Manager, Railways travel from Church Gate to Virar during the peak hours". There are no toilets at Vile Parle. There are no urinals at Vile Parle. There is no water. There is no toilet for women at Grant Road, Khar, Dadar, Bandra and Vile Parle. This is not what Mr. Venkaiah Naidu is saying. This is what the High Court has opined. The Mumbai High is talking about the simple things like water and sanitation in a place like Mumbai.

There is a talk of making Adarsh Railway Stations. I will be happy if the Minister can make all stations in the country as Adarsh Railway Stations. ...*(Interruptions)*... It is not about the Mumbai Adarsh. She will not do it. That much I am sure. She will never get involved in such things. That is the only silver lining, as far as Mamataji is concerned, so far. ...*(Interruptions)*...

Yes, so far. You do not know what is going to happen. She will keep it up to the extent possible. That is the credibility she is enjoying as of now.

Now I come to world-class stations. What about upgradation of railway stations? Where are the world-class railway stations? 'Ten stations to be upgraded to international standards'. The Minister has claimed that with regard to setting up of world-class stations, not much headway could be achieved because of their high costs and are searching for alternatives. I would like to put one straight question. Before making such proposals, does your Railway Board not apply its mind in making such statements? Now you say that feasibility is not there and we have to revise the feasibility report and then think of alternatives. That means, they first make announcement, call it as a pronouncement, and then, afterwards it becomes a denouncement. What is this?

Now I come back to the White Paper. The White Paper is an important document that the Railways has published. I compliment the Railway Minister and her staff for bringing this White Paper and placing it before the nation. It is really a good thing. But the purpose of White Paper is not to find fault with anybody, as the Minister rightly said at that time. The purpose of White Paper is to make the people of India, the Railway employees, the Railway Board and the people concerned, to understand the reality of the situation, the gravity of the situation; accept the challenges and move forward. That is the purpose of the White Paper. That being the purpose of the White Paper, what is it that we are doing now? How are you moving in that direction? That is the big question where my disappointment rises. The Minister released the White Paper on the

Railways in December, 2009. You said in the Foreword, "Our biggest concern today is the financial health of the Railways and the need to generate resources for development and growth of capacity in an inclusive manner. Strategies for upgradation and growth of railway infrastructure as well as improvement of service to the customer will be formulated based on the findings of this Paper." Please don't let the White Paper remain as a white paper. Please act on the findings. Please fill it up with remedial plans and actions. Otherwise, it will be a futile exercise of just placing the White Paper and not acting upon that. The White Paper will remain only a white paper.

You yourself have concluded in that document, "If the Railways are to break from its past and move forward rapidly to meet the challenges of growing India, the issues such as freight and passenger business, infrastructure creation, declining market share of the Indian Railways, cross-subsidisation, network capacity expansion, line capacity augmentation, project cost escalation and organizational changes would need to be addressed boldly." Where is the follow up? Where are the steps that reassure the nation? Where is the boldness? There is only baldness so far. That is the problem today. So, please do something on the White Paper. Start moving forward and come with concrete steps before the Parliament. Network capacity expansion and line capacity augmentation is the biggest challenge facing the Railways. Market share of rail transport has reduced drastically from 89 per cent in 1950-51 to 30 per cent in 2007-08. It is a major challenge. You have come down from 89 per cent to 30 per cent. I am not holding this Government or this Minister responsible for this, but it has happened over the years. It is a challenge, as you have rightly outlined. What are the steps taken to regain the market share? There is nothing. Missing deadlines, shortage of finances and new project announcements without any commensurate cash funding are all leading to project cost escalation. How are you going to prevent it especially when inefficiency is so apparent and finances are so tight?

Sir, I would only urge upon the hon. Minister to please concentrate on the core issues, on your mandate; make the stations clean, make the

toilets clean, provide safe drinking water, provide safety and security. A train was kidnapped. It is something very surprising. Then the guards were kidnapped and the drivers were taken away. But, still nothing happens. Drivers are kidnapped, guards are kidnapped, but nothing happens, unfortunately. So, I only urge upon the Minister – I don't want to be harsh on a lady Minister – please, Madam Minister, hold the White Paper in one hand and in the other hand, please have this Vision 2020 on Indian Railways. These are the two documents, whether you call it the Bible or the Bhagwat Gita or the Quran or whatever it is, for the guidance of the Railways for the future.

New ideas may come; but please try to act upon these two documents. Let us not spoil the health of the Indian Railways for the sake of short-term political gains. Everybody will have compulsions of politics. I may also be asking the Railway Minister for a new railways line in my area. At the same time, the feasibility issue is there.

Sir, as I told you, it is not a general speech or a political speech. This is a speech with specifics, with promises made, with targets achieved, or, targets yet to be achieved, and shortages and shortcomings that have been outlined. I only hope that the Minister and her officers will be able to act upon them.

At the end, before I conclude, I would like to wish the Minister the 'Best of Luck' for her West Bengal endeavour. At the same time, I wish 'Best of Luck' for the Indian Railways. I think people understand when I say, 'Indian Railways'. Thank you very much.

श्री मोती लाल वोरा (छत्तीसगढ़): माननीय उपसभापति महोदय, रेल मंत्री जी द्वारा वर्ष 2011-2012 का जो बजट प्रस्तुत हुआ है, उसका मैं पुरजोर शब्दों में समर्थन करता हूँ।

सर, अभी मैंने बैंकिया जी का भाषण सुना। वैं बैंकिया जी की सदाभावना ममता जी के प्रति है। उन्होंने उन्हें धन्यवाद भी दिया है, लेकिन बैंकिया जी का भाषण सुनने के बाद, जो नकारात्मक उदगार बैंकिया जी ने प्रस्तुत किये, मुझे ऐसा लग रहा था कि सम्भवतः किसी ऑडिटर की भ्रष्टि, श्री बैंकिया नायडु जी, एक अच्छे राजनीतिज्ञ हो सकते हैं, लेकिन एक ऑडिटर की भ्रष्टि जैसी तरीके से उन्होंने वजिन 2020 और वाइट पेपर के बारे में कहा है, उन पर मुझे शंका है। देश में प्रगति हुई है, देश में तरक्की हुई है और इस तरक्की को आगे बढ़ाने की दृष्टि में रेल मंत्री के रूप में ममता बनर्जी जी का यह तीसरा वर्ष है और इस तीसरे वर्ष में तीसरे रेल बजट को पेश करते समय ममता जी ने सारी बातों का ध्यान रखा है। शायद बैंकिया जी ने बजट के उन अंशों को पढ़ा जो उनको अपने लक्षि माफिक लगते थे। उन्होंने यह नहीं देखा कि इस बजट के प्रस्तुत होने के बाद देश के लोगों में, देश की जनता में या देश के आमआदमी में उसका कतिना असर पड़ा है।

मैं अपनी बात शुरू करने के पहले यह कहना चाहता हूँ कि बैंकिया जी, मैं आपका सम्मान करता हूँ। मैं आपसे अनेक

वर्षों से परिचित हूँ लेकिन , आपसे परिचित होमे के बाद भी मैंने आपसे यह अपेक्षा की थी कि वसिंधी दल के एक नेता के रूप में आपकी ओर से जो उदगार होंगे , वे इस बाह्य के प्रतीक होंगे कि हमने इन वर्षों में प्रगति की है। वेंकैया जी , मैं अपनी बाह्य प्रशरम्भ करने के पहले गुरुदेव रविन्द्र नाथ टैगोर की एक कविता आपके सामने प्रस्तुत करना चाहूँगा :

“जसि वातावरण में हृदय भावशून्य हो ,
जहाँ स्वाभिमान से उन्नत ललाट हो ,
जहाँ ज्ञान प्रसृति के मार्ग उन्मुक्त हों ,
जहाँ संकुचित दीवारों से संसार खंडों में न बँटा हो ,
जहाँ शब्द सत्य की गहराइयों से नकिलते हों ...”

ममता जी के शब्द सत्य की गहराइयों से नकिले हैं। जहाँ सहिष्णुता प्राप्त करने के लिए ... (व्यवधान) ... मैंने कहा कि मैं ऑडिटर नहीं हूँ ... (व्यवधान) ... मैंने पहले ही कहा कि मैं ऑडिटर नहीं हूँ ... (व्यवधान) ...

मैं आपसे यह कह रहा हूँ कि “जहाँ शब्द सत्य की गहराइयों से नकिलते हैं ...”... (व्यवधान) ... बजट में ममता जी ने जो कहा है, वे शब्द सत्य की गहराइयों से नकिलने वाले हैं।

“जहाँ श्रेष्ठता प्राप्त करने के लिए अनथक पुरुषार्थ भुजाओं को बढ़ाता हो, जहाँ तर्क की नखिल धारा का मार्ग मृत्तुरुद्धि की मरुभूमि में खो न गया हो, जहाँ तेरे द्वारा मन नरितर वकिसित वधिरों और कर्मों में ले जाता हो, स्वतंत्र त्स्ता, मैं उस सब में हूँ परमपिता, मेरा देश जाग्रत हो ...”

मैं कह सकता हूँ कि मेरा देश जाग्रत हुआ है और वह इतना जाग्रत हुआ है कि... (व्यवधान) ...

श्री बलबीर पुंज (उड़ीसा): सुप्रीम कोर्ट के... (व्यवधान) ...

श्री मोती लाल वोरा : उपसभापति महोदय, मैं यह पूछना चाहता हूँ कि क्या मामनीय पुंज जी को यह नहीं लगता है कि देश जाग्रत हुआ है ?

श्री बलबीर पुंज : सर्वोच्च न्यायालय के आजके निर्णय में तो यह लगता है... (व्यवधान) ...

SHRI SHYAMAL CHAKRABORTY (West Bengal): Sir, it is a wrong translation. He is saying in the past tense कि यह जाग्रत हुआ था। It is the future case.

SHRI MOTILAL VORA: Sir, I have quoted Gurudev Rabindranath Tagore and it is not my style. What Mamataji has said, 'Give me strength, never to disown the poor or bend my knees before insolent might.' “मुझे इतनी शक्ति दो कि मैं गरीबों का साथ कभी न छोड़ूँ और अकखड़ लोगों के आगे कभी न झुकूँ ...” यह उन्होंने कहा है। ... (व्यवधान) ... क्या आपको रविन्द्रनाथ टैगोर की बातें पसंद नहीं हैं ?

कई मामनीय सदस्य : बहुत पसंद हैं। ... (व्यवधान) ...

श्री मोती लाल वोरा : मैं यह कह सकता हूँ कि 2010-11 के संशोधित अनुमान में रेल परिवहन देश के विकास से गहरा संबंध रखता है। ममता जी, मैं आपको बधाई दे रहा हूँ। मैं आपको इस बात की

बधाई दूँगा कि 1 लाख 75 हजार पदों की भर्ती की बात आपने कही है। ये रक्षितियाँ लगभग 10 सालों से पड़ी हुई थीं। अगर 1 लाख 75 हजार लोगों को नौकरियाँ मिलेंगी, तो इससे कम से कम 10 लाख परिवारों को एकमुश्त लाभ देने की आपने घोषणा की है। 16 हजार पूर्व सैनिकों को रखवे में नौकरी देने की बात कही गयी है। पूर्व सैनिक, जन्होंने देश की सीमाओं की रक्षा की है, जन्होंने देश की सेवा की है और जन्होंने देश की आजादी की रक्षा की है, उन 16 हजार पूर्व सैनिकों को रखवे में नौकरी देना कोई छोटी बात नहीं है। यह वैक़्या नायडु जी को कहना चाहिए था, लेकिन शायद वे नहीं कर सके।

श्री मुख्तार अब्बास नक़वी (उत्तर प्रदेश) : सर, ... (व्यवधान) ...

श्री उपसभापति : उनको अपनी बात तो कहने दीजिए। आप बीच में कमेंट करते रहेंगे, तो फिर कैसे होगा ? ... (व्यवधान) ...

श्री मोती लाल वीरा : माननीय उपसभापति महोदय, आप इस बात से भली-भाँति परिचित हैं कि पटरियों के पास रहने वाले लोग कसि प्रकार की ज़िद्दी व्यतीत करते हैं और कसि प्रकार की कठिनाइयों के दौर से

उनको आये दबि गुजरना पड़ता है। वे दैनंदिन की आवश्यकताओं की पूर्ति भी नहीं कर पाते। उनके लिये आपने जो 10 हजार मकान बनाने का निर्णय लिया है, वह संदेहप्रद नहीं है।

माननीय उपसभापति महोदय, रेल बजट में वरिष्ठ नागरिकों, वकिलांगों और मीडियाकर्मियों को रेल भाड़े में रियायत, रेल कर्मचारियों के कल्याण के लिये बेहतर चिकित्सा सुविधा, बच्चों की छात्रवृत्ति में वृद्धि और 20 अतिरिक्त छात्रावासों की व्यवस्था करने की बात कही गयी है। वेंकैया जी, मैं समझता हूँ कि आपने इन सारी बातों को देखा होगा।

माननीय उपसभापति महोदय, रेल मंत्रि जी का यह तीसरा बजट है, जिसमें न तो कशिया बढ़ाया गया और न भाड़े में किसी प्रकार की बढ़ोतरी की गयी, जो कि आज आम आदमी के दबि की आवाज थी, क्योंकि मामला ऐसा था कि 2009-10 का वर्ष अर्थव्यवस्था की दृष्टि से बहुत ही चुनौतीपूर्ण था।

इस बेहतर बन बजट को प्रस्तुत करते समय माननीय मंत्री महोदय ने इस बात का ध्यान रखा। अब यह 73,000 करोड़ रुपए का अतिरिक्त व्यय कसि बात के लिये हुआ ? छठे वेतन आयोग की सफ़िरिशों को लागू करने के लिये 11वीं योजना के दौरान 73,000 करोड़ रुपए का अतिरिक्त व्यय होने के बाद भी वस्तीय प्रबंधन करके पूरे लाभांश का भुगतान कोई आसान काम नहीं था। मैं समझता हूँ कि इतनी वस्तीय कठिनाइयों के बावजूद भी उन्होंने जो बजट प्रस्तुत किया है, मैं उसकी प्रशंसा करता हूँ।

माननीय रेल मंत्री महोदय ने 2011 के बजट में 57,620 करोड़ रुपए की वार्षिक योजना रखी है। मैं इसके वस्ति र में नहीं जाना चाहता हूँ, लेकिन यह राशि कहां से जुलाई जाएगी, इसका प्राक्कलन उन्होंने प्रस्तुत किया है। मुझे वस्वास है कि हम उस लक्ष्य की प्राप्ति में अवश्य सफल होंगे।

माननीय उपसभापति जी, हर बजट में बहुत सी घोषणाएं होती हैं। मैं ममता जी को इस बात की बधाई दूंगा कि इस बजट में भी उन्होंने 128 नयी ट्रेनों की सौगात देश को दी है - 56 एक्सप्रेस ट्रेनें, 9 दूरंतो ट्रेनें, 3 शताब्दी एक्सप्रेस, 13 पैसंजर ट्रेनें, 22 D.E.M.U., 10 नयी राज्य राजी एक्सप्रेस और 4 नयी रेलगाड़ियां देश के ऐतिहासिक स्थानों पर "जन्म भूमि

और भूमि गौरव " के नाम से चलाने का निर्णय किया है। क्या यह कम महत्वपूर्ण घोषणा है? वैकैया जी ने पछिले वर्ष की घोषणाओं का उल्लेख किया कि उनमें से बहुत सी घोषणाओं की पूर्ति होमी है। यह जरूरी नहीं है कि इस साल की घोषणा इसी वर्ष में पूरी हो जाए। हमें 5 सालों के अंदर उन सारी घोषणाओं को पूरा करना है।

उपसभापति जी, अब मैं आपका ध्यान इस ओर दिलाना चाहता हूँ कि रेल विभाग में कतिनी प्रगति हुई है। 157 साल पहले मुम्बई से ठाणे के बीच 21 तोपों की सलामी के साथ पहली रेलगाड़ी ने 34 किलोमीटर का सफर तय किया था। 157 साल पहले यह 34 किलोमीटर का सफर भाप्र के इंजन की रेलगाड़ी द्वारा तय किया गया था। तब से लेकर आज तक देश के एक सड़ि से दूसरे सड़ि तक रेल लाइनें बछिआई जा चुकी हैं और उसके परिणामस्वरूप हम कह सकते हैं कि 63,974 किलोमीटर रेल मार्गों पर रेल लाइनें बछि चुकी हैं और आगे भी बछिईगी। यह जो गति है, इसके रुकने का कोई सवाल नहीं है। आज 63,974 किलोमीटर लंबे मार्ग पर रेल लाइनें बछि गई हैं और इसमें से 18,297 किलोमीटर लंबे मार्ग का वदियुतीकरण हो चुका है। माल डब्बों का निर्माण - 2,19,931 रेल इंजन - 8,889 और सवारी डब्बों का आकलन 1,030 के आसपास है। इन 8 वर्षों में रेलों में हुई प्रगति में इजाफा हुआ है। वैकैया जी, आपने कहा कि आज़ादी के बाद 10,677 किलोमीटर नयी लाइनों को जोड़ा गया है। 2010-11 में नयी लाइनों के 1,000 किलोमीटर के लक्ष्य की घोषणा की गई थी और

चासू वर्ष में हम 700 किलोमीटर तक इस कार्य को पूरा करने में सफल हो पाए हैं। Vision 2020 पर 14,000 करोड़ रुपए की लागत आएगी। Vision 2020 की घोषणा पछिले वर्ष ममता जी ने अपने रेल बजट में की थी और हमने इस बजट में ऐसे प्रावधान किए हैं, जिनसे हम उन लक्ष्यों को पूरा कर सकें। उन्होंने भूतपूर्व सैनिकों की भर्ती की बात भी कही है।

माननीय उपसभापति महोदय, आमान परिवर्तन के 800 किलोमीटर, दोहरीकरण के 700 किलोमीटर और वदियुतीकरण के 1 हजार किलोमीटर के लक्ष्य को पूरा करने की आवश्यकता इस बजट में कहीं गई है। रेल बजट और सामान्य बजट पर देश की जनता की आंखें टिकी रहती हैं और दोनों बजट के प्रस्तुत होने के बाद विकास के पैमाने पर दायरा बढ़ जाता है। रेल हमारा सबसे बड़ा आधारभूत ढांचा है। आज के आधुनिक युग में इसे आधुनिकतम बनाने की सर्वाधिक आवश्यकता है।

ममता जी, मैं आपको बधाई देता हूँ कि रेल दुर्घटनाओं को रोकने के दश में प्रभावी कदम उठाए गए। आधुनिकीकरण इस वर्ष के बजट का मुख्य मुद्दा है, जिसके लिए आपने अनेक उपायों का सुझाव दिया है। महोदय, रेल दुर्घटनाओं में प्रति वर्ष लगभग 1 लाख 30 हजार से 1 लाख 50 हजार लोगों की जानें जाती हैं। टक्करोधी उपकरण की शुरुआत पूर्वोत्तर सीमा रेलवे पर ही काय जन्वित की गई है और इस बजट में इस बात का उल्लेख किया गया है कि तीन क्षेत्रीय रेलों - दक्षिण, दक्षिण-मध्य तथा दक्षिण-पश्चिमी में प्रारंभ करने तथा उन उपकरणों का उपयोग प्रारंभ करने की दश में कदम उठाए जा रहे हैं। ममता जी, मैं आपसे कहना चाहता हूँ कि रेल एक्स डेंड होले है। आपने इस बजट में इस समिति क्षेत्र का उल्लेख किया है। मैं आपसे अनुरोध करूंगा कि अगर धन की व्यवस्था हो जाए, तो प्लानिंग कमीशन की मंजूरी के बाद इस ओर आपको विशेष ध्यान देने की आवश्यकता है, क्योंकि रेलवे दुर्घटनाएं प्रति वर्ष बढ़ती जाती हैं। दुर्घटनाओं को रोकने की दश में काम हुआ है।

रेलों में उग्रवादियों द्वारा उत्पात और आंदोलन किया जाता है। आंदोलनकारियों के लिए रेल रोकना सबसे आसान तरीका हो जाता है। असामाजिक तत्वों के माध्यम से रेलों को रोकना सबसे आसान होता है। बम वस्फोटों, तोड़-फोड़, ट्रैक टेम्परिंग आदि घटनाओं को बहुत सख्ती के साथ रोकने की आवश्यकता है। राज्य सरकारों के कानून तो बने हैं, लेकिन राज्य सरकारें रेल दुर्घटनाओं की दश में बहुत ही कम ध्यान देती हैं। आपको

राज्य सरकारों को आगाह करना होगा कि वे असहाय परिस्थिति में न रहें। यह प्रसन्नता की बात है कि आपने बहुत कुछ बजट में दिया है।

आपने वाराणसी, मछलंदपुर, बड़ोदरा, भलिई, हुबली, धारवाड़ में 5 पॉलीटेक्निक्स की स्थापना की बात कही है। भलिई में देश का सबसे बड़ा इस्पात संयंत्र है। पंडित जवाहर लाल नेहरू ने इसे ऐसे तीर्थ की संज्ञा दी थी, जहां देश के कोने-कोने से लोग आते हैं। भलिई इस्पात कारखाने में आपने जो पॉलिटेक्निक खोलने की घोषणा की है, मैं इसके लिए आपको बहुत-बहुत धाई देता हूँ।

देश में सांस्कृतिक गतिविधियों को बढ़ावा देने की दृष्टि से आपने सांस्कृतिक बोर्ड की बात कही है, जो देश की समृद्धशाली विविध सांस्कृतिक धरोहरों को संरक्षित रखे। हमारा देश सांस्कृतिक दृष्टि से बहुत उन्नत है।

आपने गुरुदेव रवीन्द्रनाथ टैगोर के जन्म दिवस पर 150वीं वर्षगांठ मारने का नयन्य कथि और इस अवसर पर एक संस्कृति एक्सप्रेस चलाई गई, जसिने 18 राज्यों का दौरा कथि। उसमें गुरुदेव रवीन्द्र रनाथ टैगौर की शक्ति, उनके दर्शन, उनके आध्यात्मवाद की बातों को दर्शाया गया, जसि 18 राज्यों के लगभग

24 लाख लोगों ने देखा है। माननीय वस्ति मंत्री जी ने भी रवीन्द्रनाथ टैगोर की 150वीं जयन्ती के अवसर पर भाईचारे की भावना को बढ़ाने के लिये 1 करोड़ रुपए के अन्तर् राष्ट्रीय पुरस्कार की घोषणा की है।

आपने बजट में वैगन प्रिक्योरमेंट , समर्पित मालभाड़ा गलियारा , नई लाइनें , 114 परियोजनाओं , जमिका हास्य ही में सर्वेक्षण किया गया है , को 12वीं योजना में शामिल करने , आमान परिवर्तन , दोहरीकरण , रेल पर्यटन , गाड़ियों का वस्तितार , फेरों में वृद्धि , नई लाइनों का सर्वेक्षण तथा 584 स्टेशनों को आदर्श स्टेशनों के रूप में अपग्रेड करने की बात कही है। ममता जी , आज भी बहुत से ऐसे स्टेशन्स हैं , जहाँ आदर्श स्टेशन बनाने की आवश्यकता है।

मैं कह सकता हूँ कि पूर्व रेल मंत्री माधव राव सधिया जी के कार्यकाल में मैंने देखा था कि जो घोषणाएं उन्होंने आदर्श स्टेशनों के बारे में की थीं , उन आदर्श स्टेशनों को अगर आज हम देखते हैं , तो ऐसा लगता है कि जिस भावना के साथ उन योजनाओं की शुरुआत की गई थी , उन योजनाओं को आपने निश्चित रूप से आगे बढ़ाने की दृष्टि में प्रयत्न किया है। 442 स्टेशनों का कार्य प्रगति पर है , ऐसा आपने बताया है।

माननीय उपसभापति जी , जो मामूव रहित rail crossings हैं , unmanned rail crossings हैं , वहां आए दम्बि दुर्घटनाएं होती हैं और उन दुर्घटनाओं के कारण केवल ये होते हैं कि वहां पर railway crossings की किसी प्रकार की व्यवस्था नहीं होती। इन 2500 rail crossings की समाप्ति , प्रधान मंत्री रेल विकास योजना के अंतर्गत अनेक लम्बित परियोजनाओं को प्रारंभ करने की सार्थक पहल बजट में की गई है। साथ ही आपने इस बजट में इस बात का भी उल्लेख किया है कि 200 ऊपरी सड़क पुलों , 325 नचिले सड़क पुलों और पैदल पार पथों का निर्माण इस बजट में किया जाएगा।

ममता जी , आपने बहुत किया है , शायद वे अभी यहां नहीं हैं ... (व्यवधान) ... लेकिन मैं उनसे कहना चाहता हूँ , ये सारी बातें तो आपने देख ली थीं। आपने देश के सभी प्रदेशों में काफ़ी ध्यान दिया , लेकिन मैं आपका ध्यान छत्तीसगढ़ प्रदेश की रेल समस्याओं की ओर आकर्षित करना चाहता हूँ। महोदय , छत्तीसगढ़ रेलवे को राजस्व देने वाला इस इलाके में सबसे बड़ा प्रदेश है और छत्तीसगढ़ में जो बस्तर संभाग है , वहां रेल की सुविधाओं का अभाव काफ़ी समय से परिलक्षित हो गया है। मैं

कहना चाहूंगा कि इसमें आपने कुछ सर्वे की बात तो की है , लेकिन छत्तीसगढ़ की 11 परियोजनाएं , रेल लाइनों के प्रोजेक्ट अभी भी लंबित हैं , इसलिए इस ओर आपको ध्यान देना होगा।

माननीय उपसभापति महोदय , मैंने पछिले वर्ष भी इस बात का उल्लेख किया था और ममता जी का ध्यान आकर्षित किया था कि दिल्ली राजहरा से जगदलपुर का जो आदिवासी इलाका है , यहां करीब 235 किलोमीटर की रेल लाइन बछिने की बात थी और उस पर 700 करोड़ रुपए खर्च होने की बात की गई थी। महोदय , अभी ममता जी नहीं हैं , लेकिन बजट में प्रावधान होने के बाद भी आज तक उस लाइन पर किसी भी प्रकार का काम प्रारंभ नहीं हुआ। लोगों की मान्यता है कि वे आदिवासी इलाकों में विकास की लो देखना चाहते हैं। अतः अगर आदिवासी इलाकों में विकास को प्रारंभ करना है , तो निश्चित रूप से इस बात का ध्यान रखना होगा कि रेल यातायात की सुविधाएं , उन इलाकों में , जो आदिवासी इलाके हैं , विशेष रूप से बस्तर का इलाका , रायगढ़ का इलाका , सरगुजा का इलाका , वहां अवश्य दी जाएं। महोदय , मैं छत्तीसगढ़ से आता हूं और मैंने देखा है कि छत्तीसगढ़ में विकास की अनेक संभावनाएं हैं और वहां संसाधन भी उपलब्ध हैं। चाहे जो भी राज्य सरकारें रही हों , आज भी वहां की सरकार पूरी तरह से सहयोग देने के लिये तैयार है। महोदय , मैं आपके माध्यम से कहना चाहूंगा कि दिल्ली राजहरा में जगदलपुर की रेल लाइन काफ़ी समय से लंबित है। इस रेल

3.00 P.M.

लाइन को पूरा करने का आपका इरादा भी है और बजट में प्रावधान भी हुआ, लेकिन न मालूम क्यों, आज तक रेल लाइन बछिने की ओर कोई कार्यवाही नहीं हुई।

माननीय उपसभापति महोदय, शायद आपको स्मरण होगा कि रायपुर से धमतरी एक नैरोगेज लाइन है। इस नैरोगेज लाइन की ब्रॉडगेज में परिवर्तित करने के लिए मैंने कई बार माननीय मंत्री जी का ध्यान आकर्षित किया है और मुझे यह कहने में खुशी है कि उन्होंने इस बात की घोषणा भी की थी कि रायपुर में धमतरी रेल मार्ग को ब्रॉडगेज में परिवर्तित करेंगे। मैं उनसे अपेक्षा करूंगा, हालांकि इस बजट में तो उसका कहीं भी नामोनिशान नहीं दिखा, लेकिन आज आवश्यकता है कि धमतरी, जो एक महत्वपूर्ण स्थान है, रायपुर से धमतरी जाने वाली और धमतरी से सविहा जो एक जमाने में ट्रेन जाती थी, जो आदिवासी इलाका है, उसे वहां तक बढ़ाने के लिए ब्रॉडगेज रेल लाइन की आवश्यकता है।

आपने छत्तीसगढ़ में कुछ घोषणाएं की थीं। मैं आपको धन्यवाद देना कि आदर्श स्टेशनों के रूप में जो आपने 236 स्टेशनों की घोषणा की है, उसमें छत्तीसगढ़ में अम्बिकापुर, चरिमिरी, रायगढ़, रायपुर और राजनांदगांव को लिया है। दोहरीकरण के मामले में आपने चांझा बाईपास लाइन और बलिसपुर - उरकुरा का भाग लिया है। 12वीं योजना में रायपुर से झारसुगडा नयी रेल लाइन, रायगढ़ मंड से कोलरी से भूपदेवपुर, जगदलपुर से दंतेवाड़ा और लोहरदगा से कोरबा नयी रेल लाइनों का जिक्र है। माननीय उपसभापति महोदय, छत्तीसगढ़ एक नया प्रदेश है। नए प्रदेश में रेल सुविधाओं की कमी आज लोगों को महसूस हो रही है। एक्सप्रेस गाड़ियों में आपने बलिसपुर से ऐनाकुलम सुपरफास्ट ट्रेन की केवल एक दलिया के लिए घोषणा की है। न्यू लाइनों में आपने धमतरी से कांकर रेल लाइन के सर्वे का उल्लेख किया है। इसके अलावा डोंछी - लोहारा तक रेल सम्पर्क का उसमें उल्लेख किया गया है।

माननीय उपसभापति महोदय, 1998 में लोक सभा का सदस्य होने के नाते मैंने इस बात का उल्लेख किया था कि छत्तीसगढ़ के उन दो इलाकों में, जहां लोगों ने रेल देखी तक नहीं है - राजनांदगांव से चौकी, चौकी से मानपुर, मानपुर से मोहला, मोहला से नागपुर तक के लिए मैंने इस बात का उल्लेख किया था।

कि उसका सर्वेक्षण करवा लिया जाए , वह आदिवासी इलाका है ,
 वहां के लोगों ने अभी तक रेख देखी तक नहीं है। अगर रेख देखनी
 हो तो उन्हें राजनांदगांव आना पड़ेगा। माननीय उपसभापति
 महोदय , मैंने एक और सर्वेक्षण कराने की बात कही थी कि
 राजनांदगांव से खैरागढ़ , खैरागढ़ से कवर्धा होते हुए जबलपुर
 मार्ग का सर्वेक्षण किया जाए। मुझे इस बात की खुशी हुई थी
 कि सर्वेक्षण में इस मार्ग को जोड़ा गया था , लेकिन अभी के
 रेख बजट में सर्वेक्षण को जब मैंने देखा तो उसमें इन दोनों
 स्थानों पर रेख लाइन बछिने की बात का कहीं अता -पता मुझे
 नहीं लगा है। मैं आपसे कहना चाहूंगा कि जगदलपुर में कुछ
 दिनों पहले वहां के लोगों ने आन्दोलन की बात कही थी। सर,
 मंत्री महोदया यहां मौजूदा नहीं हैं , उनके विभाग के मंत्री
 कृपया इसे नोट कर लें कि समलेश्वरी एक्सप्रेस को कोरापुट से
 जगदलपुर तक बढ़ाने की मांग की गयी थी , वह मांग औचित्यपूर्ण
 है। समलेश्वरी एक्सप्रेस , जो कोरापुट से हाबड़ा के बीच चलती
 है , यह ट्रेन कोरापुट में 11 बजे पहुंच जाती है और शाम को 6
 बजे वहां से छूटती है , यानी वह ट्रेन सात घंटे तक वहां खड़ी
 रहती है। मैं आपसे निवेदन करूंगा कि इसे आसानी से जगदलपुर
 तक बढ़ाया जा सकता है। रेख मंडल प्रबंधक , पूर्व तट रेखवे ,
 विशाखापत्तनम ने भी बात की सफ़ाई की है। सर, जगदलपुर के
 लोग इस बात को लेकर आंदोलित हुए थे कि जगदलपुर से बोझाडीला
 के लिए रेख है , जगदलपुर से दंतेवाड़ा , दंतेवाड़ा से कांकर के
 लिए आपने सर्वे का उल्लेख किया

हैं, लेकिन जगदलपुर से इधर आने के लिये, अगर कस्बे को जगदलपुर से कोसकाता जाना हो तो कोरापुट की जो ट्रेन आती है, समलेश्वरी में जोड़ने से इसका लाभ वहां के लोगों को मिल सकता है। सर, वहां के लोगों की एक मांग, मैंने एक पत्र के माध्यम से माननीय मंत्री महोदय से की थी कि दुर्ग से जयपुर जो ट्रेन हफ्ते में एक दिन चलती है, उसे दो दिन बलिसपुर होकर जोधपुर तक बढ़ाया जाए। इसी तरह से पुरी-जोधपुर, जो हफ्ते में एक दिन चल रही है, उसे हफ्ते में चार दिन बढ़ाया जाए। ये मांगें मैंने रखी थीं। सर, मुझे इस बात का विश्वास है कि रेलों की इन उपलब्धियों के पीछे रेलों में काम करने वाले 14 लाख कर्मचारी और 80 हजार महिलाओं का विशेष रूप से योगदान रहा। रेलवे में जो हमें आशातीत सफलता मिल रही है, जो परिणाम सामने आ रहे हैं, रेलवे में जो लोग रात-दिन काम में जुटे रहते हैं, इन लोगों के रात-दिन जुटे रहने के कारण आज रेलवे की स्थिति में बहुत परिवर्तन हुआ है।

रेल बजट पर देश के कई समाचार पत्रों ने अपनी टिप्पणियां की हैं। माननीया ममता जी ने भी शायद उन समाचार पत्रों की टिप्पणियों को देखा होगा। लेकिन मैं उनके सामने एक बात को कहना चाहता हूँ। प्रधान मंत्री डा. मनमोहन सिंह जी ने, कांग्रेस की अध्यक्ष श्रीमती सोनिया गांधी ने तथा अनेक लोगों ने इस बजट की भूरि-भूरि प्रशंसा की है कि न माल-भाड़े में वृद्धि हुई और न यात्री किराए में वृद्धि हुई। देश के लोग टिकट की लड़ाई इस बात को सुन रहे थे कि आखिर इस रेल बजट में ममता जी क्या देवे वाली हैं। उन सम्पादकीय ने इस बात का अवश्य उल्लेख किया है। यह इलेक्ट्रॉनिक उपकरणों की योजना अन्य तीन डिविजनों में लागू की गई है, यह एक अच्छी खबर है। लेकिन अच्छी खबर तब मालूम पड़ेगी जब इसके क्रियान्वयन में देरी न हो। मैं समझता हूँ कि इसके क्रियान्वयन की दृष्टि में ममता जी, आप निश्चित रूप से आगे प्रयत्न करेंगी।

माननीय उपसभापति महोदय, रेलवे के खर्च और आमदनी का अनुपात भी इसमें काफी चर्चित रहा है। वह उन सारी बातों को अवश्य देखेंगी और मेरा अपना मानना है कि आने वाले इस रेल बजट में जो अपेक्षाएं की गई हैं वे पूरी होंगी। एक समय रेलवे मंत्रालय को घाटे में चलने वाला उद्यम करार देने की बात

कही गई थी। माननीय उपसभापति महोदय , आपको याद होगा कि राकेश मोहन कमेटी ने रेखवे को एक डूबता हुआ उद्यम घोषित किया था। अनेक स्तरों पर उसके नजीकरण की बात कही थी और उनका सुझाव था कि रेखवे का नजीकरण कर दिया जाए। मैं लाखू प्रसाद जी को इस बात के लिये जरूर बधाई दूंगा कि उन हौसे रेखवे को फरि से फलता -फूलता विभाग बनाया है और उसे चौगुना किया है। मेरा यह कहना है कि इसमें नजीकरण की आवश्यकता नहीं है। इसमें सुधार की जहां -जहां आवश्यकता है , इन समाचार पत्रों के माध्यम से अपने सम्पादकीय में अनेक सम्पादकों ने रेखवे बजट के बारे में अपनी -अपनी राय व्यक्त की है तथा अपनी राय और आपकी राय को मिलाकर मैं कह सकता हूं कि 2011-12 का एक ऐसा रेख बजट उन्होंने पेश किया है जिससे आने वाले समय में देश के उन सभी भागों में जहां -जहां घोषणाएं हुई हैं , जहां घोषणाएं पछिले वर्ष हुई थी , जिन घोषणाओं को अभी तक पूरा करने में कामयाब नहीं हो सके हैं , वे घोषणाएं पूरी होंगी।

मुझे विश्वास है कि ममता जी एक ओजस्वी वक्ता हैं , लोकलुभावन की बात करने की वे आदि नहीं हैं , लेकिन उनसे इस बात की अपेक्षा नहीं की जा सकती कि वे कोई अर्थशास्त्री के रूप में इस बात को देखेंगी। अर्थशास्त्री की काम तो अर्थशास्त्री करेंगे लेकिन ममता जी को इस बात की बधाई दूंगा कि उन्होंने रेखवे में नौकरियों को देकर इतनी बड़ी तादाद में बेरोजगारी की समस्या को कुछ हद तक दूर करने की कोशिश की है और माननीय उपसभापति महोदय , इन योजनाओं के क्रियान्वयन में इस बेरोजगारी की समस्या का पूर्ण रूप से

तो समाधान नहीं कर पाएंगे लेकिन कुछ हद तक बेरोजगारी की समस्या से नज़ात पाने की दृष्टि में हमारा प्रयत्न जारी रहेगा।

इन्हीं शब्दों के साथ माननीया ममता बनर्जी ने जो बजट प्रस्तुत किया है, मैं उसका पुरजोर शब्दों में समर्थन करता हूँ धन्यवाद।

श्री नरेश चन्द्र अग्रवाल (उत्तर प्रदेश) : धन्यवाद उपसभापति जी, आपने इस महत्वपूर्ण बजट पर मुझे अपने विचार, सुझाव और बजट की कुछ आलोचना करने का समय दिया है। उचित होना माननीया रेल मंत्री जी यहां बैठ जायें। या तो उन्हें माननीय वीरा जी की तारीफ पसंद नहीं आई या वे आलोचना सुनना नहीं चाहती, उचित होना अगर वे यहां बैठतीं। तो कम से कम उन बातों पर ध्यान दें पायें। ... (व्यवधान) ...

रेल मंत्रालय में राज्य मंत्री (श्री भरतसिंह सोलंकी) : वे लोक सभा में हैं ... (व्यवधान) ...

श्री मोती लाल वीरा : अग्रवाल जी, आप भी जानते हैं, मैं भी जानता हूँ, वे यहां बैठें या लोक सभा में, मुझे इससे कोई फर्क नहीं पड़ता। ... (व्यवधान) ...

श्री राजपाल सहि सैनी (उत्तर प्रदेश) : वीरा जी, आपने रेलवे में खाने में सुधार की मांग नहीं की। ... (व्यवधान) ...

श्री नरेश चन्द्र अग्रवाल : महोदय, बड़े जोर शोर के साथ रेलवे का तीसरा बजट पेश हुआ है। रेल मंत्री जी ने कहा है कि रेल कशिया पछिले तीन साल से नहीं बढ़ाया है। रेल बजट की आंतरिक स्थिति को देखें, तो उस पर भी आपने विचार नहीं किया है। इसके बारे में तो मैं यही कहूंगा कि बड़ा शोर सुना था घोड़े की दुम का, पास जाकर देखा तो सुतली बंधी थी। आपने रेल बजट का बड़ा प्रचार किया।

श्रीमान, अगर इसको आंकड़ों की बाज़ीगरी करें, कोरी घोषणाओं का बजट करें या बंगाल के चुनाव का बजट करें, तो अतिशयोक्ति नहीं होगी। इतने बड़े रेल विभाग की उपेक्षा ही उपेक्षा है। मैं भी उत्तर प्रदेश में मंत्री रहूँ हम लोग प्लानिंग कमीशन के पास प्रदेश का प्लान लेकर आते थे। हम अपना राजस्व प्लानिंग कमीशन को दखि देते थे कि उत्तर प्रदेश से इतनी आय

देंगे। प्लानिंग कमीशन उसमें 60 परसेंट जोड़ देता था और हम लौटकर जाते थे और प्रदेश में प्रचार करते थे कि प्रदेश का बजट, इस साल का प्लान हम 7 हजार करोड़ कराकर ले आए हैं, पछिले वर्ष से हमने प्लान बढ़ा दिया है। श्रीमान, जब अंत में रजिल्ट आता था तो कम से कम 40 से 50 प्रतिशत बजट कट जाता था, आज वही रेखा बजट का हास है, अगर नहीं, तो यह आपने ही कहा है। इससे पहले लालू प्रसाद यादव जी पांच साल रेखा मंत्री रहे। उस जमाने में भी रेखा बजट बड़े जोर शोर से पेश होता था। उसका प्रचार होता था कि विश्व में हबिदुस्तान की रेखा ने जितनी प्रगति की है, उतनी प्रगति कहीं नहीं हुई। लालू जी तो वदिश में भाषण भी देते जाते थे, कई जगह तो छात्रों को रेखा तंत्र भी समझाने के लिए गए।

जब ममता जी आई, तो इन्होंने खुद बोला कि लालू जी ने जितना बोला गलत बोला, असत्य बोला। यह उनके कहे हुए वाक्य हैं, ये मेरे वाक्य नहीं हैं। श्रीमान्, श्वेत-पत्र जारी होने की बात आई और कहा गया कि उस मंत्री के समय रेखा मंत्रालय ने कोई प्रगति नहीं की, जो आंकड़े दिए गए, वे गलत थे, रेखा की दुर्दशा है। कल आपके लिए भी ऐसा कहा जाएगा, अगर आपने सत्य बात सामने नहीं रखी। हो सकता है कि मैं आलोचना कर

रहा हूँ, तो आपको बुरा लग रहा हो, लेकिन मेरा मानना है कि राजनीति में जो व्यक्ति आलोचना को सुन लेता है, आलोचना को सह लेता है, आलोचना को समझ लेता है, जो व्यक्ति सुझावों को गंभीरता से लेता है, वही व्यक्ति राजनीति में आगे बढ़ता है।
 वेंकैया जी ने कह दिया बधाई। हम भी आपको बधाई देते हैं कि आने वाले चुनाव में जो आपकी मंशा है, वह पूरी हो। इस देश के रेल विभाग से जो देश की जनता की अपेक्षा है, जो मंशा है, वह भी पूरी होनी चाहिए। जो आपसे आशाएं हैं, अपेक्षाएं हैं, वे पूरी होनी चाहिए।

[उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) पीठासीन हुए]

श्रीमन्, वर्ष 2010-11 का जो रेलवे का प्रयोजन है, वह 57,630 करोड़ का है, जो वार्षिक योजना में प्रस्तावित है। इसमें 20 हजार करोड़ रुपये का बजट केन्द्रीय सहायता से प्राप्त दिखाया गया है, 1041 करोड़ डीजल उपकरणों के रूप में दिखाया है और 14219 करोड़ रुपये आंतरिक संसाधनों से जुटाए जायेंगे। इसके बाद घाटे को पूरा करने के लिए, अपनी योजनाओं को पूरा करने के लिए 20,594 करोड़ रुपये रेलवे मार्केट से लोन लेनी और 10 हजार करोड़ रुपये के बांड जारी किए जायेंगे।
 पछिले साल भी रेल मंत्री ने कुछ घोषणाएं की थीं कि कहां से कमी को पूरा किया जाएगा। मैं चाहूंगा कि आप सदन में बता दें कि पछिले साल आपने बजट में जो घोषणा की और कहा कि हम मार्केट से कितना लोन लेंगे, हम कितने बांड इश्यु करेंगे, कहां से हम अपनी कमी को पूरा करेंगे, ये जो आपने घोषणाएं की थीं, आप उन घोषणाओं को कैसे पूरा करेंगी? आप उन के बारे में इस सदन में बताइए कि कितनी योजनाएं आपकी पूरी हुई हैं और अगर पूरी नहीं हुई हैं, तो उन कमियों को देखिए कि आखिर वे कमियां क्यों हैं? आपको कैसे संसाधन जुटाने हैं, इसके बारे में सोचिए।
 खासि यह कह देना कि हमने करिया नहीं बढ़ाया, इससे आपको बहुत बड़ी ख्याति मिली जायेगी, ऐसा नहीं होगा। अगर विश्व में सबसे बड़ा कोई रेल विभाग है, तो वह हब्सुस्तान का रेल विभाग है।

इसीलिए इसका बजट पार्लियामेंट में अलग से पेश किया जाता है, बाकी विभागों का बजट अलग से पेश नहीं किया जाता। अगर इसको संविधान में लागू किया गया है, तो कुछ गंभीरता को लेकर ही किया गया है। आपने यह कहीं पर भी नहीं दिखाया है कि अगर पे -

कमीशन में तनखाह बढ़ी, तो आप कहां से पूरी करेंगे ? हर साल जो DA बढ़ाना पड़ता है, वह कहां से पूरा करेंगे ? डीज़ल के रेट बढ़ रहे हैं और आपने मार्केटिंग फ्री कर दी है। पहले जब हिन्दुस्तान का बजट पेश होता था, तो घर की गृहणी और लोग अपना साल भर का बजट बना लेते थे कि देश का बजट पेश हो गया है और एक साल तक यही रेट रहेगा। इससे हमारा महीने का बजट तो तय हो गया कि महीने का बजट क्या होगा ? श्रीमन्, अब तो नई प्रक्रिया चालू हो गई है कि बजट में वाह-वाही हो और बजट में कोई कर न हो। बजट खत्म होते ही तमाम घोषणाएं हो गई, एक्साइज बढ़ा दिया व कस्टम बढ़ा दिया।

जब वस्ति मंत्री जी ने बजट पेश किया, तो उसमें पेट्रोल व डीज़ल के कोई दाम नहीं बढ़ाए। श्रीमन्, आप थोड़े दिनों बाद ही देख लीजिए, अभी अखबारों में आ गया है कि डीज़ल के दाम दो से पांच रुपए तक बढ़ने जा रहे हैं और पेट्रोल के दाम भी बढ़ेंगे। अगर डीज़ल के दाम बढ़ेंगे तो आप वह घाटा कहां से पूरा करेंगे ? जो महंगाई बढ़ रही है, आप उसको कहां से पूरा करेंगे ? आप हमें यह तो बता दें कि आपने जो बजट प्रस्तावित किया है, जो आंकड़े दिए हैं, जो आपका नबिटिव रोल है, उसको कैसे पूरा करेंगे ? इसीलिए मैं यह जानना चाहूंगा, क्योंकि देश की जनता यह जानना चाहती है। वेंकैया जी ने सही कहा है कि करीब-करीब सभी बड़े

राज्यों के मुख्य मंत्रियों ने बजट की आलोचना की है। हमारे उत्तर प्रदेश की माननीय मुख्य मंत्री, बहन कुमारी मायावती जी ने भी कहा है कि कांग्रेस के नेतृत्व वाली UPA सरकार द्वारा प्रस्तुत रेखा बजट में उत्तर प्रदेश की उपेक्षा की गई है। हम केवल राजनीति के हिसाब से इस बात को नहीं कह रहे हैं। हमारी पार्टी किसी राजनीतिक बदले की भावना से नहीं कहती है। हमारे उत्तर प्रदेश की उपेक्षा की गई है, इसीलिए हमने इस बात को कहा है।

माननीय मुख्य मंत्री बहन कुमारी मायावती जी ने अगर कहा है, तो कुछ सोचकर ही कहा है। उन्होंने कहा है कि आपने उत्तर प्रदेश के गरीबी और पछिड़ेपन की मात्र झेल रहे क्षेत्रों के विकास की कोई बात नहीं की है। आपने हमारे बड़े और औद्योगिक शहरों, धार्मिक और पर्यटन वाले महत्वपूर्ण शहरों की उपेक्षा की है। रेखा में ग्रुप -सी और ग्रुप -डी के पौने दो लाख पद खाली हैं। मैं चाहता हूँ कि SC, ST व OBC के लिए विशेष अभियान चलाकर आरक्षित पदों को भरा जाए। उत्तर प्रदेश में डबल लाइन वदियुतिकरण सबसे कम है। आपने नई ट्रेनों की घोषणा की है। उत्तर प्रदेश को मात्र पांच एक्सप्रेस ट्रेनें दी हैं। उत्तर प्रदेश की आबादी 20 करोड़ की है, जो कि विश्व में पांचवें देश के बराबर है और आपने इसके लिए केवल पांच ट्रेनें ही दी हैं। यह तो उत्तर प्रदेश का दुर्भाग्य है। बंगाल वालों का सौभाग्य है, बहिर वालों का सौभाग्य है कि अधिकांश रेखा मंत्री वहीं से बने हैं। अगर आप कहें तो मैं सभी के नाम भी गनवा सकता हूँ। हमारे उत्तर प्रदेश से 85 MP चुनकर आते हैं, लेकिन फरि भी इसका दुर्भाग्य है। हमारे प्रदेश से कई प्रधान मंत्री बने हैं, लेकिन फरि भी उत्तर प्रदेश की उपेक्षा होती रही है, जो कि सत्य है।

श्री लालू जी, प.सवान जी, नीतीश कुमार जी, मन्षि जी रेखा मंत्री बने और हमारे यहां से लाल बहादुर शास्त्री जी भी बने थे और वे आदर्शवादिता में इस्तीफा भी दे गए थे। ... (व्यवधान) ... बस अंतिम दो मिनट। जितनी घोषणाएं हुई हैं, सब बहिर और बंगाल के बारे में हुई हैं। ऐसा लगता है, मानो उत्तर प्रदेश है ही नहीं। ... (व्यवधान) ... श्रीमन् मैं यही कह रहा हूँ कि हमारा दुर्भाग्य है कि अधिकांश प्रधान मंत्री हमारे प्रदेश के ही बने हैं, लेकिन फरि भी उत्तर

प्रदेश की उपेक्षा हो रही है। मैं यह बात इस सदन में खड़े होकर कह रहा हूँ। ऐसा नहीं है कि मैं इस बात को प्राइवेट तौर पर कह रहा हूँ, इसलिए आज मैं यहां इस पीड़ा को बता रहा हूँ। मामनीय रेल राज्य मंत्री जी, आप उत्तर प्रदेश की तरफ अपना दखि थोड़ा बढ़ा कर लीजिए। अगर हम दो बड़े दखि मल्लिगे, तो कहीं न कहीं धारा फूटेगी, यह मानकर चलिए। मैं अपने प्रदेश के डेवलेपमेंट के लिये आग्रह कर रहा हूँ। मैं सुझाव दे रहा हूँ कि अगर हमारे प्रदेश की उपेक्षा की गई तो उचित नहीं होगा। मैं वोरा जी की तरह तारीफ नहीं कर सकता, लेकिन जो सही बात है, उसको सही कहूंगा और जो गलत है, उसको गलत कहूंगा।

श्रीमन्, पछिले वर्ष बजट में घोषणा की गई थी कि लखनऊ, कानपुर, बनारस, गोरखपुर के स्टेशनों को वशिष्ठरीय बनाया जाएगा। आज तक कौन-सा काम हुआ, मंत्री जी कम-से-कम यही बता दें। आपने लखनऊ में बजट होटल निर्माण की घोषणा की थी, उसका क्या हुआ आपने अमेटी में PPP के अंतर्गत बोतलबंद वाटर प्लांट लगाने की घोषणा की थी, क्या यह लगा? आप देख लीजिए। राय बरेली में कोय फैक्टरी बनाने की बात पर हम लोगों पर बहुत आरोप लगाया गया कि यूपी सरकार जमीन नहीं दे रही है, यूपी सरकार कोय फैक्टरी नहीं लगाने दे रही है, बहन जी ने स्पेशल मीटिंग करके आपको जमीन दी। आज तक कोय फैक्टरी के लिये आप कतिना काम कर पाई हैं? कब कोय बनेंगे, जबकि इतने कोचिज़ की कमी है? ... (व्यवधान) ... हो तो जाएगा ही, 5 साल का प्लान है। मामूम यह पड़ा कि आप अभी लासू जी की आलोचना कर रहे हैं, 5 साल बाद

आपकी आलोचना करने कोई और चला आए। यह permanency कहाँ पर लखि है? लेकिन, हम यह पूछे रहे हैं कि जन्म चीजों की घोषणा आपने पछिले वर्ष की थी, वे पूरी नहीं हुई, तो इस वर्ष जो घोषणा की गई है, वे पूरी होंगी, हम कैसे मान लें? NER के लखनऊ डिवीजन की मीटिंग बुलाई गई, जसिमें हम सारे एमपी लोग लखनऊ बुलाए गए। हमारे कम-से-कम 25 ऐसे प्रस्ताव थे, जो सर्व होकर चले गए, लेकिन आपके यहाँ पड़े हैं, क्योंकि प्लानिंग कमीशन ने उन्हें स्वीकृति नहीं दी। ऐसे तो पूरे प्रदेश के जाने कतिने प्रस्ताव पड़ होंगे। ... (व्यवधान) ... पूरे प्रदेश के 114 प्रस्ताव पड़े हुए हैं और आपने सर्फ़ तीन लखि। आपने 114 में 111 pending में डाल रखे हैं। हम कैसे अपेक्षा करें कि रेल बजट में उत्तर प्रदेश को कुछ दिया गया।

श्रीमन्, इस बजट में रेलवे में रख-रखाव व्यवस्था की कोई बात नहीं की गई है। आजकल हालत है! ए.सी. कोच में कॉक्रोच, जो बस्तिर दिया जाता है, उसे तीन यात्री ओढ़ चुके होते हैं, तो भी वह बस्तिर र लोगों को provide कर दिया जाता है। आप टॉयलेट की व्यवस्था देख लीजिए। आप खान-पान की व्यवस्था देख लीजिए। पता नहीं आपने कबि नेताओं को, कबि बड़े लोगों को खान-पान का ठेका दे रखा है। यह आप जानिए कि कबि दे रखा है, लेकिन कम-से-कम ऐसा तो करिए कि उसको खाकर infection न हो। मैंने पछिली बार भी कहा था, आजआजादी को 64 साल हो गए, लेकिन हब्बिदुस्तान की रेल की स्पीड की average 55 और 60 किलोमीटर से ऊपर आज भी नहीं है। लखनऊ से दिल्ली स्पेशल ट्रेन लखनऊ में चलती है। वह 10 बजे रात चलती है और सुबह 7 बजे दिल्ली आती है, यानी आप 500 किलोमीटर 9 घंटे में cover करते हैं। आपकी स्पीड कतिनी किलोमीटर हो गई? ... (व्यवधान) ... महेन्द्र मोहन जी अभी कानपुर से आए हैं, ट्रेन 8 घंटे लेट आई। ... (व्यवधान) ... आज, 8 घंटे लेट आई।

श्री महेन्द्र मोहन (उत्तर प्रदेश): मैं रात को 11 बजे चला था और अब दोपहर 1 बजे पहुँचा हूँ।

एक माननीय सदस्य: आपसही पहुँच गए, यही बहुत है।

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन): अग्रवाल जी, आपकी पार्टी के एक और स्पीकर भी हैं और आपका टाइम 20 मिनट ही है। इसलिए you concentrate on speech.

श्री नरेश चन्द्र अग्रवाल : श्रीमन् , मैं सत्य बोल रहा हूँ , तो उसे तो बोल लेबे दीजिए।

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): That I agree, आप हमेशा सच बोलते हैं। आप बोलिए।

श्री नरेश चन्द्र अग्रवाल : श्रीमन् , मैं कह रहा था कि इस बजट में इन व्यवस्थाओं के बारे में मैं जो बोल रहा हूँ कि बोगी की कमी आप कैसे पूरा करेंगी , क्योंकि आपने कहा कि हमें बोगियाँ नहीं मल्लि रही हैं , हमारे पास नई ट्रेन रेक्स नहीं हैं , डब्लिंड बहुत हैं , हमारे पास मालगडियों की भी बोगियाँ नहीं हैं , माल की दुलाई कैसे करें , आपने उसकी तत्कालीन व्यवस्था क्या की , आप यह भी तो बता दें।

श्रीमन् , आप रेल दुर्घटना की हासत जाँचेंगे कि क्या है ? पछिले 10 वर्षों में इस देश में करीब 3,061 दुर्घटनाएँ हुई हैं और इनसे रेलवे को 450 करोड़ रुपए का नुकसान हुआ। ये पूरे आँकड़े हैं , आप कहिए , तो आपको भजिवा दें कि 10 साल में कतिनी दुर्घटनाएँ हुई , उनमें आपको कतिना मुआवजा देना पड़ा और आपका कतिना नुकसान हुआ। 10 वर्ष में आपका

450 करोड़ रुपए का नुकसान हुआ। इसके लिये क्या व्यवस्था की गई? क्या बजट में आपने इसके लिये कोई provision रखा कि दुर्घटना होगी, लोग मरेंगे, तो हम यह देंगे? हम तो चाहते हैं कि भगवान करे, कोई दुर्घटना न हो, लोग न मरें, लेकिन आप रोकेंगी कैसे? जब बंगाल से ट्रेन चलेगी, तो फिर कहाँ पर रुकेगी? अगर दिल्ली में बैठ कर control रखा जाए, तो शायद कुछ control हो भी जाए, दिल्ली control कर भी लेती।

श्रीमन्, अगर आप इन सब चीजों के लिये कोई बजटरी प्रोजेक्शन नहीं करेंगे और कहेंगे कि हमने इतना बजट दे दिया है, इतना प्रस्तावित है, तो आप उस बजट के माध्यम से वे संसाधन कैसे जुटाएंगे जो आपका लॉस होगा, जो आपका माइनस है? कम से कम आप यह बता दीजिए कि आप उस लॉस को कैसे पूरा करेंगे? अगर नहीं बताएंगे तो कैसे काम चलेगा?

श्रीमन्, अगर एअरलाइन्स प्राइवेट चल सकती हैं, तो रेलवे में मोनोपली क्यों है? आप भी मोनोपली खत्म कीजिए और इसे प्राइवेट सेक्टर के प्राइवेट लोगों को दे दीजिए। अगर प्रतिस्पर्धा होगी, कॉम्पिटिशन होगा तो लोगों को अच्छी सुविधा मिलेगी। हम तो कहते हैं कि आप इसे अवश्य स्वीकार कीजिए।

श्रीमन्, अब मैं आपके सामने अपने उत्तर प्रदेश की कुछ मांगें रखना चाहूंगा, चूंकि चेन्नई ने हमसे कह दिया है कि आपका टाइम लिमिटेड है। एक तो लखनऊ से देहरादून के बीच कोई ट्रेन नहीं चलती है। ये दोनों ही स्थान दो राज्यों की राजधानियां हैं। केवल एक ट्रैक -एक्सप्रेस चलती है, जो आपके हाबड़ा से आती है। आखिर लखनऊ और देहरादून के बीच कम से कम एक ट्रेन तो चलनी ही चाहिए।

एक मामनीय सदस्य : ट्रैक -एक्सप्रेस आती है न।

श्री नरेश चन्द्र अग्रवाल : हां, वह हाबड़ा से आती है, बाबा आदम के जमाने की है और लखनऊ तक आते-आते फुल हो जाती है। वहां से उसकी बहुत खराब पोजीशन होती है। इसलिए मैं चाहता हूं कि लखनऊ और देहरादून, जो दो राज्यों की राजधानियां हैं, आप उनको जोड़ दें। बहुत से लोग हरिद्वार जाते हैं, हरिद्वार से लोगों की एक आस्था जुड़ी हुई है, इसीलिए मैंने इस ट्रेन के लिये कहा है।

बहुत दबिौं पहले मैसे एक क्वे श्चन भी उठाया था , आप बुस न मन्निपगा , क्यौंकि क्वेश्चन में मैसे अपनी बात कर दी थी। अगर हरदोई और लखनऊ के बीच रेखवे लाइन इलेक्ट्रिफाई हो गई है , तो आप मीमो ट्रेन क्यौं नहीं चलाते हैं? हरदोई से लखनऊ के बीच हर रोज लगभग 20,000 पैसंजर चलते हैं। आपके वभिाग वालों ने मालूम नहीं पहले यह जोड़ कर दे दिया कि केवल 4000-5000 पैसंजर चलते हैं , लेकिन बाद में जब सुधार किया गया तब उन्होंने माना कि 20,000 पैसंजर चलते हैं। इन दोनों के बीच एक मीमो ट्रेन क्यौं नहीं चला दी जाती ? आप कहते हैं कि हमारे पास रैक नहीं है , बोगी नहीं है , अगर नहीं है तो आप इनकी व्यवस्था कीजिए। बहुत दबिौं से एक और मांग थी , हरदोई से तमाम ट्रेनें गुजर जाती हैं , लेकिन रुकती वहां कोई भी ट्रेन नहीं है। इसके लिए मैं चिट्ठी भी लिख कर भेजी थी , लेकिन उस पर कोई कार्यवाही नहीं हुई।

लखनऊ से चेन्नई , बंगलुरु और हैदराबाद के लिए अगर आप नई ट्रेनें चला दें , हमारे नॉर्थ को साउथ से जोड़ दें तो उत्तर प्रदेश , जो इतनी बड़ी आबादी का प्रदेश है , वहां के लोगों को कुछ सुविधा मिलि सकेगी। उत्तर प्रदेश के लोग भी वहां जा कर अपना काम कर सकेंगे। लखनऊ शहर में तमाम ओवर-ब्रिज बन रहे हैं , जो पेंडिंग पड़े हैं और जबकि कारण पूरा शहर जाम रहता है।

लखीमपुर में एक स्टेशन मैंगलगंज है, उसका नवीनीकरण करवा कर वहां रेलवे का रैक -प्लाइंट बना दें। लखीमपुर उत्तर प्रदेश में एग्रीकल्चर का सबसे बड़ा जिला है, लेकिन वहां पर रेलवे का कोई रैक -प्लाइंट नहीं है, इसलिए यहां खादी या अन्य चीज़ें पहुंच नहीं सकती हैं। या तो ये चीज़ें सीतापुर से जाती हैं या सेधापुर से जाती हैं। आखिर लखीमपुर की इतनी उपेक्षा क्यों ?

लखनऊमुम्बई -पूना के बीच सर्किट दो ट्रेनें चलती हैं, उन्हें बढ़ा दें। लखनऊमुरादाबाद -दिल्ली लाइन का वदियुतीकरण आधा ही हुआ है, उसे जल्द ही पूरा करवा दें। उसका पूरा प्रोपोजल है, लेकिन वदियुतिकरण अभी आधा ही हुआ है।

लखनऊलखीमपुर -बरेली तक जो बड़ी लाइन घोषित हुई है, उसे जल्दी ही पूरा करवा दें।

श्रीमन्, हमारे सदस्य ... (समय की घंटी) ... वैसे तो हमें किसी से भय नहीं रहता लेकिन पता नहीं क्यों आपसे हमें डर लगता है। हम नये सदस्य हैं, पता नहीं कब आप हमें बाहर नकाल दें।
... (व्यवधान) ...

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) : आपको अफ़ेड होने की ज़रूरत नहीं है, आपके एक और एमपी को भी समय देना है।

श्री नरेश चन्द्र अग्रवाल : हमारे सैबी जी, मुजफ़्फ़र नगर से आते हैं ... (व्यवधान) ... सैबी जी मुजफ़्फ़र नगर के रहने वाले हैं। मुजफ़्फ़र नगर, उत्तर प्रदेश का ऐसा जिला है, जहां की प्रति - व्यक्ति आय सबसे ज्यादा है। उत्तर प्रदेश में अगर किसी जिले की पर-कैपिटल इन्कम सबसे ज्यादा है, तो वह मुजफ़्फ़र नगर की है। मुजफ़्फ़र नगर से केवल एक लक़्खी गाड़ी चलती है, जिसमें एक ही एसी -2 का डब्बा है। हम यह चाहते हैं कि वहां पर एसी -1 का एक भी एक डब्बा लगा दिया जाए फिर उसमें आधा एसी -1 और आधा एसी -2 का डब्बा जोड़ दें। मेरठ -लखनऊ के बीच आपने जसि इंटरसिटी गाड़ी की घोषणा की है, उसको सहारनपुर तक बढ़ा दें तो कम से कम सहारनपुर, मुजफ़्फ़र नगर, मेरठ और पश्चिमी उत्तर प्रदेश के

यात्रियों को लखनऊ आने में आराम हो जाएगा।

मुसदाबाद -रुड़की -सहारनपुर के रास्ते पंजाब तक कई गाड़ियां जाही हैं। हम लोग चाहते हैं कि हाबड़ा मेल या किसी अन्य गाड़ी का रूट बदलकर मुसदाबाद से मेरठ-मुजफ्फर नगर के बीच कर दें और मेरठ -सहारनपुर के बीच लाइन का दोहरीकरण करवा दें। बुंदेलखंड हमारे प्रदेश का वह हस्ति है, जहां बरसात में पानी नहीं गिरता है।

जहाँ पलायन के अलावा और कोई दूसरा रास्ता नहीं है। हमारी बहन कुमारी मायावती जी ने केन्द्र से 80 हजार करोड़ रुपए का पैकेज माँगा था ताकि इससे हम बुंदेलखंड की दशा से सुधार दें, लेकिन वह नहीं दिया गया। इसमें हमारी उपेक्षा की गई। हम चाहते हैं कि आप ट्रेन के मामले में हमारी उपेक्षा न करें, हमारी बहुत छोटी सी माँगा है। मामनीय गंगा चरण जी वहीं के हैं। कामपुर -चम्पू ट एक्सप्रेस ट्रेन जो चलती है, ... (समय की घंटी) ... कामपुर -चम्पू के बीच जो इंटरसिटी ट्रेन चलती है, उसका एक स्टॉपेज रंगौल मोगा में दिया जाए। ... (व्यवधान) ... वहाँ अभी अनशन चल रहा है। ... (व्यवधान) ... गरीब रथ को भी रंगौल में ठहराया जाए। इसके साथ ही जो श्रम शक्ति एक्सप्रेस ट्रेन है, ... (व्यवधान) ... उसे बाँदा तक बढ़ा दिया जाए। ... (व्यवधान) ...

श्री गंगा चरण (उत्तर प्रदेश) : यह कामपुर तक जाती है , इसे बांदा तक कर दिया जाए। ... (व्यवधान) ...

श्री नरेश चन्द्र अग्रवाल : श्रीमन् , इन्हीं शब्दों के साथ मैं यह अपेक्षा करता हूँ कि मेरी आलोचना को भी सुझाव मान लिया जाएगा। अगर मेरे किसी कटु शब्द से पीड़ा हुई हो तो मैं उसके लिए क्षमा माँगता हूँ , लेकिन यह काम कर दीजिएगा। हम बड़े दल के हैं और बड़ी बात चाहते हैं। हम एक बड़े प्रदेश के हैं तथा हम देश में सरकार बनाते और बग़ाइते हैं। हम चाहते हैं कि जब आप अपने बजट का समापन -भाषण दें , हम लोगों के सुझाव आने के बाद जवाब दें , तो उसमें उत्तर प्रदेश को प्यार से अपने दल में जगह दें , जिससे उत्तर प्रदेश की अपेक्षा न हो। बहुत -बहुत धन्यवाद।

SHRI P. RAJEEVE (Kerala): Thank you, Mr. Vice-Chairman, Sir. At the outset, with all responsibility, I question the authenticity of the Budget figures. Sir, the Railway Budget for 2011-12 is a Budget that has been cooked up with * figures and reeks with *. It has hence sadly misinformed this House and misled the nation. Sir, the first example of malpractice is that the Railway Minister, in her Budget speech, page no. 5, claimed that 700 kilometres of new lines has been laid and that doubling in 700 kilometres, electrification in 1000 kilometres and gauge conversion in 800 kilometres have been achieved last year. Sir, this is the mid-year analysis of the Finance Ministry 2011. According to the Finance Ministry's mid-year analysis, achievements have been given in above categories up to September, 2010. For new lines, achievement is only 59 kilometres...(Interruptions)... This is the achievement. If you want, I read the sentence. Achievement till March, as claimed by the Minister in her speech, is 700 kilometres. That means, completion required between September, 2010 and March 2011 for the Budget claim to be true is 641 kilometres. This is for the country where the annual average is only 180 kilometres. Same is the case with gauge conversion. Target in the Budget is 800 kilometres; Finance Ministry's mid-year review shows only 140 kilometres. So, the completion required is within five months is 660 kilometres. Regarding doubling, the target in the Budget is 700 kilometres; achievement as per the Finance Ministry's mid-year review is 55 kilometres only. She

claimed 700 kilometres. Actually, this is trying to mislead the country, * the country...(Interruptions)...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): The Minister will reply to that...(Interruptions)...

SHRIMATI BRINDA KARAT (West Bengal): Sir, there is a saying in Hindi. इसे कहते हैं - 'खयाली पुल्लाव' ...

SHRI P. RAJEEVE: Sir, coming to the second malpractice, in the Explanatory Memorandum on the Railway Budget at page 15, under Revised Estimates for Traffic Receipts, the same figure has been mentioned in the Budget and the Revised Estimates, that is, Rs.26,126.47 crores.

*Expunged as ordered by Chair.

I congratulate the Railway Minister for her ability to predict accurately the volume of passengers who use Indian Railways and their travel plans so as to determine the exact amount that could be incurred under that head.

Sir, I tell you the malpractice number 3. In her speech while introducing the Railway Budget, in paragraph 69 on page 17, the Minister says, "loading target had to be reduced by 20 million tones". It is admirable that the Minister was still able to ensure that receipts of Rs. 62,489.33 crore under Goods Earnings would be achieved, which was the exact figure budgeted for 2010-11, as is indicated on Page 15 in the Explanatory Memoranda under the Revised Estimates for Traffic Receipts.

Sir, now, I come to malpractice number 4 relating to optical fibre cable. In her speech of 2011-12 Budget, she has claimed laying of 37,000 kms. optical fibre cable; 12,000 kms. up to March, 2010. But, according to the Year Book (2009-10), page no. 31, it is only 35,000 km. The figure in the Budget of 2010-11 is 49,000 kms. while the Annual Report mentions only 35,000 kms. See the figures, Sir.

Therefore, Mr. Vice-Chairman, Sir, I urge the Prime Minister to constitute a Committee to look into these Budgetary figures and find out the truth. Actually, it is*

I hope the concerned Parliamentary Standing Committee will physically check all these claims made by the hon. Railways Minister in her Budget Speech.

Sir, during the last three Budgets, the Railway Minister made so many declarations. Due to time-constraint, I would not like to go into the details of the declarations. But I would like to know a few things. How many Estimates of Cost have been prepared? How many Project Reports have been prepared? How many sanctions have been sought either from the Planning Commission or from the Finance Ministry? And, what is the status of declarations made by Minister, Ms. Mamata Banerjee in the last three Budgets?

It was declared last year that a special task force would be set up to clear investments for railways within 100 days. What has been the

status of this task force? What has been the quantum of investment that was attracted through this force? There has been no mention of this in the Budget. Sir, in the last Budget, for the employees of the Railways, the Minister announced a scheme called 'House for All'. Nothing has been mentioned in this regard in this Budget.

Sir, it was also mentioned that recruitment of 1.7 lakh employees in Group 'C' and Group 'D' would be taken up this year. I would like to request the Railway Minister to deploy licensed porters who have been employed by the Railways under this.

*Expunged as ordered by Chair.

Sir, now, I come to my own State, Kerala. I am grateful to the Minister for granting twelve new trains but one train is only extension from Trivandrum to Kochuveli, which is merely three kilometres. Sir, because there is a constraint of platform space at Trivandrum, it has been extended to Kochuveli. Another declaration is for increasing the frequency six days to seven days. Another declaration is for Link Express, which means linking three or four compartments to the main train. Actually, 4 or 5 weekly trains have been allotted in this Budget.

Our long standing demand of a daily train to Bangalore from Ernakulam has been conveniently discarded by providing a weekly train in the same route. I urge the Railway Minister to club the weekly train and allot a new daily train from Kerala to Bangalore.

Sir, in spite of repeated demands, the frequencies of Rajdhani, Sampark Kranti and Garib Rath trains to the State have not been increased. As the number of local trains running in the State is minimal and there is lack of adequate unreserved coaches on long distance trains, it was a constant demand of passengers to allow season ticket holders to travel in 2nd class coaches of such trains. Sir, this demand was also not looked into by the Minister. I request the Minister to provide more trains from Delhi to Kerala.

Traffic congestion in cities like Cochin is a very serious issue, which is why the State Government had demanded suburban services which have not been addressed by the Railway Minister. She has allotted 88 services to one city, 38 Metro-services and 50 suburban services. I know these are only declarations. We want more EMU service also.

Sir, we demanded Automatic Signalling System. The State Government has already ensured a major share for this project. But nothing has been mentioned for it in the Budget.

Another important thing is that 430 acres of land had been acquired

by the Kerala State Government and made available to the Ministry of Railways for the Palakkad Coach Factory which was proposed during UPA-I regime and yet, there has been no move from the Railway Ministry to commence work in the proposed site. Funds have not been allocated for the same either. It has to be noted that the Coach Factory at Rae Bareli, which was declared at the same time as that of the Palakkad Coach Factory, will roll out its first coach in the next three months as mentioned by the Railway Minister herself. For the Rae Bareli Factory, it was the Ministry of Railways which directly bought land from the people, not from the State Government. In the case of proposed Coach Factory at Singur, the Minister in the Budget speech blamed the concerned State Government for not making land available for the project and now ventures to buy land directly under the Ministry. This is a serious discrimination against Kerala.

Finally, I would like to conclude by saying that the confidence of women commuters in Kerala has been shaken by the tragic death of Ms. Soumya which was caused as a result of inadequate security for women passengers on railway coaches. However, I demand that the brother of Ms. Soumya be given employment by the Railways. I do hope that the Minister would do the utmost to ensure safety and security of passengers and their belonging in the Indian Railways.

श्री रामचन्द्र प्रसाद सहि (बहिर): उपसभाध्यक्ष जी, आज मैं रेल बजट पर बोलने के लिए खड़ा हुआ हूँ। आज मैं पहली बार यहां रेल बजट पर बोल रहा हूँ। माननीय नीतीश कुमार जी के साथ 5 वर्षों से भी ज्यादा समय तक उनके प्राइवेट सेक्रेटरी के रूप में काम किया है और रेल बजट बनाने में हम लोगों की भी भूमिका रहती थी। मैंने जब इस बार के रेल बजट को देखा, तो इससे मुझे बड़ी नरिशा और पीड़ा हुई। 1998 में जब माननीय नीतीश कुमार जी पहली बार रेल मंत्री बने थे, उस समय रेलवे की हालत बहुत खराब थी। उस समय जो freight traffic था, वह मुश्किल से 412-413 मीट्रिक टन हुआ करता था। उस समय बहुत ज्यादा एक्सीडेंट्स होते थे। उसी समय राकेश मोहन कमेटी की रिपोर्ट भी आई थी। खन्ना में एक्सीडेंट हुआ था, उसके बाद खन्ना आयोग का गठन किया गया था। स्थिति इतनी खराब थी कि एक तरफ एक गाड़ी का derailment होता था, लोग उसकी ठीक करने के लिए वहां जाते थे और उसी समय दूसरी तरफ दूसरी गाड़ी का एक्सीडेंट हो जाता था। उस समय NDA गवर्नमेंट के समय जतिने भी पुराने overaged assets थे, उनका renewal करने के लिए 17,000 करोड़ रुपए के SRSF का गठन किया गया और उस पर बहुत ही तगड़ी monitoring की गई, जिसका रज़िल्ट आज सामने है। आप देख रहे होंगे कि इस रेल बजट में माननीय रेल मंत्री महोदया ने कहा है कि सेफ्टी में काफी improvement हुई है। इस improvement का कारण यही है कि खन्ना कमेटी की जो सफ़िरिशें आई थीं, उन सभी सफ़िरिशों को माना गया था और उस समय 10 सालों के लिए एक Corporate Safety Plan बनाया गया था, जो लगभग 32,000 करोड़ रुपए का था। उसमें से कुछ का इंप्लीमेंटेशन हो पाया है, कुछ का नहीं हो पाया है। जब बहुत ज्यादा रेल दुर्घटनाएं हो रही थीं, उस समय तत्कालीन रेल मंत्री जी ने सभी जोन्स में जाकर बैठकें की थीं, जदि में चेयरमैन होते थे, गैंगमैन होते थे और सभी लोगों से बातचीत करके ऐसा माहौल बनाया गया, जिससे रेलवे में एक्सीडेंट्स की संख्या काफी कम

हुई। अब यह लग रहा है कि रेलवे में जो ट्रैक्स का renewal होना है और जो दूसरे infrastructure का renewal होना है, उसके लिए जितना पैसा दिया जाना चाहिए, बजट में वह नहीं दिया जा रहा है।

रजिस्ट्रार फरि वही होगा कि धीरे-धीरे करके जो overaged assets हैं, वे फरि accumulate होंगे और आगे चल कर फरि सेफ्टी की स्थिति खराब होगी। इसलिए मामनीया रेल मंत्री जी से हमारा अनुरोध होगा कि जो कॉर्पोरेट सेफ्टी प्लान बनाया गया था, उसको फरि से देखा जाए और उसको फरि से दुस्त कया जाए। यह सुझ कर अच्छा लगा कि फरि से anti-collision device को प्रारंभ कया गया है। इसको कई वर्षों तक ठंडे बस्ते में रखा गया। इसको पहले कॉकण रेलवे ने वकिसित कया था और पहली बार इसको ट्रायल नॉर्थ फ्रंटियर रेलवे में पायलट प्रोजेक्ट के रूप में कया गया था। यह जान कर प्रसन्नता हुई कि इसे अब सभी जगह लागू कया जा रहा है। यह एक अच्छी बात है, लेकिन इसके लिए पर्याप्त धन की व्यवस्था भी करनी पड़ेगी। मैंसे सेफ्टी के बारे में इसलिए कहा, क्योंकि रेलवे में सेफ्टी ही सबसे महत्वपूर्ण बन्दि होता है। उसी से पैसंजर गाड़ी चलती है और फरेट की दुलाई होती है।

अभी मैं देख रहा हूँ कि रेखवे में बड़ी भारी गवर्नेंस की समस्या है। अभी जो रेख बजट प्रस्तुत किया गया है, उसको बनाने में सबसे बड़ी भूमिका Member (Finance) की होती है, जब कि रेखवे में Member (Finance) के पद खाली हैं। Additional Member (Finance) ही Member (Finance) रेखवे का काम देख रहे हैं। मैं यह पूछना चाहता हूँ कि क्या रेखवे में IRAS अफसर उपलब्ध नहीं है? जब आपके पास Finance Commissioner नहीं होंगे, तो रेखवे में finance को कैसे maintain करना है, इसको कौन देखेगा? शीर्ष स्तर पर आज इसको देखना वाला कोई नहीं है।

दूसरी तरफ, आपके पास 7 हजार से ज्यादा सटेशनस हैं और 15 हजार से ज्यादा गाड़ियां रोज चलती हैं, लेकिन आज की तारीख में रेखवे में Member (Traffic) के पद खाली हैं। Member (Traffic) सारे पैसंजर ट्रेन्स को देखता है और पूरी की पूरी दुलाई को देखता है। आज उसको देखने वाला कोई वम्बिगीय हेड नहीं है। क्या रेखवे ट्रेफिक सर्विस में अफसर उपलब्ध नहीं है?

रेखवे बजट में इन दो लोगों का, Finance Commissioner और Member (Traffic), बड़ा भारी योगदान होता है। आज की तारीख में ये दोनों पोस्ट्स खाली हैं। इससे यह पता चलता है कि रेखवे में सब कुछ ठीक नहीं है। आप कह सकते हैं कि हमने ऐसा इसलिए किया है, क्योंकि हम economic drive चला रहे हैं और एक पोस्ट का काम दूसरे से ले रहे हैं। लेकिन दूसरी तरफ आपने इस बजट में घोषणा की है कि चार जगहों पर जनरल मैनेजर लेवल के अफसर नियुक्त करेंगे, जो प्रोजेक्ट्स को मॉनिटर करेंगे। एक तरफ तो रेखवे में बोर्ड लेवल पर दो-दो अफसर की पोस्ट्स खाली हैं और दूसरी तरफ आप प्रोजेक्ट्स को मॉनिटर करने के लिए जनरल मैनेजर लेवल के अफसर को नियुक्त करेंगे! यहां पर जनरल मैनेजर क्या करेंगे? ओपन लाइन का जनरल मैनेजर आपके पास पहले से हैं और उसके नीचे CAO (Construction) पूरे काम को देखता है। अब आप इसमें एक नए आदमी को पोस्ट करेंगे। जो जनरल मैनेजर के लिए empanelled होगा, वह तो खुद वहां जाकर discontented रहेगा कि हमको ओपन लाइन में नहीं लगा कर कंस्ट्रक्शन में लगाया गया है। इससे CAO (Construction) का काम भी ठीक से नहीं चलेगा, क्योंकि वह जनरल मैनेजर (ओपन लाइन) को नहीं, बल्कि जनरल मैनेजर (वर्क्स) को रफ़ोर्ट करेगा। आप जो यह सोच रहे हैं कि इससे प्रोजेक्ट्स implementation में फायदा होगा, वह नहीं होने वाला है। इसलिए

सबसे पहले जरूरी हैं कि रेलवे बोर्ड सूत्र पर जो भी पोस्ट्स खाली हैं , उन्हें तुरंत भरा जाए , तभी काम करने में सहूलियत होगी।

दो-तीन साल पहले भी डी.जी. केवल की चार पोस्ट्स को क्लिअर किया गया था इसमें हुआ यह था कि एक particular service अधिकारी पूरे जोन में ट्रेफिक मूवमेंट वगैरह का मॉनिटरिंग करेंगे। आप जानते हैं कि रेलवे में कई services हैं और सबके साथ सहयोग और सबका समन्वय बहुत जरूरी है। बीच-बीच में जो इस तरह की बातें होती हैं , उनसे रेलवे की functioning पर बहुत प्रभाव पड़ता है।

इस बार के रेलवे बजट में प्लान आउटले 57,630 करोड़ रुपए का रखा गया है। अगर इसमें देखें तो अपना सर्फि 14 हजार करोड़ रुपए का है। इसमें सबसे surprising बात यह है कि जो 20 हजार करोड़ रुपए IRFC को लेना है , उसमें से 10 हजार करोड़ रुपए के आसपास तो वह हमेशा लेती है। इससे वह rolling stock खरीदती है। इसे खरीदकर वह रेलवे को लीज पर देती है और रेलवे उसको लीज रेंट पे करता है। इस प्रकार से रेलवे का काम चलता है। आप उसे 10 हजार करोड़ रुपए का फ्री बॉण्ड जो दे रहे हैं , उससे वह क्या करेगी , वह किसको लोन करेगी ? IRFC ट्रैक बनाने के लिए रेलवे को लोन नहीं दे सकती है , क्योंकि रेलवे

sovereign है। IRFC वहां पर कसिको लोन करेगी ? यह जो आप 10 हजार करोड़ रुपए बॉण्ड से आने की बात सोच रहे हैं , वे कहां से आएंगे ? पक्कि बुक में जहां -जहां आपने प्रोजेक्ट्स के बारे में आउटले दिया है , उसमें बॉण्ड या पीपी लखि रखा है , तो इसके लिये पैसा कहां से आएगा ? आपने इसमें जो 10 हजार रुपए बॉण्ड्स से आने की बात कही है , वह भी स्थिति कहीं से नहीं आने वाली है।

आपका gross budgetary support 20 हजार करोड़ रुपए का है। यह पहली बार इतना बढ़ा है , यह अच्छी बात है। दूसरी तरफ यह देखें कि जो gross budgetary support 20 हजार करोड़ रुपए बढ़ाए गए हैं , वह 20 हजार करोड़ रुपए कहां से आएंगे ? यह भारत सरकार ही तो रेखवे को उपलब्ध कराएगी।

तो भारत सरकार जब रेखवे को उपलब्ध कराएगी , तो कहीं न कहीं से तो टैक्स लगेगा , चाहे वह डायरेक्ट टैक्स सेशन हो या इनडायरेक्ट टैक्स सेशन हो। यह जो कहा जा रहा है कि पछिले आठ सालों से कोई भाड़ा नहीं बढ़ाया जा रहा है , वह ठीक है , बजट में आप भाड़ा नहीं बढ़ाते हैं और हमें तुरंत लगता है कि एक अच्छी बात हुई है , लेकिन आप उसका नुकसान देखिए कि 20,000 करोड़ भारत सरकार देगी , तो कहां से पैसा आएगा ? टैक्स पेयर को ही देना पड़ेगा। इसलिए यह जो बात कही जा रही है कि भाड़ा नहीं बढ़ाया गया है , आप देखिए कि 20,000 जो आपका जी.बी.एस. है , Gross Budgetary Support है , तो कहीं न कहीं से तो उसका टैक्स लगेगा। दूसरी तरफ हम जानते हैं और जैसा कि मैंने बताया , मैं रेखवे में रहा हूं , हरेक साल आप दो-तीन बार commodity का freight बढ़ाते हैं। अभी हाल ही में मैंने एक Unstarred Question भी पूछा था , जिसमें जवाब आया कि पछिली जनवरी में ही उसको बढ़ाया गया है। तो यह अपने आप में कसिको धोखा देना है कि freight नहीं बढ़ता है ? बीच-बीच में ये बढ़ाते रहते हैं और बजट के समय कहते हैं कि हमने कोई भाड़ा नहीं बढ़ाया है , लेकिन इसके implications देखिए। आजस्थिति यह है कि बहुत सारी trains कहीं से भी समय पर नहीं चल रही हैं। अभी बता रहे थे कि लखनऊ मेल जो Northern Railway की फ्लैगशिप ट्रेन है , वह आज आठनों या दस घंटे लेट

पहुंच रही है। आप पटना की कोई भी ट्रेन देखिए , पछिले छः महीनों में एक भी ट्रेन दल्लि में राइट टाइम नहीं आई है , including Rajdhani ... (व्यवधान) ... पटना की जो सबसे इम्पोर्टेंट ट्रेन है , सम्पूर्ण क्रांति , उसका हास देखिए , वह सुबह छः बजे अलीगढ़ पहुंचती है और दल्लि में रात आठ बजे पहुंचती है - यह स्थिति हो रही है। आप एक तरफ कहेंगे कि हम कशिया नहीं बढ़ा रहे हैं , लेकिन जो बेघारा गरीब उस ट्रेन से आरहा है , उसका ज्यादातर खर्चा तो खाने में ही हो जाएगा।

मुझे लगता है कि trains की स्थिति इसलिए खराब हो रही है क्योंकि उसको कोई monitor नहीं कर रहा है। पहले जो रेल मंत्री होते थे , उनके समय में जत्तिनी important' trains होती थीं , उनकी punctuality की monitoring उच्च स्तर पर होती थी और अब लगता है कि उनको कोई देखता ही नहीं है। इसलिए भी नहीं देखता कि अब मेम्बर ट्रैफिक भी नहीं है और नहीं देखने के कारण ही कोई भी ट्रेन समय से नहीं चल रही है। यह बहुत ही दुखद बात है।

दूसरी ओर, पहली बार यह कहा गया है कि रेलवे में freight की कमी के लिए राज्य सरकारें जम्मेदार हैं , क्योंकि लॉ एंड ऑर्डर राज्य का subject है और कई जगह agitation होते हैं , जबकि कारण ट्रेन का मूवमेंट

नहीं होता है। आप जानते हैं कि जब तक प्रजातांत्रिक व्यवस्था रहेगी, जहां-जहां भी समस्याएं होंगी, लोग रेल को नशाना बनाएंगे। यह कोई पहली बार नहीं है, हर एक साल आप देख लीजिए कि agitation होते हैं, कहीं भी देख लीजिए। अब इस मामले पर आप देखेंगे कि आपने सब जगह trains दी हैं और किसी स्टेट में आप यह ensure ही नहीं करा सकते हैं कि वहां कोई agitation नहीं होगा, किसी तरह से ट्रेन के ट्रैक पर लोग नहीं आएंगे। अगर यह मामला रहा तो भविष्य में बहुत सारे स्टेट्स, जहां trains दी गई हैं, उनको कट करना पड़ेगा। दूसरी तरफ आपने कहा कि हम projects भी उन्हीं स्टेट्स को देंगे, जो बिल्कि किसी disturbance के trains को पूरा run करेंगे, तो इसकी गारंटी कौन ले सकता है? ऐसा कोई स्टेट हो ही नहीं सकता है।

महोदय, मुख्य मंत्री जो चिट्ठी लिखते हैं, उनको कोई पढ़ता नहीं है। हमारे मुख्य मंत्री जी ने दो बार चिट्ठी लिखी, पछिले बजट में भी लिखी, इस बार भी लिखी, लेकिन एक का भी जवाब नहीं दिया गया। आप देखिए, आप same trains दे रहे हैं। आपने पटना से दूरंतो ट्रेन दी, लेकिन कहा कि के लिए दे दी? शास्त्रीमार के लिए दी। दो बार चिट्ठी लिखी कि आप पटना से दिल्ली के लिए दूरंतो दे दीजिए, आपका same loco लगेगा, उतने ही आपके कोय लगेगे। मुख्य मंत्री जी ने कहा कि बहिर की जनता की यह इच्छा है, लेकिन आप ट्रेन दे भी रहे हैं, तो शास्त्रीमार से पटना के लिए दे रहे हैं। उसकी मांग कसिने की है, इसका पता ही नहीं चलता है।

फरि जो एक बड़ी important बात है, माननीय रेल मंत्री महोदय बैठी हुई हैं, मैं उनसे अनुरोध करना चाहूंगा कि जुलाई, 2009 में बहिर के माननीय मुख्य मंत्री श्री नीतिश कुमार जी उनसे मलि थे। पटना में एक ब्रंच लाइन है, जो दीघा से पटना जंक्शन जाती है। वह लाइन बल्किुल नहीं चलती है, उस पर केवल एक गाड़ी आती-जाती है, जसिसे रेलवे को काफी घाटा होता है। आप जबरदस्ती उसमें ट्रेन चला रही हैं। मुख्य मंत्री जी आपसे मलि थे और आपने कहा था कि उस जमीन को हम ट्रांसफर कर देंगे।

यह तय भी हो गया था और राज् य सरकार ने पत्र भी दया कि इस लाइन को बंद कर दिया जाए और उसके बदले उतनी ज़मीन राज्य सरकार रेखवे को दे दें , लेकिन आजतक वह नहीं हुआ। अब उसमें यह कहा जा रहा है कि जो ज़मीन उसमें दी जा रही है , वह ज़मीन उसके equivalent rate की नहीं है मतलब 300 करोड़ रुपए जब राज्य सरकार देगी , तो वह ज़मीन ट्रांसफर करेंगे , तो वह ज़मीन कौन सी ज़मीन है ? वह तो right of way है , उस पर आपकी ट्रेन चलती है। अब वह ट्रेन उस पर चल नहीं रही है। जब उसकी पटरी आप हटा लेंगे , तब हम लोग उस पर रोड बना लेंगे।

हम लोग आपको उसके equivalent लेंड देंगे। नवीनगर में आपका पावर प्रोजेक्ट बन रहा है , दीघा साइड में आपका काम चल रहा है , वहां ज़मीन देंगे। लेकिन वहां पर आज फाइनेंस में लोग यह आकलन कर रहे हैं कि इसकी इतनी कॉस्ट होगी। इससे आप रेखवे को नुकसान ही करेंगे। हम कहां से तीन सौ करोड़ रुपए देंगे ? आपका क्या होगा , सारे ट्रेक पर लोग कब्ज़ा कर लेंगे। सारी की सारी ज़मीन चली जाएगी। इसलिए मेरा रेख मंत्री जी से अनुरोध होगा कि फरि से उस फाइल को मंशा कर देख लें बहिर गवर्नमेंट की रक्विरेस्ट है , कोई unreasonable रक्विरेस्ट नहीं है। इसको मान लिया जाए। इससे रेखवे का भी भला होगा , हम लोग उसके

equivalent जमीन दे देंगे और बहिर राज्य का भी भला होगा कि हमारे वहां पर एक अच्छी सड़क बन जाएगी। इसमें कहीं भी इस तरह की शर्त डाली जाएगी कि जमीन का मूल्य उसके equivalent हो तो यह होने से रहा और फिर आपकी जमीन encroach हो जाएगी। ... (समय की घंटी) ...

श्री शिविनन्द तिवारी (बहिर) : सर, उनकी मेडन स्पीच है।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You take two more minutes. ... (Time-bell rings) ...

SHRI SHIVANAND TIWARI: It is his maiden speech.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): It is only a warning bell. It is only for giving a signal.

श्री रामचन्द्र प्रसाद सहि : रेलवे की जो फाइनेंशियल स्थिति है, उसके बारे में कहना चाहता हूं। अभी यहां कहा गया कि 1 लाख 75 हजार लोगों को नौकरी दी जाएगी। जब नौकरी देने की घोषणा होती है तो सबको अच्छा लगता है। लेकिन यह देख लीजिए कि रेलवे में पहले 16 लाख कर्मचारी थे। रेलवे को कैसे सुधारा जाए, इसके लिए उसमें सटडी हुई थी। यह नर्णिय हुआ था कि हरेक साल दस परसेंट पोस्ट्स को कम किया जाएगा और accordingly वहां पर जो आदमी है, उनको स्किल दी जाएगी, यानी मल्टी-स्किलिंग होगी जिससे कि रेलवे की फाइनेंशियल स्थिति ठीक हो। आप देखिए कि आजकी तारीख में आपका जो टोटल खर्चा है, उसका 42 परसेंट staff expenditure पर जाता है, 17 परसेंट पेंशन पर जाता है, 16 परसेंट फ्यूल पर जाता है। आप इसे जोड़िए तो आप देखेंगे कि आप 75 परसेंट पर हैं।

आप जब दो लाख आदमियों को recruit करेंगे तो आपका 6 परसेंट खर्चा और बढ़ जाएगा। मतलब पूरा 75 परसेंट खर्चा कर्मचारियों की तनखाह और फ्यूल पर जाएगा। आप जो रेलवे बजट बना रही हैं, इसकी कौम गारंटी देना कि फ्यूल का रेट नहीं बढ़ेगा ? जब फ्यूल का रेट बढ़ेगा और आप कसिया नहीं बढ़ाएंगे तो फाइनेंसी आपका रसिंस कहां रहेगा ? जो दो लाख लोगों के recruitment की बात आप कर रहे हैं, यह तो धरा का धरा रह जाएगा क्योंकि आपके पास पैसे नहीं होंगे कि आप लोगों को सैलरी दे सकें। सर, एक चीज़ और है जिसके बारे में जानकर लोगों को आश्चर्य होगा। आप रेलवे में पता कर लें। पिछले 6 महीने में रेलवे में जितने भी प्रोजेक्ट्स में काम हो रहे हैं, जितने स्टोर के परचेज़ हो रहे हैं, किसी भी पेमेंट नहीं हो रही है। वह पेमेंट इसलिए

जानबूझ कर नहीं हो रही हैं कि ऑपरेटिंग रेश्यो को अभी आप कम रखिए। उससे कोई फायदा होने वाला नहीं है। सस्टिम को पूरा ट्रांसपेरेंट रखना चाहिए, उसकी ठीक से अकाउंटिंग करनी चाहिए, ठीक ये चीज़ों को सामने रखना चाहिए, तभी रेखवे का भला होगा।

अंत में, मैं एक बात फरि से कहना चाहूंगा कि रेखवे में sports persons के लिए एक अच्छा काम हुआ है। उन लोगों ने कॉमन वेल्थ गेम्स और एशियन गेम्स में बड़े अच्छे मैडल जीते हैं। इसके पीछे, मैं बताना चाहूंगा, कि जब नीतिश कुमार जी रेख मंत्री थे, तो रेखवे स्पोर्ट्स प्रमोशन बोर्ड बनाया था और उस समय रेखवे का जो बजट स्पोर्ट्स कोटे में था, उसको डबल किया गया था। उसका रजिस्ट्रार आज आपके सामने है। हम चाहेंगे कि इसी तरह से स्पोर्ट्स के बारे में रेखवे में ज्यादा से ज्यादा लोगों को बढ़ावा मिले जिससे रेखवे इसमें और ज्यादा तरक्की कर सके। अंत में, मैं फरि यह अनुरोध करना चाहूंगा कि रेखवे में जो इसका कोर एरिया है, खास करके सेफ्टी है, उस पर विशेष रूप से ध्यान दिया जाए। प्रोजेक्ट्स के बारे में एक और

4.00 P.M.

चीज़ जो कही गयी है, वह प्रधान मंत्री रेलवे विकास योजना है। इसमें भी आप देख लीजिए कि आजकी तारीख में बजट में बताया गया है कि 388 जो surveyed projects हैं, वे नयी लाइन्स के हैं, गेज कनवर्जन के हैं, डब्लिंग के हैं। इसमें कहा गया है कि 12वीं योजना में इनको लिया जाएगा। इनमें से 114 प्रोजेक्ट्स के बारे में कहा गया है कि प्रधान मंत्री रेल विकास योजना में इनको लिया जाएगा, लेकिन यह नहीं बताया गया है कि Twelfth Plan में वह पैसा कहां से आएगा, कितने पैसे की जरूरत पड़ेगी? इसलिए ऐसा माहौल न बना दिया जाए जससे लोगों को यह लगे कि अगर रेलवे बजट में कोई प्रोजेक्ट है तो उसका इम्प्लीमेंटेशन नहीं होगा। सर, आपने मुझे अवसर दिया, इसके लिए मैं पुनः आपको धन्यवाद देता हूँ।

SHRI A.A. JINNAH (Tamil Nadu): Mr. Vice-Chairman, Sir, before I talk about the Budget (Railways), I would like to say something about the Railways in general. Railway is the main mode of transport for the poor people, the so-called *aam adami* referred to by everybody in this House. The normal bus, luxury bus and flight charges are very high. So the poor people and the middle-class people prefer the railway. To quench their ambitions, we are spending crores of rupees in the Railway Budget. Even then the benefits are not reaching the poor. Unreserved compartments of trains are clear evidence. They are dirty, unclean and not fit for human use. Even First AC compartments are not cleaned and properly maintained. I have seen rats and cockroaches often in the compartments. I also made a complaint about it to the higher authorities.

I would like to quote Thirukural. I am not attacking or saying anything negative against the hon. Minister. It says, "(hon. Member may please fill in)"

It means, if the king is not properly informed about the handicaps of his Government, no enemy is needed to defeat him.

Now I would like to make my comments on the Railway Budget, 2010-11, placed by the hon. Railway Minister. I have got a very great regard and respect for Mamataji. If any Member makes a request to her, she immediately gives attention to him and does the needful. When the Classical Language Conference was held in Tamil Nadu, after getting

advice from my Chief Minister, Dr. Kalaignar, I requested Madam Mamataji to arrange some special trains. She immediately arranged special trains for the Conference. You have done full justice to some of the States, like West Bengal; whereas, some of the States have been deprived of the benefits, which the people of these States were anxiously expecting, which includes the State of Tamil Nadu.

I would like to congratulate the Railway Minister for allowing Chendur Express, which is called Tiruchendur Express, which was allowed to run daily, instead of weekly at the request of the hon. Chief Minister of Tamil Nadu, Dr. Kalaignar and the hon. Minister for Chemicals and Fertilisers, Shri Alagiri. I also thank the Railway Minister for proposing to introduce Madurai-

Chennai AC Duronto biweekly express, Chennai-Thiruvanthapuram AC Duronto biweekly express, Janam Bhoomi Gaurar Express - Chennai-Puducherry- Trichy-Madurai-Kanyakumari-Trivandrum-Ernakulam and back to Chennai. This was for the purpose of education and historical studies for the students. It is a special train for pilgrims also.

Then there are the Madurai-Kottayam gauge conversion and doubling the line; doubling the Rameswaram-Danushkodi line; introduction of Coimbatore-Mettupalayam new passenger train, which is in the schedule; introduction of Dharmapuri-Bangalore DEMU service; extension of Chennai Egmore-Nagoor Express to Karaikal; making Trichy-Karur weekly train to daily and doubling of Omalur to Mettur Dam.

New surveys in respect of Salem-Karaikal via Perambalur, Mayiladuthurai, Karaikal-Sirkhazhi, Sriperumbudur, Guduvancheri with Spur to Irungattukottai, Avadi and Sriperumbudur; Madurai-Tuticorin, Dindigul to Kumuli routes have to be carried out.

For want of funds the work has not yet been fully executed in the following case: gauge conversion between Tiruvarur and Karaikudi; doubling the line between Chengalpattu and Kanyakumari; gauge conversion between Mayiladuthurai and Tiruvarur which is my place. When I go to my place Tiruvarur from Chennai, I have to go through that way only.

Even the native place of our beloved Chief Minister, Dr. Kalaignar, is Tiruvarur, that is, Thirukkuvalai. Mannargudi via Thirukkuvalai and Pattukottai-Vedaranyam are the important lines to reach the residence of the Chief Minister. Sir, train services for Karur-Salem started ten years back. Funds were allotted step-by-step, and the work is going to be completed. For that, we have to congratulate the Railway Minister, Mamtaji, for having done a wonderful service to the nation, especially, the people of Tamil Nadu. In fact, one of my friends is arranging a function for giving an award to the Railway Minister, under the patron of the Chief Minister.

Now status has been given to Salem as a separate division. But the work has not started as no funds have been allotted. People are suffering, and I would request the hon. Minister to see to it that

this work is started immediately. In Telugu, there is a saying, “Peru pedda peru, daaga bottu neelu leru”, meaning to say, “The name of the place is very big, but there is no drop of water to drink”. The status of the Salem Division is also like that. But the work has not started, and there are no funds allocated.

Then, the train from Sengottai to Coimbatore via Tirupur has suddenly been stopped. The request of the people of the place is that this train service must be reinstated. Then, Sir, ‘Podhigai Express’ running from Chennai to Sengottai is overcrowded. Generally, certain areas of Tamil Nadu are not having enough trains, to fulfill the needs of the people. I would request that

additional trains must be allowed to run, or at least, additional compartments may be added in the same Podhigai Express at the earliest. Also, shuttle train services between Madurai and Sengottai may be provided to avoid the excess rush. Then, Dharmapuri-Morapur line, which extends to 27 kms, at an estimated cost of Rs.109 crores, has been pending for a long time for want of necessary funds. Also, a new train service, a daily service, from Nagarcoil to Bangalore should be introduced. People residing in Tamil Nadu are travelling every day to Bangalore for their education in schools and colleges and also for employment. For the past two years, repeated requests have been made. But people are disappointed as their request has not been fulfilled in the present Budget.

Then, Chennai-Kanyakumari railway line, as requested by our Chief Minister, has not been given much attention. I would also urge upon the hon. Minister to have doubling and electrification of the particular line. Immediate attention may be given, and our request may kindly be fulfilled. Then, the broad gauge conversion work on the Sengottai-Punalur line, which is 29 kms in length, running through tunnels, should be completed at the earliest. This train service between Kerala and Tamil Nadu will be useful for the economic growth of both the States, and also the Cochin Port and V.O.C. Port in Tuticorin will be benefited.

Finally, I would request the hon. Minister, Madam Mamataji, to attach two unreserved compartments in the front and two unreserved compartments at the back, in every train running in the country, for the benefit of the poor people. As our Chief Minister used to say, "The smile in a poor man's face is a great wealth for us. We see God through the smile of the poor man." So, you kindly try to attach two unreserved compartments in the front and two unreserved compartments at the back so that the people can enjoy the benefit of travelling in the Railways.

Finally, Sir, enough funds should be allocated to the the metro rail project, which is going on in our State. The work is going on nicely. But enough funds have to be allocated. Our Chief Minister is also taking utmost care to ensure successful completion of the

project. The Metro Rail is an important mode of transport for Chennai, and for Tamil Nadu, as a whole. I request the hon. Minister to extend her helping hand to Tamil Nadu. I wish all success in her career. May the God bless her! Thank you very much.

DR. JANARDHAN WAGHMARE (Maharashtra): Thank you, Sir. I rise to support the Railway Budget. I also congratulate hon. Railway Minister for this good Budget. Sir, Railways are engines of development of the country. They promote and foster the growth of economy. The Railway Ministry has been giving invaluable service to the nation since the very beginning. It has almost knit the country and contributed greatly to national integration. The ever-moving wheels of railway trains symbolize the progress of India. Railway trains are *aam aadmi's* means of

travelling and transportation. Hon'ble Railway Minister Ms. Mamataji, her colleagues and officers in the Railway Ministry have taken immense pains to prepare the Railway Budget for 2011-2012. It may not satisfy all the States and regions. Needless to say, there is a huge pressure on the Railway Ministry. But, it is the result of hard work.

The country as a whole puts its appreciation on record. She has taken utmost care of the *aam aadmi*. No hike in the fares. Hon. Railway Minister had announced last year that the local people would be given service opportunities in the Railways. That announcement has raised high hopes and expectations in the minds of the people everywhere. The local people everywhere in India have feelings of frustration and alienation.

Sir, you know why certain unfortunate and untoward things are happening in Maharashtra. The Railways should be made corruption free. That challenge is enormous and should be accepted courageously. Our Railways need to be modernized. There is ample scope for innovations. Unemployment is a big problem throughout the country. It is our big concern. Why not introduce a quota system on the basis of population of each State? Some such remedy should be found out. Some such principle has to be evolved.

Sir, backward regions in the country should be given priorities in constructing new Railway lines. The North-Eastern States should be given priority in having Railway projects. As a matter of policy there should be uni-gauge throughout the country. The work of broadgauging should be taken up logistically in a phased manner. Timeframe should be decided for the completion of this particular work.

Sir, the Maharashtra Government has submitted 27 projects to the Central Government. I draw the kind attention of Hon. Railway Minister to the following two most important railway projects in Marathwada, which is a very backward region in Maharashtra. Firstly, it is Ahmadnagar- Beed- Parli (Vaijyanath). The length of this project is only 261.26 km. It was approved in 1995-96 and its revised estimated cost is Rs. 1010 crores. So far only Rs. 67.40 crores have been spent on it. Sir, the Government of Maharashtra has released Rs. 25 crores in 2009-10. Last year Rs. 100 crores were provided in the budget. The

Sir, I also suggest a new railway project from Nanded to Latur Road in Marathwada, again in the backward region. Its length is only 100 kilometres. It goes through four talukas of Marathwada, namely, Nanded, Loha, Ahmadpur and Latur. A delegation has already met Her Excellency Shrimati Pratibha Patil, President of India and the officials in the Railway Ministry, New Delhi. It is a legitimate and genuine demand of the people there. I request the hon. Railway Minister to give approval to it and undertake its survey. The hon. Railway Minister has graciously announced an express train from Nagpur to Kolhapur via Akola, Latur Road, Kurduwadi and Pune. It goes across Vidarbha. I request the hon. Railway Minister to give name of Anand Vana to this particular train, which is the *karmabhumi* of late Baba Amte. This place is very important in that particular region. I request the hon. Railway Minister to give this name to this express train.

Sir, I draw the attention of the hon. Railway Minister to all the projects that have been submitted to the Government of India by the Maharashtra Government. I hope she will consider all these very sympathetically. Thank you very much, Sir.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Thank you Mr. Waghmare for sticking on to the time. Now, Shri Baishnab Parida, not here. Prof. Ram Gopal Yadav.

प्रो . राम गोपाल यादव (उत्तर प्रदेश) : श्रीमन् , रेख मंत्री जी ने जो बजट प्रस्तुत किया है , उसके कई बिंदुओं पर और महत्वपूर्ण बिंदुओं पर हमारे पूर्व वक्ता , माननीय वेंकैया जी , आर.सी.पी. सहि साहब और नरेश चन्द्र अग्रवाल जी बहुत डिटेल में अपनी बात कह चुके हैं। मैं उनसे सम्बद्ध करते हुए यहाँ कुछ बातें ही कहूँगा , क्योंकि टाइम भी बहुत कम है। एक तो मैं आपके माध्यम से माननीय मंत्री जी से यह कहना चाहता हूँ कि पिछले 18-20 सालों से मैं यह देख रहा हूँ कि आम तौर पर यहाँ जो घोषणाएँ होती हैं , उन घोषणाओं पर अमल नहीं होता है। पार्लियामेंट जैसी महत्वपूर्ण संस्था के अन्दर जो घोषणा की जाए , उस पर अमल हो , यह सारे लोग चाहते हैं और जो लागे इसके बाहर बैठे होते हैं , उनको तो यह पूरी उम्मीद

होती है कि ऐसा होगा। लेकिन मुझे अफसोस के साथ कहना पड़ रहा है कि ममता जी से पहले कम-से-कम दो बार हमारे अनुरोध को स्वीकार करते हुए उस वक्त के रेल मंत्री ने इसी सदन में बजट भाषण के दौरान बोलते हुए कुछ योजनाओं की स्वीकृति दी, लेकिन उन पर आज तक कोई काम गजरोला तक की रेल लाइन के लिए इसी सदन में स्पष्ट घोषणा की गई, लेकिन उस पर भी कोई अमल नहीं हुआ। तो मैं यह कहना चाहता हूँ कि आप चाहे घोषणाएं कम करें, केवल ताली बजवाने के लिए घोषणाएं न करें, लेकिन जो भी घोषणाएं करें, जो भी प्रोजेक्ट्स शुरू करें, उन प्रोजेक्ट्स को अमल में भी लाया जाना चाहिए।

इससे जुड़ी हुई दूसरी बात यह है कि बहुत सारे ऐसे प्रोजेक्ट्स हैं जो बीसियों साल से चल रहे हैं, लेकिन पूरे नहीं हुए हैं और नये प्रोजेक्ट्स की घोषणाएं हो रही हैं।

श्रीमन्, 1984 में तत्कालीन रेल मंत्री स्वर्गीय माधव राव सधिया जी ने गुवा-इटावा रेलवे लाइन स्वीकृत की थी। उस रेलवे लाइन पर काम शुरू हुआ, काफी काम हो भी गया, लेकिन आज 25 साल

होने जा रहे हैं , अभी तक वह रेलवे लाइन पूरी नहीं हुई है। हर बार आपकी पुस्तिका में आ जाता है कि अगले साल मार्च तक यह पूरी हो जाएगा।

दूसरा , आगरा -इटावा वाया बटेश्वर रेलवे लाइन के लिए स्वयं अटल जी ने प्रधान मंत्री रहते हुए बटेश्वर में उसका शनिन्यास किया था। उसे भी दस वर्ष से ज्यादा हो चुके हैं , लेकिन उस पर नाममात्र का पैसा एलॉट होता है और वह काम आज तक भी पूरा नहीं हुआ है। मैसपुरी -इटावा रेल लाइन के लिए मामनीय मंत्री जी ने कहा है कि मैं पूरा करवा दूँगी। नीतिश जी ने रेल मंत्री रहते हुए उसको स्वीकृति दी और उनकी उपस्थिति में स्वयं हम्दिस्तान के राष्ट्रपति आदरणीय ए.पी.जे. अब्दुल कलाम जी ने वहाँ जा कर उसका शनिन्यास किया। उस वक्त रेल मंत्री जी ने यह घोषणा भी की थी कि इस रेल लाइन का उद्घाटन भी कलाम साहब ही करेंगे , लेकिन उस पर अभी तक केवल मट्टी ही पड़ी है। अब मामनीय मंत्री जी की कृपा से उस पर मट्टी पड़नी शुरू हो गई है and I am thankful to the Minister for this. वहाँ पर काम शुरू हो गया है और मुझे उम्मीद है कि इस पर जल्दी ही काम पूरा होगा।

कहना मैं यह चाहता हूँ कि ये जो प्रोजेक्ट्स हैं , इनके पूरा होने के बाद ही बहुत बड़े पैमाने पर नये प्रोजेक्ट्स की शुरुआत की जानी चाहिए। लोगों को लगने लगता है कि यह घोषणा हो गई है , इसलिए यह काम पूरा हो जाएगा , लेकिन काम पूरा नहीं हो पाता , उसे बीस -बीस पच्चीस -पच्चीस साल लग जाते हैं। ऐसा नहीं होना चाहिए।

महोदय , एक बात मैं और कहना चाहता हूँ मुझे ऐसा लगता है कि रेलवे की सेहत ठीक नहीं है। जो टोटल प्लान आउटले है , उसका केवल 25% आप रेलवे के जो रसोर्सिज़ हैं , उनसे पूरा करेंगे और 75% की पूर्ति या तो फाइनांस मिनिस्ट्री से अथवा मार्केट से borrowing के ज़रिए पूरी की जाएगी।

दो साल पहले हम लोग सुना करते थे कि रेलवे इतने हजार करोड़ रुपये के फायदे में चल रहा है , फिर यह नौबत क्यों है ? कहीं न कहीं कोई मसि -इन्फॉर्मेशन रही होगी , वरना यह नौबत नहीं आनी चाहिए थी कि जो रेलवे का टोटल प्लान आउटले है ,

इतने बड़े पैमाने पर उसका पैसा बाहर से लिया जाए, फरि यह सब पूरा किया जाए। केवल कशिया न बढ़ाना और कई वर्षों से कशिया न बढ़ाना, यह कोई बहुत महत्वपूर्ण बात नहीं है, जैसा कि अभी आरसी. सहि साहब ने भी कहा था अगर आप कभी देखें, जब मैं इटावा जाता हूँ तो पूर्वा एक्सप्रेस में एसी -1 से पहले सामान्य श्रेणी के दो डब्बे लगते हैं। उन सामान्य डब्बों में यात्रियों को बैठने के लिए आरपीएफ को डंडा चलाना पड़ता है। भूसे की तरह दूँस कर या जैसे सामान को इस्टबिन में फेंक दिया जाता है, वहाँ पर लोग ऐसे बैठते हैं। हाज़त यह होती है कि कई बार बच्चे नीचे रह जाते हैं, मां बैठ जाती है या फरि मां नीचे रह जाती है, बच्चे बैठ जाते हैं। हम लोगों ने लगातार यह कोशिश की कि एक्सप्रेस ट्रेन्स में, सुपरफास्ट ट्रेन्स में आप आधे डब्बे सामान्य श्रेणी के कीजिए। लेकिन हमारे देश का दुर्भाग्य यह है कि 80 फीसदी पैसंजर्स के लिए ट्रेन में केवल 20 फीसदी जगह है और 20 फीसदी पैसंजर्स के लिए 80 फीसदी जगह है। बड़े पैमाने पर जो गरीब लोग चलते हैं, वे रजिर्वेशन वाले डब्बों में या एसी क्लास के डब्बों में सारी जगह घेर लेते हैं। आप दो रुपया कशिया नहीं बढ़ाएंगी, लेकिन जो लोग भूसे की तरह भर कर जाते हैं, अगर उनको बैठने के लिए स्पेस स मल्लि जाए तो वे दो रुपया ज्यादा देना पसंद करेंगे। लेकिन स्पेस उन्हें मल्लिता नहीं है, क्योंकि डब्बे बढ़ाए नहीं जाते हैं।

लेकिन , उनको स्पेस नहीं मिला , क्योंकि डब्बे नहीं बढ़ाए जाते। आप सीधे एक्सप्रेस ट्रेन चलाइए , जबकि डब्बे बल्किल अनरिजर्व्ड हों , तबकि गरीब आदमी दूर तक जा सके। पैसैंजर ट्रेन आप चला रहे हैं , जसिसे कोई दिल्ली से हाबड़ा तक नहीं जा सकता , वहाँ तक वह एक्सप्रेस ट्रेन से जाएगा , लेकिन उसमें तो बैठने की कोई जगह ही नहीं है , उसमें कोई स्पेस ही नहीं है जो मंत्री आता है , वह कहता है कि हमने कशिया नहीं बढ़ाया , यह बहुत अच्छी चीज़ है। लेकिन , यह बहुत अच्छी चीज़ नहीं है , क्योंकि इससे भी रेखवे की सेहत खराब होती है। आप थोड़ा -बहुत कशिया बढ़ाइए , लेकिन ट्रेन में आम लोगों के लफि जो डब्बे होते हैं , उनको बढ़ाने का काम कीजिए या एक्सप्रेस ट्रेन चलाने का काम कीजिए। आप कहेंगे कि पैसा नहीं है।

दूसरी बात , जो लोग ए.सी. कोचेज़ में सफर करते हैं , वे सब जानते हैं कि ट्रेन्स के अन्दर खाने की जो स्थिति है , वह बहुत खराब है। आपने जो कॉरपोरेशन बना दिया है - यह आपके आने से पहले ही बन गया था - क्या आपको मालूम है कि उससे लाखों लोग बेरोजगार हो गए , जबकि चाय की दुकानें स्टेशंस पर थीं ? जैसे भू-माफिया होते हैं , वैसे ही रेखवे में भी ठेकेदार कुछ माफिया हो गये। वे सीधे बड़ौदा हाउस या फ्लाँ जगह आते हैं और वहाँ से सारे कंट्रेक्ट्स ले लेते हैं तथा उनकी सबलेटिंग करके सारे देश में दुकानें ले रहे हैं। गरीब आदमी जो वहाँ पहले से काम कर रहे थे , वे सब बेरोजगार हो गए। अब स्टेशंस पर चाय नहीं मिलती है। इटावा स्टेशन पर जब मैं शताब्दी पकड़ने के लफि आता हूँ , तो अगर चाय पीने की जरूरत पड़े तो वह नीचे मार्केट से मँगानी पड़ेगी , क्योंकि वहाँ जो दुकानें थीं , वे सब बन्द हो गईं । ... (समय की घंटी) ... सर , मैं वैसे ही एक मिनट में अपनी बात खत्म कर दूँगा। मैं इस पर कुछ ज्यादा कहने वाला ही नहीं हूँ। ये सारी इम्पोर्टेंट बातें हैं। I know that. That is why I am not going into details.

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): The total time of your party is over...(Interruptions)... ठीक है , आप एक मिनट और बोलिए।

PROF. RAM GOPAL YADAV: You are always very generous towards me.

सर , मैं यह कह रहा था कि इस खासपान की सुविधा में पीने के

पानी से यह डर लगता है कि यह नकली पानी तो नहीं है, कहीं यह लीबर को डैमेज न करे दे। सबसे बड़ी दक्कित यह है कि लोगों को घर से पानी लेकर जाना पड़ता है।

ट्रेन की सफाई होनी चाहिए। घोब्रणाएँ हुई थीं कि आदर्श स्टेशंस बनाएँगे। हमारे इटावा स्टेशन के बारे में कहा गया कि यहाँ पर हम एक आदर्श स्टेशन बनाएँगे। लासू जी ने यहीं पर यह अनाउंसमेंट की थी। जब मैं अपने घर से स्टेशन आता हूँ तो रास्ते में कई जगह बदबू आती है। ऐसे रास्ते से होकर ही हम स्टेशन आ पाते हैं। स्टेशन की हालत इतनी खराब है, इसलिए इसमें बहुत सुधार की गुंजाइश है।

ममता जी, आपसे लोगों को बहुत उम्मीदें हैं, लेकिन इसमें थोड़ा-सा संदेह यह है कि लोग यह कहते हैं कि आप यहाँ रहना नहीं चाहती और आपने आज यह कहा भी है। वह तो आगे की बात है, लेकिन जब तक आप यहाँ हैं, तब तक हमें उम्मीद है कि आप गरीब लोगों के लिये कुछ कीजिएगा। जो लोग रजिर्वेशन कराकर नहीं चल सकते, जो ए.सी. में नहीं चल सकते और जो आपकी ट्रेन से सबसे ज्यादा सफर करने वाले लोग हैं, अगर उनके लिये आपने कुछ कर दिया, तो लोग आपको हमेशा याद रखेंगे। आपके बारे में धारणा यह है कि आप

गरीबों की बहुत हमदर्द हैं , तो आप गरीबों के लिए कुछ कीजिएगा। इन्हीं शब्दों के साथ , माननीय उपसभाध्यक्ष महोदय , मैं आपको बहुत धन्यवाद देता हूँ कि आपने मुझे समय दिया। बहुत -बहुत धन्यवाद।

श्री आर.सी. सहि (पश्चिमी बंगाल) : महोदय , मैं माननीय रेल मंत्री महोदया को धन्यवाद देते हुए अपनी बात शुरू करना चाहता हूँ। प्रो. राम गोपाल जी ने इशारे -इशारे में यह कह दिया कि वे यहाँ रहना नहीं चाहती हैं। यानी "कहीं पे नशिवाँ है , कहीं पे नशिवा " है। खैर , जो भी हो , ये अपने नाम के जैसे ही पश्चिमी बंगाल के लिए सहृदय हैं और पश्चिमी बंगाल का चुनावी बजट भी अपने इस घोषणा पत्र में दे ही दी है। पछिली बार इन्होंने 38 पेज पढ़े थे और इस बार ये अर्धशतक लगाने से चूक गयी हैं और 47 पेज पढ़े हैं। मैं समझता हूँ कि इनमें सारी बातें जो आनी चाहिए थीं , वे नहीं आ पायी हैं।

मैं पहली बात तो यह कहना चाहूँगा कि ऑपरेटिंग रेश्यो के बारे में इन्होंने अपनी इस रिपोर्ट में जो रखा है , वह काफी मशक्कत के बाद ये रख पायी हैं , जसि 92.1 परसेंट बताया गया है। लेकिन , अप्रैल से दसिम्बर , 2010 के बीच आप देखेंगे कि ऑपरेटिंग रेश्यो को 114 परसेंट दिखाया गया था और 17 में से 10 जोन ऐसे थे , जसिका ऑपरेटिंग रेश्यो 100 परसेंट से भी ज्यादा था। सर , ऑपरेटिंग रेश्यो को ठीक करने के लिए उसमें जो छिपे हुए कदम थे और जो असल बात थी , वह यह थी कि इसको भरने के लिए आयरन ओर्स का जो ट्रांसपोर्टेशन था , उसका रेट हाई कथिा गया और उसको 1500 रुपये प्रति टन बढ़ा दिया गया , जसिसे हाउसिंग सेक्टर पर बड़ा बुरा असर पड़ा। इसका प्रभाव essential commodities पर भी पड़ता है। इसके कारण जो racks की सप्लाई होती है , जसिमें खाद्यान्न , सीमेंट और दूसरी इंडस्ट्रीज की जरूरी जीवनोपयोगी वस्तुएँ होती हैं , जसिको काफी प्राथमिकता मिलनी चाहिए , उनको प्राथमिकता नहीं मिल पायी , जसिका बाजार -दर पर काफी असर पड़ता है। इसके बारे में ऐसे बहुत -से उदाहरण हैं। इसलिए मैं कहना चाहूँगा कि ऑपरेटिंग रेश्यो को बेहतर दिखाने के लिए इन्होंने आम लोगों पर बोझ बढ़ा दिया है। मैं माननीय मंत्री महोदया से इसके बारे में जानकारी चाहूँगा। जब वे अपनी बात रखेंगी , तब बताएंगी कि इसे उन्होंने कसि तरीके से कथिा है ?

दूसरी बात , मैं यह कहना चाहता हूँ कि माननीय मंत्री महोदया जब भी अपनी बात रखती हैं , तो कहती हैं कि मैं प्राइवेटाइजेशन की तरफ नहीं जा रही हूँ , रेल्वे को प्राइवेटाइज नहीं कर रही हूँ , लेकिन धन उगाही से लेकर इनके जतिने कार्यकलाप हैं , वे रेल्वे को प्राइवेटाइजेशन की तरफ ले जाने की ओर इशारा करते हैं। इन सारे कामों को ये पीपीपी मोड पर करना चाहती हैं , क्योंकि इनके पास धन जुटाने के संसाधन नहीं हैं।

इसके लिये या तो सरकारी खजाने से धन जाएगा या ये प्राइवेट पार्टियों से धन की उगाही करना चाहती हैं , जो यह करती हैं वह चाहे "गोल्डन कॉरिडोर प्रोजेक्ट " हो , चाहे "हाई स्पीड रेल् कॉरिडोर प्रोजेक्ट " हो या चाहे "डेडिकेटेड फ्रेट कॉरिडोर प्रोजेक्ट " हो , इन सब के बारे में इन्होंने कहा है कि ये इन्हें पीपीपी मोड में लाएंगी या प्राइवेटाइजेशन में लेकर आएंगी। यहाँ तक कि लोगों के खाने -पीने के सामान , जो रेल्वे सप्लाई करता था , वह भी प्राइवेटाइजेशन में चला गया। हमारे रेल्वे में चलने से संबंधित जतिनी essential commodities थीं , उन सब को इन्होंने प्राइवेट को दे दिया। इसका लाभ आम लोगों तक नहीं पहुँच पाता है , बल्कि जो व्यक्ति वशिष्ट हैं , जो contractors हैं , उन तक पहुँचता है। यानी , indirectly, इन्होंने टोटल प्राइवेटाइजेशन की ओर ले जाने की कोशिश की है। जसि बात की और मैं मंत्री महोदया का ध्यान आकर्षित करना चाहता हूँ , शायद यह उनकी नज़िह में नहीं होगी , इसलिए मैं यह कहना चाहता हूँ।

सर, बजटीय भाषण के दरम्यान आपने देखा होगा कि इन् होंने अपने वक्तव्य में कहा है और जसि पर इन्होंने वशिष ध्यान दिया है कि इन्होंने प्राइवेट प्लेयर्स से बाह्यीत की है। इन्होंने चैम्बर ऑफ कॉमर्स से बाह्यीत की है, लेकिन रेखवे से जुड़े जो वर्क्स हैं, जो इससे संबंधित लोग हैं, उनसे उन्होंने कभी बाह्य नहीं की है कि रेखवे को और बेहतर बनाने के लिए क्या किया जाना चाहिए। इसके बारे में इन्होंने अपने वक्तव्य में भी नहीं कहा है, लेकिन अपनी रपॉर्ट में यह कहा है कि प्राइवेट प्लेयर्स से इन्होंने सारी डिसकंशंस की हैं और इसको रपॉर्ट में रखा है, जसिका हम बराबर वशिध करते रहे हैं कि आप इसको प्राइवेटाइजेशन की तरफ ले जा रही हैं।

सर, आप उधर देख रहे हैं और मैं भी उधर देखना चाहता हूँ। मैं मामनीय मंत्री महोदया से यह बाह्य कहना चाहूँगा कि इन्होंने पश्चिमी बंगाल के लिए करीब 175-176 घोषणाएँ की हैं, उनमें से कुछ अच्छी भी हैं। चाहे वे चुनाव संबंधी घोषणाएं हैं, कम से कम कागज़ पर तो इन्होंने ये घोषणाएं की हैं। पूरे, रामगोपाल जी जो इशारा कर रहे थे, अगर वह नहीं हुआ और ममता जी, रेख मंत्री महोदया बनी रहीं, तो लगता है कि वे पश्चिमी बंगाल के सारे गांवों को रेखों से जोड़ देंगी, कम से कम कागज़ों पर तो जोड़ ही देंगी। भले ही वे योजनाएं धरातल पर न आएँ, लेकिन कागज़ों पर तो ये योजनाएं दिखाई देंगी ही। कुछ अच्छी बातें भी इन्होंने की हैं। इन्होंने चुरलिया को बाराबनी से जोड़ा है, लेकिन वहीं पर बार-बार हमने कहा था कि एक ट्रेन अंडाल से बाराबनी होते हुए बैद्यनाथ धाम के लिए चलती थी, जहां लाखों लोग धार्मिक भावना से जुड़े होने के कारण जाते थे, उसका कभी इन्हें ख्याल नहीं आया। हमने कहा कि रामीगंज सबसे पुराना स्टेशन है, वहां रवीन्द्रनाथ टैगोर के परदादा के समय पर कोयले का ट्रांसपोर्टेशन करीब 175 साल पहले शुरू हुआ था, उसको राष्ट्र रीय धरोहर घोषित कर दिया जाए, लेकिन उसके लिए इन्होंने कुछ नहीं किया।

कभी-कभी चुवावी घोषणापत्र के तौर पर बीच-बीच में ये घोषणाएं आ जाती हैं, लेकिन मैं चाहता हूँ कि ये घोषणाएं धरातल पर आनी चाहिए। यह रेखवे पूरे हर्दुस्तान की संपत्ति है, इसलिए इसकी घोषणा पूरे हर्दुस्तान के लिए होनी चाहिए, यह केवल राजनीतिक घोषणा नहीं होनी चाहिए। इन घोषणाओं को नशिचत समय-सीमा के अंदर पूरा किया जाना चाहिए। इसके लिए

वस्तीय प्रबंधन की जो व्यवस्था होनी चाहिए, वह इन घोषणाओं में कहीं नहीं है कि इनका वस्तीय प्रबंधन बाहर से लाने के अलावा, अपने तौर पर कैसे किया जाए। लोक-लुभावनी घोषणा करने के अलावा वे वस्तीय प्रबंधन कैसे कर सकती हैं, समय-सीमा के अंदर इन योजनाओं को कैसे पूरा किया जा सकता है, इसका कोई ज़िक्र इस बजट में नहीं है। हर बार घोषणा होती है और काम पूरा नहीं हो पाता है, बाद में कहा जाता है कि बजट में सैंक्शन नहीं है, पैसे नहीं हैं, इसलिए यह काम नहीं हो सकता है।

महोदय, कई लोगों ने वैडर्स का सवाल उठाया है। आप जानते हैं कि कुछ वैडर्स मनमाने तरीके से रेल्स में लोगों को खाना देते, पानी देते और दूसरी व्यवस्थाएं करते हैं। ये व्यवस्थाएं पहले रेल्वे के द्वारा ही होती थीं और आम लोगों को सस्ती दरों पर ये सुविधाएं मिलती थीं। माननीय मंत्री महोदय के कथन के अनुसार लोगों को 10 रुपए में पूरी और सब्जी मल्लिने की बात थी, लेकिन आजवह व्यवस्था नदारद हो गई है।

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन): हो गया, अब आप समाप्त कीजिए।

श्री आर.सी. सहि : सर, मैंने पछिली बार कहा था कि रामीगंज में एक PRS station हो जाना चाहिए था, उन्होंने कहा कि यह संभव नहीं है, लेकिन आसनसोल में हो गया है, जब कि आसनसोल में सारी सुविधाएं

उपलब्ध हैं , उसके बावजूद भी हुआ , लेकिन जहां जरूरत थी , वहां नहीं हो पाया। इसे कर देना चाहिए। मैंने लाइनों की डबलिंग के बारे में कहा था। मैंने भी पहले कहा था कि शाहगंज से आजमगढ़ और मऊ होते हुए , उत्तर प्रदेश के पूर्वी राज्यों और बहिर को जोड़ने वाली लाइन की डबलिंग की जानी चाहिए , लेकिन यह भी इन्होंने नहीं किया। इसे कर देना चाहिए। दिल्ली -राजहरा की बात वोरा साहब कह रहे थे। उन्होंने कहा था कि वहां आदिवासियों की जगह जा रही है। रेलवे ने कहा है कि जबिकी आधी एकड़ से ज्यादा जमीन जाती है , उनको रेलवे में रोजगार दिया जाएगा। मैं कहना चाहता हूं कि जबिके पास केवल आधी एकड़ जमीन है , जो आदिवासी हैं , अगर उनकी पूरी जमीन चली जाती है , तो उनको रोजगार मंजिना चाहिए और वहां की राज्य सरकार ने जो 15 लाख रुपए प्रति एकड़ के मुआवजे की रकम तय की है , उस हिसाब से मुआवजा दिया जाना चाहिए। छत्तीसगढ़ आदिवासियों का इलाका है और यह माओवाद से प्रभावित है , इसलिए वहां के किसानों के लिए यह व्यवस्था जरूर की जानी चाहिए।

उपसभाध्यक्ष (प्रो . पी.जे. कुरियन): अब आप समाप्त कीजिए , आपने एक मिनट ज्यादा समय ले लिया है।

श्री आ.सी. सहि : उपसभाध्यक्ष जी , मुझे केवल एक मिनट का समय और दे दीजिए। मेरा कहना यह है कि 40 प्रति शत से ज्यादा वैकेंसीज safety related हैं। इन्होंने कहा है कि हिंदुस्तान में मलिट्री के जो रेलियर्ड लोग हैं , उनको हम ये वैकेंसीज दे रहे हैं , लेकिन आज हिंदुस्तान में 5 करोड़ से ज्यादा रजिस्टर्ड नौजवान लोग नौकरियों के लिए भटक रहे हैं , इनमें पढ़ी -लिखी लड़कियां और लड़के भी शामिल हैं। इनके लिए रेलवे में रोजगार की अच्छी व्यवस्था हो सकती थी , लेकिन रेल मंत्री महोदया ने अपने बजट में इन लोगों के लिए कोई व्यवस्था नहीं की है। मंत्री महोदया ने 1,69,813 वैकेंसीज की बात कही है , लेकिन इनको भरने के लिए हम कौन सी व्यवस्था कर रहे हैं , जसिसे SC/ST के लोगों को ये वैकेंसीज मिल सकती थीं , इसके बारे में उन्होंने कुछ नहीं कहा है।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Okay, okay. That is all.

SHRI R.C. SINGH: Thank you, Sir.

SHRI KUMAR DEEPAK DAS (Assam): Sir, though this year's Railway

Budget has not brought many cheers to the people of Assam, many significant proposals – to connect the capital of Manipur by railway tracks, promised railway industry in Manipur and Bongaigaon and non-lapsable fund for Railway projects in the North-Eastern region – have been introduced. For these, I must congratulate the hon. Railway Minister. Since this Budget has laid special emphasis on development of railways in West Bengal, I must say that this is a populist Budget, but, at the same time, it is also an ambitious and a creative Budget. We are eagerly waiting to hear from the hon. Minister how this non-lapsable fund for railway projects will be operated, when it will start operating and how much will be spent every year. That should be clarified in the House itself.

Sir, the North-Eastern region needs an adequate and focused funding for railways network. The Government has declared many of the railways projects as National Projects in Assam, but

most of the projects are progressing extremely slowly because of the paucity of funds. So, I request the Railway Minister to take necessary steps to address these issues.

My third point relates to the long-standing demand to connect the North-Eastern region with the other parts of the country by way of electrification and double tracking railways. It is still an illusion. This Budget has failed to address such important issues, which is one of the main reasons for the backwardness of the North-Eastern region.

Sir, in this Budget, the Ministry of Railways has introduced some new services, but I am sorry to say that there is not a single sub-urban service, Durgam train, Shatabdi Express, Double Decker AC and *Janambhoomi Gaurav* – Sir, this is a special tourist train that has been introduced. Sir, for the growth of tourism in the North-Eastern region, this type of a special tourist train is very much required. But, *Janambhoomi Gaurav* has not been introduced for our region. No express train, connecting other States with the North-Eastern region, has been introduced. Sir, there is a need for DEMU in Assam, specially between Lumding and New Bongaigaon. I request the hon. Minister to look into this proposal. It has not been included in the Railway Budget. The Hon. Minister has said that tough times are now over. So, I would like to say that since for railways, tough times are now over, I can hope that the North-Eastern region, including Assam, will get some special attention with some specific projects. Sir, railways has a total length of 63,322 kilometers, while in the North-Eastern region, it is only 24,000 kilometers. About 17,000 kilometers of railway lines were constructed by the Britishers. Except gauge conversion of some part of it, it, largely, remains the legacy of the British period.

Sir, we need a separate zone for the inclusive and exclusive growth of the economy of the North-Eastern region. So, a separate zone for Railways in the North-Eastern region should be introduced.

Sir, I urge upon the hon. Minister to stop using all dirty and

deplorable coaches which have been discarded by other Zones in the North-Eastern region. These coaches are used for short and long distance trains which are running between Dibrugarh and Guwahati.

We need a wagon factory. Hundreds of bighas of land are lying vacant with Railways. So, a wagon factory at Dibrugarh can be set up easily which we need very badly. We also need a Railway workshop at Amingaon and some Railway industry at Sorbhog and Mariani.

Then, Sir, the BG Extension Programme which was started long back between Rangia and Rangapara has to be speeded up.

I also urge upon the hon. Minister to introduce a Duranto train between Howrah and Guwahati.

I would also like to add here that doubling and electrification of railway lines in North-East should be started forthwith and I request for immediately starting the electrification of first phase line from Dibrugarh to Guwahati.

With these few words, I conclude my speech. I thank you for having given me this opportunity to speak on the Railway Budget.

श्री भगत सहि कोश्यारी (उत्तराखंड): उपसभाध्यक्ष जी, ममता जी का नाश रहता है - मां, माटी, माण्डू - उसमें एक शब्द छपि हुआ रहता है ममता। मैं पछिले दो-तीन वर्षों से ममता जी का रेख बजट देख रहा हूं और मुझे ऐसा लगता है कि जैसे हमारे यहां कुछ लोग तोला पासते हैं और तोले से कहते हैं - मझि बेटा, बोला "राम-राम" और तोला बल्लिकुल "राम-राम" बोलाता है। महोदय, अब आपके करल में ऐसा होला है या नहीं, हमारे यहां से ऐसा होला है। मझि बेटा बोला "राम-राम" और तोला "राम-राम" बोलने लगता है। अगर पछिले तीन वर्षों की मैं इनकी कतिब देखूं और इनका बजट देखूं, उसमें देखें तो कोई बहुत minor change ही होगा, बाकी तो as it is लगता है कि तोला "राम-राम" ही बोला रहा है उसमें भी ममता जी जैसी, जमिकी माण्डू के लए, माटी के लए इतना प्रेम हो, उनके बजट में अगर कोई नवीनता न हो... (व्यवधान)... अगर मेरी बात सुन लेंगे तो अच्छा रहेगा क्योंकि मैं किसी एक क्षेत्र के लए नहीं बोला रहा हूं। मेरा अनुरोध यह है, ममता जी ने अपने भाषण में दो कविताएं बोली हैं - एक पर तो मुझे बहुत कष्ट हुआ कि ममता जी जैसी, जमिको हम बंगाल की शरनी कहते हैं - उन्होंने कहा कि "हम आह भी भरते हैं तो हो जाते हैं बदनाम।" ममता जी, अगर आप शुरू में ही आह भरकर बदनाम होने की बात बोलेंगी, तो फरि राइटर्स बल्लिडंग जाने की बात हम कहां से सोचेंगे? कहीं न कहीं मुझे ऐसा लगता है ममता जी बड़ी मजबूर हैं और उनके रेखवे के बजट भाषण में कोई नवीनता है ही नहीं, पर मैं उस वषिय में नहीं जाऊंगा। हमारी माननीय मंत्री महोदया ने कहा है - "सरहद पर मरने वाला हर वीर था भारतवासी, जो शहीद हुए हैं उनकी जरा याद करो कुर्बानी।" मैं ममता जी के बहुत सारे वषियों पर नहीं जाना चाहता।

हमारे माननीय नेता वेंकैया जी ने काफ़ी वषियों पर कहा है

और बाकी माननीय सदस्य भी बोझ रहे हैं , तो ममता जी ने जो कहा है , मैं सोचता हूँ , यह रेखा के लिए नहीं , यह मेरी पार्टी के लिए नहीं ... यह लोक सभा , राज्य सभा या पार्लियामेंट के लिए नहीं है , शायद संपूर्ण देश के लिए है। जो ममता जी बोली हैं , अगर केवल इसी पर फोकस करके हिन्दुस्तान का बजट बनाया जाता तो बहुत अच्छा होता। मैं समझता हूँ कि वे ऐसा केवल मनोरंजन के लिए नहीं बोली होंगी , उनके मन में कोई पीड़ा होगी , सरहद के प्रति उनके मन में कहीं न कहीं एक इच्छा होगी , जिसके कारण वे ऐसा बोली हैं। अगर वास्तव में वे दखि से इस बात को बोली हैं , तो मेरा माननीय मंत्री जी से यह कहना है कि सारे रेखा बजट को देखने के बाद ऐसा लगता है - हमारे यहां संस्कृत में एक श्लोक है , कहा जाता है कि “सर्वदेव नमस्कारम् केशवम् प्रतिगच्छति ” आप ईश्वर कहिए , अल्लाह कहिए , ईसा कहिए , राम कहिए , वह सब केशवम् प्रतिगच्छति हैं वह सब केशव हो जाता है - ऐसा लगता है कि सारे रेखा बजट में , जो कुछ भी ममता जी कह रही हैं , वह सर्व रेखा बजटम् , कोसकाता प्रतिगच्छति है , ऐसा लगता है कि जब कोसकाता के प्रति ही जा रही हैं , बंगाल के प्रति जा रहा है। बंगाल के प्रति जाए , अच्छी बात है , मुझे कोई कष्ट नहीं है। महोदय , मैं बंगाल के ऋणको जनता हूँ।

मैं मानता हूँ कि जसि “वन्दे मातरम् ” को हम लोग बोझते हैं - अब तो “वन्दे मातरम् ” बोझने में भी कुछ लोगों को बड़ा कष्ट होता है - लेकिन जसि “वन्दे मातरम् ” के कारण से इस देश को आज़ाद कराया गया , वह “वन्दे मातरम् ” का नाश , वह उद्धोष , बंकिमचन्द्र चट्टोपाध्याय ने बंगाल से दया। वे बंगाल के लए अगर कुछ करती हैं तो मुझे अच्छा लगेगा। मैं जब दक्षिणेश्वर मंदिर में जाता हूँ , तो मुझे बहुत कष्ट होता है , कालीघाट में जाता हूँ तो मुझे बड़ा कष्ट होता है कि वहां हमारी माताएं -बहनें कसि प्रकार से भीख मां गती हैं। इसलिए अगर आप बंगाल के लए कुछ करें , तो मुझे कोई कष्ट नहीं है , वह देश का भाग है , जसिको आप माटी कहते हैं , मां कह रहे हैं। मैंने दो साल पहले भी बोला था कि ममता जी , जहां , कसि भी मंझी के लए सारे देश के लए , देश की जनता के लए ममता का होना जरूरी है , वहीं समता भी बहुत जरूरी है। सारे बजट को देखने के बाद मुझे ऐसा लगता है कि यह केवल एकांगी है और पूरे देश का वचिर करके , जसि सरहदों की बात ममता जी ने कही है , मैं समझता हूँ कि सबसे कम बजट अगर कसि को मल्लि है तो वह हर्मुदुस्तान की सरहदों को मल्लि है। मैं ममता जी से कहना चाहूंगा कि आप राइटर्स बल्लिडिंग को जाएं , बहुत अच्छी बात है , लेकिन मुझे तो ऐसा लग रहा है कि कहीं न कहीं आपका जो बजट है , वह इतना एकांगी है , इतना पार्सियल है कि उसे देखकर ऐसा लगता है कि आपका जो सपना है , वह उस राइटर्स बल्लिडिंग के portico में पहुंचने से पहले कहीं डीरेल न हो जाए।

उपसभाध्यक्ष महोदय , ममता जी कतिना समय अपने डिमिटमेंट में ध्यान देती हैं , उसके बारे में मैं आपके माध्यम से सदन में एक चट्टी पढ़ना चाहता हूँ। मैं बहुत छोटा सा उदाहरण दे रहा हूँ। मेरे पास अभी तीन दसि पहले एक चट्टी आयी। यह 21 फरवरी की चट्टी है और यह कसि डिप्टी जनरल मैनेजर ने लखी है। उन्होंने कहा है कि “I am glad to inform you that the hon. Minister for Railways has nominated you as member of the Zonal Railway Users Consultative Committee of the Northern Railway for the term 16.09.2009 to 15.09.2011.” यानी सत्तिम्बर , 2009 से लेकर सत्तिम्बर , 2011 तक मुझे एक Zonal Railway Users Consultative Committee का सदस्य बनाया गया , जसिके बारे में उन्होंने मुझे 21 फरवरी को एक चट्टी लखी , जो मुझे 28 फरवरी , 2011 को मल्लि रही है। इससे यह पता चलता है कि आखिर आपका डिमिटमेंट और आपकी दुरंतो कतिनी

जल्दी दौड़ रही है। मैं समझता हूँ कि इससे बढ़िया उदाहरण और कुछ नहीं हो सकता है। हम सबके मन में आपके प्रति बहुत आदर है, लेकिन मैं इतना जरूर कहूँगा कि अगर इस प्रकार की स्पीड आपके यहां है कि आप 2009 में हमें नियुक्त कर रहे हैं और फरवरी, 2011 में मुझे बाकायदा एक चिट्ठी के द्वारा सूचना मलि रही है तो मैं सोचता हूँ कि ... (व्यवधान) ...

श्री एस.एस. अहलुवालिया (झारखंड): रठियर होने के टाइम।

श्री भगत सहि कोशियारी: रठियरमेंट के पांच - छः महीने पहले अगर आप मुझे इस चिट्ठी को दे रहे हैं तो आपका वभिग कसिना efficient है, यह पता लगता है। सर, हमारे यहां एक कहावत है कि चाबल पका है या नहीं पका है, यह एक दाढ़े से पता लग जाता है।

आप लोग भात खाते हैं, हम पहाड़ के लोग भी बहुत खाते हैं। चाबल का पता एक चाबल से लग जाता है, तो इससे पता लग जाता है कि हमारा रेल वभिग कसि हसिब से चल रहा है। आपने सरहदों की बात कही है, मैं आपसे नविदन करना चाहता हूँ, माननीया मंत्री जी, आपका यह रकिर्ड हमारे पास है, हर साल आप इसको देती हैं, 2011 में और 1950 में अगर हम देखें तो साठ वर्षों में मुश्किल से दस हजार या ग्या रह हजार किलोमीटर रेल लाइन बनाई है। मैं इस बारे में केवल आप ही को दोष नहीं दे रहा हूँ, और भी मंत्री रहे हैं,

हमारी सरकार भी रही है और यह एक चत्ति का वषिय है हमारे देश के लखि। माननीय उपसभाध्यक्ष जी, मैं आपको चाइना का उदाहरण देता हूँ। चाइना के अंदर पछिले से पछिले साल दस हजार किलोमीटर रेल लाइन एक साल में बनी है और पछिले 5 सालों में 70 हजार किलोमीटर रेल लाइन चाइना ने बनाई है। अब आप कल्पना कीजिए, हम सरहदों की बात कर रहे हैं, सरहदों पर जो बलिदान हो रहे हैं उनका गुण गा रहे हैं, बहुत अच्छी बात है कि हम उनको याद कर रहे हैं, लेकिन आपकी सरहद कैसे सुरक्षित होंगी। ऐसा लगता है कि आपने सारा खजाना एक इलाके के लखि लुटा दिया और सरहदों के लखि आपने कत्तिना पैसा दिया है। मैं आपसे नखिदन करना चाहता हूँ कि आज चाइना के लोग कहां तक आ गए, जरा देखिए। कौन सा... (व्यवधान) ... यहां मंकी महोदया को सुनने दीजिए, मैं कम से कम जब तक बोझू। मैं केवल एक क्षेत्र वशिष के लखि नहीं बोझ रहा हूँ महोदय, मैं आपके माध्यम से पूरे देश के लखि नखिदन कर रहा हूँ कि... (व्यवधान) ...

कुमारी ममता बनर्जी : आप बोझो लेकिन ऐसा मत कहो ... (व्यवधान) ...

श्री भगत सिंह कोश्यारी : जो आपसे बात कर रहे हैं मैं उनके लखि बोझ रहा हूँ, दीदी आप नाराज मत होइए। आप क्यों इतनी जल्दी नाराज होती हैं। वैसे मेरे पर तो नाराज आपको होना नहीं चाहिए।

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) : आपके सिर्फ़ चार मिनट बाकी हैं। ... (व्यवधान) ...

SHRI S.S. AHLUWALIA: Ministers are talking. ... (Interruptions) ...

SHRI BHAGAT SINGH KOSHYARI: After all, Ministers are talking throughout. ... (Interruptions) ... They can consult, I know it. ... (Interruptions) ...

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) : वे सुन रही हैं। ... (व्यवधान) ...

SHRI BHAGAT SINGH KOSHYARI: They are diverting the attention of the Minister. ... (Interruptions) ...

SHRI S.S. AHLUWALIA: He is mentioning about Dayanidhi Maran and S.S. Palanimanickam. ... (Interruptions) ... They are not here at all. ... (Interruptions) ... They are not here at all. ... (Interruptions) ...

Why are they disturbing? ...(*Interruptions*)... They are talking here.
...(*Interruptions*)... He is mentioning that. ...(*Interruptions*)...

श्री भगत सहि कोश्यारी : मान्यवर , मेरा आपसे नविदन यह है
कि आखिर चाइना ... (व्यवधान) ...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Only half a minute.

श्री भगत सहि कोश्यारी : आज चाइना दुनिया की सबसे ऊँचाई पर, ग्यारह सौ किलोमीटर से ज्यादा , आज ल्हासा से होते हुए नेपाल के बोर्डर पर रेल ला रहा है , चुम्बी वैली सक्किम तक चाइ ना की रेल आ रही है। लेकिन हमारे यहां क्या स्थिति है ? मैं आपसे नविदन करता हूं कि आपने अच्छे भी काम किये हैं। अभी मैं कोंकण गया था , मैं सोचता हूं कि कोंकण में जो रोरो पद्धति नकिली है , आप उसका पूरा उपयोग करें , अच्छी बात है। तो इस तरह से आपके बहुत अच्छे भी काम हैं। लेकिन मेरा नविदन यह है कि जो अच्छे काम हैं , रोरो पद्धति से आपने पूरे देश में क्यों नहीं किया। वहां गाड़ियों की सफाई के लिये मुझे कोंकण के लोग दिखा रहे थे। कोंकण में 760 किलोमीटर तक इतने टनल बनाकर के काम किया गया है। आखिर मेरा आपसे नविदन यह है कि ये टनल बनाकर के ... (व्यवधान) ...

उपसभाध्यक्ष (प्रो . पी . जे . कुरियन) : सर्फि एक मनिट।

श्री भगत सहि कोश्यारी : सर, मैं अपने समय पर खत्म करूंगा। मेरे नेता ने मुझे जतिने टाइम के लिए कहा है उतना ही लूंगा। मामनीया मंत्री जी, मेरा नविदेन यह है कि बल्लिसपुर से लेकर लेह तक जो नई लाइन बनने वाली है इसमें प्रगति कुछ नहीं हुई, आपने 190 नई रेल लाइनों का पछिली बार सर्वे के लिए कहा था। लेकिन टनकपुर से हमारी सीमा पर बागेश्वर तक कब पहुंचेगी और वह ऋषिकेश से कर्णप्रयाग तक कब पहुंचेगी ? इसके लिए आपने कोई पैसे का इंजाम नहीं किया है। केवल आपने पेज नम्बर 27 पर लिख दिया है जिसमें आपने बताया है कि हम 12वीं योजना में शुरू करेंगे। तो कौन सी करेंगे, कतिनी करेंगे, यह नहीं बताया है। मैं आपसे नविदेन करता हूँ ... (व्यवधान) ...

उपसभाध्यक्ष (प्रो . पी . जे . कुरियन) : अब खत्म करो।

श्री भगत सहि कोश्यारी : आप चिन्ता न करें। मुझे मेरे नेता ने जतिना कहा है उतना ही समय लूंगा।

उपसभाध्यक्ष (प्रो . पी . जे . कुरियन) : आप 5.00 बजे खत्म करिए।

श्री भगत सहि कोश्यारी : आपने सरहदों की बात कही है। मेरा आपसे नविदेन यह है कि एक भी ट्रेन मुम्बई से लेकर काठगोदाम तक नहीं जाती है।

उपसभाध्यक्ष (प्रो . पी . जे . कुरियन) : आप खत्म करिए। आप बैठ जाइए।

श्री भगत सहि कोश्यारी : मेरा आपसे अनुरोध है कि मुम्बई से काठगोदाम तक एक ट्रेन चलाई जाए।

उपसभाध्यक्ष (प्रो . पी . जे . कुरियन) : आप बैठ जाइए। बस अब 5.00 बज गए हैं।

श्री भगत सहि कोश्यारी : मामनीय उपसभाध्यक्ष जी, आपका बहुत-बहुत धन्यवाद।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, this speech is over. The House is adjourned to meet tomorrow at 11.00 a.m.

The House then adjourned at one minute past five of the clock till eleven of the clock on Friday, the 4th March, 2011