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22 March, 2012  
2 Chaitra, 1934 (Saka)

PARLIAMENTARY DEBATES  
**RAJYA SABHA**  
OFFICIAL REPORT

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## RAJYA SABHA

*Thursday, 22nd March, 2012/2nd Chaitra, 1934 (Saka)*

The House met at eleven of the clock,

MR. CHAIRMAN in the Chair.

### ORAL ANSWERS TO QUESTIONS

MR. CHAIRMAN : Question No. 121 ...(*Interruptions*)...

#### Allocation under SC/ST Sub-plan

\*121. SHRI D. RAJA :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether it is a fact that out of Rs. 1,94,391 crore allotted to Scheduled Caste and Scheduled Tribe Sub-Plan during the Eleventh Five Year Plan period, only Rs. 94,176 crore was allocated;

(b) if so, the details thereof;

(c) the reasons for tardy implementation of the schemes under SC Sub-Plan and remedial measures proposed to be taken;

(d) whether the plan allotment under SC Sub-Plan has been diverted to any other programmes of Government; and

(e) if so, the details thereof?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MUKUL WASNIK) : (a) to (e) A Statement is laid on the Table of the House.

#### *Statement*

(a) No, Sir.

(b) Does not arise.

(c) There have been certain systemic deficiencies in the implementation of Scheduled Caste Sub Plan (SCSP) guidelines, which are now being addressed. This includes reflecting SCSP allocation separately under the relevant minor head "789" in the Detailed Demand for Grants of the concerned Ministries / Departments.

(d) and (e) There are no reposted instances of diversion of allocation made under SCSP in respect of Central Ministries/Deptts.

### RE. SUSPENSION OF QUESTION HOUR

श्री प्रकाश जावडेकर (महाराष्ट्र) : सभापति जी, हमने क्वेश्चन ऑवर सरस्पेंशन का नोटिस दिया है ...*(व्यवधान)*...

MR. CHAIRMAN : Sorry. Question Hour can't be suspended ...*(Interruptions)*...  
No newspapers, Please ...*(Interruptions)*... No newspapers, Please ...*(Interruptions)*...

श्री मुख्तार अब्बास नकवी (उत्तर प्रदेश) : एक और कोयला घोटाला ...*(व्यवधान)*...

श्री शिवानन्द तिवारी (बिहार) : सभापति जी, इसके बारे में हमें कोई आश्वासन दिया जाए ...*(व्यवधान)*...

MR. CHAIRMAN : Tiwariji, please ...*(Interruptions)*... आप क्या कहना चाहते हैं ...*(व्यवधान)*... This is not fair ...*(Interruptions)*... Please ...*(Interruptions)*... Mr. Raja, your question ...*(Interruptions)*...

SHRI D. RAJA (Tamil Nadu) : Yes, Sir ...*(Interruptions)*...

श्री मुख्तार अब्बास नकवी : सभापति जी, आकाश से लेकर पाताल तक घोटाला ...*(व्यवधान)*...

श्री शिवानन्द तिवारी : सभापति महोदय ...*(व्यवधान)*...

श्री सभापति : आप यह विषय बाद में उठाइए ...*(व्यवधान)*... अभी इसका वक्त नहीं है ...*(व्यवधान)*...

श्री प्रकाश जावडेकर : सभापति जी, 70 हजार करोड़ का ...*(व्यवधान)*...

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) : You can't raise the issue without the permission of the Chair ...*(Interruptions)*...

श्री शिवानन्द तिवारी : देश में एक और घोटाला हुआ है और हम लोग चुपचाप बैठें ...*(व्यवधान)*...

MR. CHAIRMAN : You can't raise unsubstantiated matters ...*(Interruptions)*...  
No ...*(Interruptions)*...

श्री शिवानन्द तिवारी : चुप क्यों बैठें ...*(व्यवधान)*... हम लोग इस सदन में क्यों आए हैं? ...*(व्यवधान)*... हम लोगों को बताया जाए ...*(व्यवधान)*... इनकी हम लोगों के प्रति जवाबदेही बनती है ...*(व्यवधान)*...

श्री सभापति : तिवारी जी, आप बैठ जाइए ...*(व्यवधान)*... आप प्लीज़ बैठ जाइए ...*(व्यवधान)*...

श्री शिवानन्द तिवारी : यह 2 जी स्पेक्ट्रम घोटाले में भी हुआ था ...*(व्यवधान)*... आज वे लोग जेल में हैं ...*(व्यवधान)*... यह घोटाला सारे घोटालों का बाप है ...*(व्यवधान)*... इसके बाद हम चुपचाप नहीं बैठ सकते हैं ...*(व्यवधान)*... प्रधान मंत्री जी यहाँ मौजूद हैं, वे इसके बारे में स्पष्टीकरण दें ...*(व्यवधान)*...

MR. CHAIRMAN : I am sorry ...*(Interruptions)*... No, newspapers are allowed ...*(Interruptions)*... You can't display banners ...*(Interruptions)*...

श्री प्रकाश जावडेकर : सभापति महोदय ...*(व्यवधान)*...

MR. CHAIRMAN : Please sit down ...*(Interruptions)*... Please sit down ...*(Interruptions)*... You can't raise matters in this manner ...*(Interruptions)*...

श्री शिवानन्द तिवारी : सभापति जी, हम लोग मानने वाले नहीं हैं ...*(व्यवधान)*... इस पर कोई सवाल नहीं है ...*(व्यवधान)*... प्रधान मंत्री जी यहाँ मौजूद हैं ...*(व्यवधान)*... प्रधान मंत्री जी इस पर स्पष्टीकरण दें ...*(व्यवधान)*... हाउस नहीं चलेगा ...*(व्यवधान)*... इस तरह से लूट हो और हम लोग चुप रहें, यह देश के प्रति अपराध होगा ...*(व्यवधान)*...

MR. CHAIRMAN : The House is adjourned for fifteen 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. SUSPENSION OF QUESTION HOUR (*Contd.*)

MR. CHAIRMAN : Let us proceed with Question No. 121 ...*(Interruptions)*...

श्री प्रकाश जावडेकर : सर, आज के अखबार में एक न्यूज आया ...*(व्यवधान)*...

श्री एम. वेंकैया नायडु (कर्णाटक) : सर, उनको बोलने दीजिए ...*(व्यवधान)*...

श्री शिवानन्द तिवारी : सर, प्रधान मंत्री जी यहाँ बैठे हैं ...*(व्यवधान)*... हम उनसे गुज़ारिश करेंगे ...*(व्यवधान)*...

MR. CHAIRMAN : Tiwarji, please ...*(Interruptions)*... I request you ...*(Interruptions)*...

श्री शिवानन्द तिवारी : सर, प्रधान मंत्री जी देश के नेता हैं ...*(व्यवधान)*... वे यहाँ सदन में बैठे हैं ...*(व्यवधान)*... सदन उत्तेजित है ...*(व्यवधान)*... मैं माँग करूँगा ...*(व्यवधान)*... गुज़ारिश करूँगा ...*(व्यवधान)*...

SHRI M. VENKAI AH NAIDU : Shri Prakash Javadekar has raised the issue. Let the Prime Minister respond ...*(Interruptions)*...

MR. CHAIRMAN : You cannot raise unsubstantiated matters here ...*(Interruptions)*...

श्री शिवानन्द तिवारी : जो उन्होंने अनौपचारिक ढंग से कहा, उसको kindly कह दें ...*(व्यवधान)*... यह शोभा नहीं देता ...*(व्यवधान)*...

श्री सभापति : बैठ जाइए, प्लीज़ ...*(व्यवधान)*... बैठ जाइए ...*(व्यवधान)*...

श्री शिवानन्द तिवारी : प्रधान मंत्री को प्रधान मंत्री की तरह एक्ट करना चाहिए। सदन उत्तेजित है ...*(व्यवधान)*... वे यहाँ मौजूद हैं ...*(व्यवधान)*...

श्री सभापति : आप बैठ जाइए ...*(व्यवधान)*... Please sit down ...*(Interruptions)*...

श्री शिवानन्द तिवारी : हम हाउस को disturb नहीं करना चाहते ...*(व्यवधान)*...

MR. CHAIRMAN : The House is adjourned till 12.00 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**

**Import of Cheap Aviation Fuel**

\*122. SHRI BALWINDER SINGH BHUNDER :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether Government has permitted import of aviation fuel by Indian carriers;
- (b) if so, the details in this regard;
- (c) to what extent the imported fuel would be cheaper than the Indian Aviation Turbine Fuel (ATF); and
- (d) whether it is going to help the aviation industry?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) Yes, Sir. Directorate General of Foreign Trade has allowed import of ATF by or on behalf of airlines as actual users and on actual use basis.

(c) and (d) The price of ATF in other countries is much less compared to the price of ATF in India. Sourcing of ATF through direct import has the potential to lower the overall procurement cost of ATF by airlines.

**Financial Assistance to Economically Backward Classes**

\*123. SHRI KANWAR DEEP SINGH :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

- (a) whether Government has any plan to provide financial assistance to the children of Economically Backward Classes (EBCs) in the shape of stipends for school and higher education, including hostel facilities and overseas scholarships; and
- (b) if so, the details thereof?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MUKUL WASNIK) : (a) and (b) The Central Government is taking the following steps by way of supporting education of children of economically backward classes :

- (i) 3600 Kasturba Gandhi Balika Vidyalayas (KGBVs) have been sanctioned as residential upper primary schools for girls from disadvantaged sections. 8% of the enrolment of KGBVs in 2010-11 was a girls belonging to below poverty line (BPL) families which were not SC, ST, OBC or Muslims.

A sum of Rs. 3,000 is deposited in the name of all girls who pass Class VIII examination from a KGBV and enroll in Class IX in Government, Government-aided and local body schools, which they are entitled to

withdraw, with interest, on reaching 18 years of age and passing Class X examination.

- (ii) Central assistance has also been released for construction of 538 hostels for girls of Secondary and Higher Secondary Schools, including those from BPL families.
- (iii) 1 lakh scholarships of Rs. 6000 per annum are awarded to meritorious students of economically weaker sections (having annual parental income up to Rs. 1.5 lakh) for study in Classes IX-XII in Government-aided and local body schools.

#### **Role of NYK Clubs in PYKKA Project**

\*124. SHRI MANI SHANKAR AIYAR :

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

- (a) the role of clubs belonging to the Nehru Yuva Kendra (NYK) Sangathan in the administration of Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA);
- (b) the arrangements being made for encouraging trained sports coaches at PYKKA sites; and
- (c) the arrangements being made to co-ordinate policy and implementation between the Department of Sports and the Ministry of Panchayati Raj in New Delhi, as well in the States, to ensure that Panchayat NYK clubs are made full stakeholders in PYKKA projects?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN) : (a) PYKKA scheme provides that clubs of Nehru Yuva Kendra Sangathan (NYKS) will be one of the implementing agencies of PYKKA at village/block panchayat level.

(b) Community sports volunteers known as 'Kridashrees' engaged under PYKKA are managing the sports activities in the PYKKA playfields in village/block panchayats. They undergo one week intensive training course.

(c) General Council of PYKKA, chaired by the Union Minister of Youth Affairs and Sports and co-chaired by the Union Minister of Panchayati Raj, is the highest policy making body for implementation of the PYKKA scheme. Secretary of the Ministry of Youth Affairs and Sports and the Secretary, Ministry of Panchayati Raj are Chairperson and Co-chairperson, respectively of the Executive Committee of PYKKA which approves action plans for implementation of the PYKKA scheme in the States/UTs. Secretaries of Department of Sports and Youth Affairs and the Department of Panchayati Raj from selected States/UTs are members of the Committee. Director General, NYKS is a member of the General Council as well as of the Executive



Committee. PYKKA scheme is being administered at village/block panchayats through the State Governments. Village/block panchayats may involve 'NYK clubs' to manage the sports activities in their PYKKA playfields.

### **Impact of Iran Problem**

\*125 SHRI RAM KRIPAL YADAV :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether Government is studying the impact of Iran problem on our country;
- (b) if so, the sectors, which would directly or indirectly be affected due to this;
- (c) the steps that have been taken by Government to deal with any adverse impacts on our country in the future; and
- (d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA) :

(a) to (d) Government is studying the impact on India of the problems that have arisen due to imposition of sanctions against Iran.

The UN sanctions against Iran call for restricting transfers relating to technology and items relating to the nuclear and missile fields to Iran. Apart from UN sanctions, other countries/group of countries like US/EU have imposed unilateral sanctions on Iran. The sanctions imposed by US and EU on Iran target its alleged nuclear weapons programme. These sanctions have specifically targeted Iran's banking and oil sectors, which have an impact on bilateral trade, particularly in the energy sector. Iran is an important source of oil for India. Indian companies have faced difficulties in making payments for crude oil and other imports from Iran through international banking channels.

Government implements its obligations under the UN Security Council Resolutions on Iran. We continue to maintain that we are bound by UN sanctions and unilateral sanctions imposed by countries or group of countries should not impact legitimate trade relations with Iran. India is in discussions with Iran to ensure prompt settlement of payments and uninterrupted supply of crude oil. Moreover, to strengthen the country's energy security and to reduce its dependence on any particular region of the world, India has been consciously trying to diversify its sources of crude oil imports to ensure energy security for the country.

### **Report of Restructuring of SCSP/TSP**

\*126 DR. BHALCHANDRA MUNGEKAR :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

- (a) the stand of the Ministry on the Planning Commission Task Force Report on the restructuring of Scheduled Caste Sub-Plan (SCSP)/Tribal Sub-Plan (TSP)

exempting several Union Ministries from making financial provision for the SCSP/TSP;

- (b) whether the Ministry has taken up the matter to the Planning Commission;
- (c) if so, the response of the Planning Commission; and
- (d) if not, the reasons therefor?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MUKUL WASNIK) : (a) to (d) Planning Commission has accepted the recommendation of the Task Force set up by it to the effect that obligation of various Central Ministries under Scheduled Caste Sub-Plan (SCSP)/Tribal Sub-Plan (TSP) should be fixed in a differentiated manner, looking to the nature of their work.

It is quite appropriate to fix Ministry-wise obligation to earmark less or more than population-proportionate outlay under SCSP such that, over-all outlay under SCSP is population-proportionate.

#### **Steel Production in Plants**

\*127. SHRI R.C. SINGH :

Will the Minister of STEEL be pleased to state :

- (a) whether even after six years of MoU for setting up of steel plants in the country, production has not started in any of the plants;
- (b) if so, the reasons therefor;
- (c) whether the Ministry has stipulated any time-frame for starting the production;
- (d) if so, the details thereof and if not, the reasons therefor; and
- (e) the role of the Ministry with regard to the MoU and commencement of production?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA) : (a) No, Sir. As per the available information, a number of new steel capacities have come into operation. The steel capacity in the country has increased from 56.84 MTPA (March, 2007) to about 88 MTPA presently.

(b) Question does not arise.

(c) to (e) Steel is a de-regulated sector. Ministry of Steel does not stipulate any time frame for starting production in the individual steel units. It is purely project specific outcome which depends on many factors like availability of finance, conditions of the market and other techno-commercial parameters in addition to progress on the fronts of land acquisition, raw material linkages, forest and environment clearances etc.

Memorandum of Understanding (MoU) is purely an understanding between the concerned State Government and the respective steel investors. Government of India has no role to play in it.

However, an Inter-Ministerial Group (IMG) has been set up in the Ministry which is vested with the job of monitoring and co-coordinating the issues concerning major steel investments.

#### **Connectivity of Domestic and International Flights from Punjab**

\*128. SARDAR SUKHDEV SINGH DHINDSA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether any request has been received from the State Government of Punjab to start direct domestic flights from Amritsar and Chandigarh to Nanded in Maharashtra and international flights from the upcoming airport at Mohali to provide better air connectivity for the Punjab diaspora visiting their home State; and

(b) if so, the action taking by Government in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) Yes, Sir. Punjab Government has requested to start flights to Nanded from Amritsar and Chandigarh.

At present, no scheduled domestic airline is operating air service from Amritsar/ Chandigarh to Nanded. However, the request of Punjab Government is under examination. Presently Mohali is not designated as an international airport.

Operations in domestic sector have been deregulated and flights are being operated by concerned airlines on the basis of commercial viability subject to adherence of Route Dispersal Guidelines. Government has laid down Route Dispersal Guidelines with a view to achieve better regulation of air transport services taking into account the need for air connectivity of different regions of the country including North-East region. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability while complying with Route Dispersal Guidelines.

#### **Reform in Institution of Lokayukta**

\*129. SHRI BAISHNAB PARIDA :

Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that the institution of Lokayukta is sorely in need of reform;

(b) whether it is a fact that there is a need for a uniform law in order to make the institution more effective and strong in all the States;

(c) whether it is also a fact that there is great focus on setting up a strong Lokpal at the Centre but there is no clamour for effective Lokayuktas in States; and

(d) if so, the steps Government is taking to rein in States to have effective and strong Lokayuktas in the States?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY) : (a) to (d) The institution of Lokayukta was established in many States following recommendations of the First Administrative Reforms Commission (ARC) which visualized these institutions to be forum to the people to effectively ventilate the grievances, allegations and ensure independent and impartial justice against administrative excess while the Second ARC recommended that the jurisdiction of Lokayukta should extend to only cases involving corruption and they should not look into general public grievances.

2. The issue of uniform law for Lokayukta was deliberated in the special sitting of the Parliament on 27th August, 2011, and the "Sense of the House" on this issue stating, *inter alia*, the 'Establishment of Lokayuktas in the States' was communicated to the Department Related Parliamentary Standing Committee on Personnel, Public Grievances, Law and Justice. The Committee found merit in the suggestion for a single comprehensive federal enactment dealing with Lokpal and State Lokayuktas. After deliberating on the recommendations of the Department Related Parliamentary Standing Committee, the Central Government introduced a comprehensive "The Lokpal and Lokayuktas Bill, 2011" on 22.12.2011 in Lok Sabha to establish Institution of Lokpal at Centre level and a uniform Institution of Lokayuktas in all the States. "The Lokpal and Lokayuktas Bill, 2011" has been passed by Lok Sabha on 27.12.2011 and is presently pending in Rajya Sabha.

#### **Refusal of Illegal Migration by Bangladesh**

\*130. SHRI KUMAR DEEPAK DAS :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that Bangladesh has officially refused to acknowledge the illegal migration of Bangladeshis to India;

(b) if so, the details of steps taken to redress the issue in the bilateral understanding between both the countries;

(c) whether Government would make efforts to deal with the issue of illegal migration amicably by both sides; and

(d) if not, the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S. M. KRISHNA) :  
(a) to (d) The issue of illegal migration from Bangladesh is regularly discussed at relevant bilateral meetings, including the Joint Working Group on Security, Director General level talks between the Border Security Force (BSF) and Border Guard Bangladesh (BGB), Home Secretary level talks and Home Minister level consultations. India and Bangladesh have put in place mechanisms, including a Coordinated Border Management Plan, to address issues arising from illegal border crossings and incidents on the border and to enhance cooperation between the border guarding forces of the two countries. The two sides are also cooperating in identifying vulnerable patches along the border and taking appropriate steps to prevent illegal activities, including illegal movement across the border. Any Bangladesh national apprehended for illegal stay in India, is deported back to Bangladesh after observing due procedures as per existing law.

#### **Sexual Abuse of Orphan Children**

131. SHRI RAJKUMAR DHOOT :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

(a) whether it is fact that recently sexual abuse of orphan children at an orphanage in the national capital amidst suspicion of a sex racket thriving there, was discovered;

(b) if so, the details thereof;

(c) whether it is also a fact that such sexual abuse of children is prevalent in most of the orphanages and shelter homes in the country whether run by Government or by charities; and

(d) if so, the stringent measures Government proposes to take to prevent such abuse of orphans in the country?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) and (b) As per the information received from Government of NCT of Delhi three cases of sexual abuse have come to the notice of the Government of NCT of Delhi in Arya Orphanage, 1488, Pataudi House, Darya Ganj, Delhi. However, there is no information regarding any sex racket.

(c) No, Sir. However, isolated incidents of sexual abuse of children in the Homes have been reported.

(d) Section 34(3) of the JJ Act provides for mandatory registration of all child care institutions (CCIs) housing children in need of care and protection with the intent of enforcing minimum standards of care, under the Act and Rules there-under, for the

services provided for children in these Homes. The JJ Act and Central Model Rules there-under provide for mechanisms for stringent monitoring of quality of services through Child Welfare Committees and inspection committees set up by the State Government at State, district and city levels. Further, the Rules provide for setting up of Children's Committees in every institution which is, inter-alia, also encouraged to report incidents of abuse and exploitation, if any. Besides Rule 60 of the Model Rules framed under the JJ Act prescribes comprehensive measures to respond in case of any kind of abuse, including sexual abuse, neglect and maltreatment is noticed in the CCI.

To ensure that children in all the Homes receive the best of care, and are not subject to abuse and neglect, the Ministry of Women and Child Development has been strongly urging the State Government/UT Administrations from time to time to identify and register all Child Care Institutions (CCI) under the Juvenile Justice (Care and Protection of Children) Act, 2000 (JJ Act).

Further, with a view to protect children, including children in the Homes, from sexual abuse, the Government has introduced 'The Protection of Children from Sexual Offences Bill' in the Parliament in 2011 which provides for stringent punishment for perpetrators of such crimes.

#### **Children in Government Observation Homes**

132. SHRIMATI VASANTHI STANLEY :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

(a) whether it is a fact that children are kept in Government observation homes for more than four months in Tamil Nadu, which is against the Juvenile Justice Act, 2000; and

(b) will the Central Government would help the State Government dispose of cases related to children of other nationalities and disabled children at the earliest?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) Section 14(1) of the Juvenile Justice (Care and Protection of Children) Act, 2000 (JJ Act) mandates the Juvenile Justice Boards (JJB) to complete the enquiry in respect of a child in conflict with law within a period of four months. However, this section also allows the JJBs to extend the period beyond four months in special cases with recorded reasons. Children who have not been released on bail are required to stay in the observation home during the pendency of the enquiry.

As per information furnished by State Government of Tamil Nadu most of the children in conflict with law in the State have been granted bail by the concerned Juvenile Justice Board (JJBs) without any loss of time and, thus, there are only a few children staying in Observation Homes in Tamil Nadu for more than four months.

(b) As per information furnished by State Government of Tamil Nadu, no children of foreign nationality or disabled children have been apprehended by the police in the State of Tamil Nadu, in the recent past.

#### **Sail taking over of Brahmini Steel**

\*133. SHRIMATI GUNDU SUDHARANI :

Will the Minister of STEEL be pleased to state :

(a) whether Steel Authority of India Limited (SAIL) has come forward to take over Brahmini Steel in Cuddapah District of Andhra Pradesh;

(b) if so, the details of the proposal forwarded by SAIL;

(c) in what manner, SAIL is planning to go ahead in this regard since Brahmini has not shown any inclination to start the project and also failed to meet the deadline of December, 2009 to commence its operations;

(d) whether any consultations have been held in this regard with the State Government of Andhra Pradesh; and

(e) if so, the details thereof?

THE MINISTER OF STEEL (SHRI BENI PRASD VERMA) : (a) to (e) The Steel Authority of India Limited (SAIL) has registered its interest with Government of Andhra Pradesh in September, 2011 for acquisition of Brahmani Steel Ltd. and associated mines or any other land bank with iron ore mines in Andhra Pradesh. Future course of action by SAIL will be decided on receipt of response from the Govt. of Andhra Pradesh.

#### **Sexual Harassment at Work Place**

134. SHRI RAMA CHANDRA KHUNTIA :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

(a) whether Government proposes to bring a legislation to stop sexual harassment at work place and abuse of sexual harassment of children; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) and (b) The 'Protection of Women against Sexual Harassment at Workplace Bill, 2010 was introduced in the Lok Sabha on 07.12.2010. It seeks to provide protection to women against sexual harassment at all workplaces both in the public and private sector, whether organised or unorganised. It provides for prevention and redressal of complaints of sexual harassment. Women who are employed as well as those who enter the workplace as

clients, customers or apprentices besides the students and research scholars in colleges and universities and patients in hospitals are sought to be covered under the proposed legislation.

The Bill casts a responsibility on every employer of a workplace, except in respect of workplaces employing less than 10 persons, to constitute an Internal Complaints Committee to enquire into complaints and recommend action, if the charges are proved. In respect of workplaces employing less than 10 persons, Local Complaints Committees constituted by the District Officers are responsible for taking similar action.

The employers are responsible for facilitating the enquiry process and taking steps for awareness generation, prevention and deterrence. They are also required to regularly report on cases filed and disposed for better enforcement of the law. The proposed Bill provides for penalties in case of non-compliance of these duties. The Bill seeks to put in place appropriate monitoring mechanism.

The Protection of Children from Sexual Offences Bill, 2011 was introduced in Rajya Sabha on 23.03.2011 to address sexual abuse and exploitation of Children. The Offences covered under the Bill include penetrative sexual assault, sexual assault, sexual harassment and child pornography. Aggravated situations, including commission of an offence by a person in a position of trust or authority of a child, call for more stringent provisions. The proposed Bill aims to protect the child's right to privacy and confidentiality. It is expected that enactment of this Bill will contribute to the safety and security of children and protect them from sexual assault, harassment and exploitation.

### **Combining of AI Flights**

\*135. PROF. P. J. KURIEN :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that many of the airlines in the country, including Air India, have either cancelled or combined a large number of flights, causing inconvenience to the passengers;

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

(c) the action proposed to be taken by Government to ensure prompt and convenient services by the airlines?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) Generally, scheduled airlines operate their flights as approved. However, at times the flights are cancelled due to weather, technical, operational, commercial and miscellaneous reasons which are beyond the control of the airlines.

During the period of Oct. 2011 to Jan. 2012, total no. of 3309 flights were cancelled by scheduled domestic airlines. The details are as under :



Month	No. of Cancellation
October 2011	728
November 2011	614
December 2011	934
January 2012	1033
Reasons of Cancellation	Percentage
Technical	12.8%
Operational	9.6%
Weather	33.6%
Commercial	6.0%
Miscellaneous Reasons	38.0%

(Miscellaneous reasons includes airport restrictions, flights disruptions, non-availability of aircraft, bird hits etc.)

(c) DGCA undertakes regular monitoring of schedule integrity and from time to time takes up the matter with concerned airlines. Additionally, DGCA has issued regulations on "Facilities to be provided to passengers by airlines due to denied boarding, cancellation of flights and delays in flights" which is being strictly monitored by DGCA for their compliance by airlines.

#### **Action against Airlines**

136. SHRI SANJAY RAUT :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that the Directorate General of Civil Aviation (DGCA) has passed strictures against certain airlines of lapses in airplane maintenance and crew numbers that affect safety;

(b) whether it is a fact that some airlines are compromising on airplane maintenance and crew numbers due to lack of funds or poor financial management; and

(c) if so, the strict action DGCA is taking against defaulting airlines by withdrawing their licence and thus protecting human lives.

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (c) The Directorate General of Civil Aviation (DGCA) has conducted financial surveillance from safety perspective of scheduled domestic airlines viz. Air India, Air India Express, Alliance Air, Jet Airways, JetLite, Kingfisher Airlines, Spicejet, Go Air, IndiGo and Blue Dart in November-December 2011. Some discrepancies have been observed in

the audit such as delay in incident reporting and investigation, crew scheduling, training related aspects, Flight Operations Quality Assessment (FOQA) exceedences, grounding of Airbus aircraft, shortage of Commanders, pilots etc.

All the airlines have been asked by DGCA to address the discrepancies in a time bound manner. Their compliance is being closely monitored by DGCA.

#### **Maltreatment with Indian Diplomats**

\*137. SHRI MOHAMMED ADEEB :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the names of the countries in which Indian diplomats have been maltreated and the details thereof; and

(b) the steps taken by the Central Government to prevent recurrence of such mistreatment and the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S. M. KRISHNA) :

(a) and (b) The information is being compiled and will be laid on the Table of the House.

#### **Time-Frame to complete the Projects**

\*138. SHRI BHARATHSINH PRABHATSINH PARMAR :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) the projects implemented by the National Highways Authority of India (NHAI) and expected time-frame to complete the projects in Gujarat State as on date;

(b) the details thereof;

(c) whether NHAI is in the process to link Shirdi of Maharashtra State with Gujarat by National Highway as a large number of pilgrims are visiting Shirdi from Gujarat State;

(d) the details thereof; and

(e) the action that has been taken by the Ministry in view of the fact that the construction work of NH-6 is very slow particularly in Gujarat State due to inefficiency of concessionaire?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C. P. JOSHI) : (a) and (b) The details of projects completed and under implementation with target date of completion by NHAI in the state of Gujarat is given in the Statement (*See below*)

(c) and (d) At present there is no proposal to connect Shirdi in the State of Maharashtra with Gujarat by National Highway. However, pilgrims can visit from Gujarat through NH-6 and NH-3 (upto Malegoan) which is nearest place to Shirdi.

(e) Review Meetings are held by NHAI with the Concessionaire and Independent Engineer of the project to expedite the progress of 4-laning work in Surat-Hazira Section of NH-6 in the State of Gujarat.

**A. List of Completed Projects by NHAI in the State of Gujarat**

Sl. No.	Name of the Project	NH No.	Total Length (in km.)
1	2	3	4

**1. NHDP Phase-I & II :**

**(a) Golden Quadrilateral (GQ)**

1.	4-laning of Himatnagar-Chiloda UG-IV section	8	52
2.	4-laning of Surat (Chalthan) - Atul section	8	79.60
3.	4-laning of Atul - Kajali section	8	38.60
4.	4-laning of Ratanpur - Himatnagar (UG-III) section	8	54.60
5.	4-laning of Ahmedabad-Vadodara Expressway Phase-I section	8	43.40
6.	4-laning of Ahmedabad-Vadodara Expressway Phase-II section	8	50.00
7.	4-laning of Ahmedabad Bypass section	8	15.00
8.	4-laning of Vadodara-Surat section	8	152
9.	Chalthan-Wagaldhara Section	8	55.6
10.	Wagaldhara-Kajali (MH-Guj border)	8	38.6
11.	Kajali-Manor Section	8	58
12.	Manor-Dahisar Section	8	62.4

**(b) On East-West Corridor**

1.	4-laning of Palanpur-Dessa (EW-11/GJ) section	14	22.70
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1	2	3	4
2.	4-laning of Ribda to Gondal section (EW-10/GJ) section	8B	17.00
3.	4-laning of Abu Road Deesa section near Palanpur (EW/1) section	14	10.00
4.	4-laning of Bamanbore - Rajkot section	8B	31.00
5.	4-laning of Garamore - Bamanbore section	8A	71.40
6.	4-laning of Jetpur - Bhiladi (Pkg-II) section	8B	64.50
7.	4-laning of Deesa to Radhanpur (Pkg-VI) section	14	85.40
8.	4-laning of Radhanpur to Gagodhar (Pkg-V) section	15	106.20
9.	4-laning of Rajkot Bypass & Gondal Jetpur (Pkg-VII) section	8B	36.00
10.	4-laning of Biladi to Porbandar (Pkg-I) section	8B	50.50
11.	4-laning of Palanpur to Swaroopganj (42 km. in) Raj & 34 km. in Guj.) section	14	34
12.	4-laning of Rajkot to Ribda section	8B	15
13.	4-laning of Gagodhar to Garamore (Pkg IV) section	15 & 8A	90.3
<b>2. NHDP Phase V :</b>			
1.	6-laning of Vadodara to Bharuch Section BOT-Pkg-I Section	8	83.3
2.	6-laning of Bharuch to Surat Section BOT-Pkg-II Section	8	65
<b>3. Port-Connectivity :</b>			
1.	4-laning of Gandhidam-Samakhiali section (Pkg-I, Pkg-II and Pkg-III)	8A	56.16

**B. List of Projects Under Implementation by NHAI in the state of Gujarat****1. NHDP Phase-III :**

Sl. No.	Section	NH No.	Expected date of completion	Total Length (in km.)
1	2	3	4	5
1.	4-laning of Gujarat - Maharashtra Border - Surat - Hazira Port section	6	September, 2012	132.9
2.	Ahmedabad - Godhra	59	May, 2013	117.60
3.	Godhra to Gujarat / Madhya Pradesh Border	59	September, 2013	87.285
4.	Kandla - Mundra Port	8A Extn.	July, 2013	71.40
5.	Four/Six laning of Jetpur - Somnath Section of NH-8 from Km 0/0 to Km. 127/0 in the state of Gujarat.	8D	October, 2014	127.00

**2. NHDP Phase-V :**

1.	6-laning of Surat - Dahisar section	8	October, 2012	239 (118.20 in Gujarat & 120.77 in Maharashtra)
2.	6-laning of Samakhiali - Gandhidham section	8A	March, 2013	56.16
3.	6-laning of Kishangarh-Udaipur-Rajasthan / Gujarat border-Ahmedabad section	8	June, 2015	555.50 (121.685 km. in Gujarat)
4.	6-laning of Ahmedabad - Vadodara Section	8	June, 2015	102.300

**Special Package for Development in Bihar**

\*139. SHRI SABIR ALI :

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 Bihar;

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

(c) whether Government has received any request from the State Government of Bihar, and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR) : (a) and (b) A Special Plan for Bihar is under implementation since the beginning of the Tenth Five Year Plan to bring about improvement in infrastructure (power, road connectivity, irrigation, forestry and watershed development). An allocation of Rs. 1000 crore per annum was being made for the Special Plan during the Tenth Five Year Plan period after approval of the scheme in 2003-04. The same allocation was approved to be made during the Eleventh Plan period. This allocation was enhanced to Rs. 2000 crore for 2010-11 and Rs. 1470 crore for 2011-12. The estimated cost of all the projects approved for funding under the Special Plan is Rs. 8753.01 crore against which an amount of Rs. 7285.65 crore has been released till the end of 2010-11.

(c) and (d) A request has been received from the State Government of Bihar to continue the Special Plan for Bihar in the Twelfth Five Year Plan with an allocation of Rs. 4000 crore per annum during the period.

#### **Creches for Working Mothers**

\*140. SHRIMATI SMRITI ZUBIN IRANI :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

(a) the total number of creches sanctioned and actually created for working mothers under the Rajiv Gandhi National Creche Scheme for the Children (RGNCSC) during the last three years and the current year, state-wise;

(b) whether there has been a gap between the sanctioned and the created strength of creches during the above period; and

(c) if so, the details thereof, State-wise, and the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) The State-wise details of functional creches during the last three years and the current year under Rajiv Gandhi National Creche Scheme (RGNCSC) is given in the Statement (*See* below). New creches have not been sanctioned by the Government during the last three years and the current year.

(b) and (c) The scheme envisages implementation through the Central Social Welfare Board (CSWB), Indian Council for Child Welfare (ICCW), and Bharatiya Adim Jati Sevak Sangh (BAJSS). The creches run by BAJSS were transferred to

CSWB with effect from 18th November, 2008 due to complaints of irregularities in the management of creches. A number of these creches could not be made functional after the transfer. The case for inquiry into the allegations of irregularities in the running of creches by BAJSS has been sent to the Central Bureau of Investigation.

Further, the implementing agencies have, from time to time, closed down creches for various reasons, including non-performance, resulting in further reduction in number of creches during the period.

***Statement***

*State-wise Details of Functional Creches During the Last Three Years and the Current Year under RGNCS*

Sl.No.	Name of the State/UT	No. of creches functional during the year			
		2008-09	2009-10	2010-11	2011-12
1	2	3	4	5	6
1.	Andhra Pradesh	3102	2694	2247	2247
2.	Andaman & Nicobar	102	102	59	59
3.	Bihar	1330	1191	1013	1013
4.	Chandigarh	95	95	89	89
5.	Chhattisgarh	1043	848	940	1190
6.	Delhi	685	661	375	343
7.	Dadra & Nagar Haveli	9	0	0	11
8.	Daman & Diu	5	0	0	0
9.	Goa	68	68	37	37
10.	Gujarat	1354	1187	1028	1202
11.	Haryana	830	646	598	588
12.	Himachal Pradesh	784	708	651	651
13.	Jammu & Kashmir	846	711	592	595
14.	Jharkhand	848	630	576	576
15.	Karnataka	1592	1384	1084	1084
16.	Kerala	1164	1031	880	880
17.	Lakshadweep	60	60	50	50
18.	Madhya Pradesh	2815	2494	2044	2295

1	2	3	4	5	6
19.	Maharashtra	2397	1969	1704	2090
20.	Orissa	1204	929	621	707
21.	Pondicherry	277	195	144	142
22.	Punjab	383	383	323	323
23.	Rajasthan	1189	859	718	723
24.	Tamil Nadu	1576	1483	1277	1277
25.	Uttar Pradesh	2167	1965	1689	1687
26.	Uttarakhand	646	509	577	577
27.	West Bengal	1636	1390	1149	1209
28.	Assam	983	746	584	625
29.	Arunahcal Pradesh	340	249	211	211
30.	Manipur	514	421	366	375
31.	Meghalaya	232	169	155	165
32.	Mizoram	308	283	228	248
33.	Nagaland	212	159	136	144
34.	Tripura	410	397	329	247
35.	Sikkim	212	169	125	125
	Additional*	300	0		0
	Total	3511	2593	2134	2140
GRAND TOTAL		31718	26785	22599	23785

\* Additional creches allocated for camps, displaced & settled groups, denotified UTs, HIV/Sex workers, North East Region [NER].

## WRITTEN ANSWERS TO UNSTARRED QUESTIONS

### Training to deal Emergencies / Natural Calamities

931. SHRI P. RAJEEVE :

Will the PRIME MINISTER be pleased to state :

(a) whether staff at nuclear power plants is given training to deal with emergencies/natural calamities such as earthquakes/tsunamis;



(b) if so, the details of the training programmes that have been conducted till date from 2004 onwards, year-wise and plant-wise; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY) : (a) Nuclear Power Corporation of India Limited (NPCIL) has a structured training programme for training the plant personnel on various plant procedures including Emergency Operating Procedures (EOP) for handling off-normal conditions. The emergency procedures include contingencies arising out of floods, tsunamis, cyclonic storms, earthquakes and fire.

(b) The relevant training programmes on EOPs for off-normal conditions are regularly conducted in batches to the plant personnel at all the nuclear power plants. Retraining on these topics is also imparted regularly to the operation personnel as a part of the licensing process. On an average, at every site five training programmes in this regard have been conducted every year since 2004.

(c) Does not arise.

#### **Steps to Allay Fears of Nuclear Plants**

932. SHRI A. ELAVARASAN :

Will the PRIME MINISTER be pleased to state :

(a) whether strong protests at proposed nuclear power plants in Kudankulam and Jaitapur, Nuclear Power Corporation of India Ltd. (NPCIL) has begun a concerted nation-wide campaign to allay public fears about radiation and its linkage with health hazards such as cancer;

(b) if so, the details thereof;

(c) whether this marks a change of stance by the company as it seeks to restart the work at its plants and Government pushes to continue the opening up India's nuclear power industry; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY) : (a) and (b) Nuclear Power Corporation of India Limited (NPCIL) has scaled up its public outreach activities in a structured manner by adopting a multipronged approach to allay the apprehensions of the people living around Kudankulam, Jaitapur and other nuclear power plant sites in the country regarding safety of nuclear power, radiation and health etc. Towards this, interactive sessions with press, students, villagers have been held and correct information is being disseminated through TV channels, radio, newspapers, pamphlets etc.

(c) While pursuing nuclear power programme the government has always attached highest importance to safety, security & livelihood of people of the neighbourhood. India's energy needs are very large. Nuclear energy will play a major

part in future for achieving energy security of the country. India's nuclear policy has not undergone any change.

- (d) Does not arise.

#### **Study of Safety Issues of Kudankulam Power Plant**

933. SHRI T. M. SELVAGANAPATHI :

Will the PRIME MINISTER be pleased to state :

(a) whether the high level experts panel set up by Government to study the entire gamut of safety issues related to the Kudankulam Nuclear Plant Project have rejected the possibility that radiation from functioning nuclear power plants across the country would increase cancer and birth deformity cases;

- (b) if so, the details thereof;

(c) whether similar studies have been undertaken in respect of other nuclear plants in the country on the same issue; and

- (d) if so, the results of such studies?

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

(b) The group of experts from diverse fields, namely academicians, scientists, engineers, radiation experts and doctors etc. constituted by the Central Government to study entire gamut of safety issues related to Kudankulam submitted its report in December 2011. It has concluded that incidence of cancers and birth defects is not increased due to radiation from operating nuclear power plants. It has also been conveyed that the people living around Kudankulam nuclear power plant need not be apprehensive as the operation of the plant would not give rise to any deleterious health effects.

- (c) Yes, Sir.

(d) The studies have found that there has not been any rise in cancer morbidity, birth defects or other ailments and there is no significant change in radiation level in the environment compared to the base line data collected before operation of nuclear power plant.

#### **Uranium in Ground Water in Punjab**

934. SHRI H. K. DUA :

Will the PRIME MINISTER be pleased to state :

(a) whether Government is aware of the Bhabha Atomic Research Centre's (BARC) report confirming traces of uranium in ground water in several districts of southern Punjab;

- (b) if so, the details thereof;
- (c) whether some research has been carried to find out whether this is the cause of high prevalence of cancer in the region;
- (d) whether BARC has confirmed that the high prevalence of cancer is the cause of the presence of uranium in the sub-soil water in the region; and
- (e) the steps Government is going to take to ensure that the presence of uranium does not affect either the crops or the health of the people of the region?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY) : (a) Yes Sir, Bhabha Atomic Research Centre (BARC) in collaboration with Guru Nanak Dev University (GNDU), Amritsar has analysed uranium content in water from four districts (Bhatinda, Mansa, Faridkot and Ferozpur) of Punjab state. Elevated levels of uranium were found in some of the water samples.

(b) In the study being carried out by BARC in collaboration with GNDU since Sept. 2009, uranium content of 520 water samples collected from four districts (Bhatinda, Mansa, Faridkot and Ferozpur) of Punjab State was measured. Uranium concentration in these water samples ranged from 2.1 - 644 ppb (microgram per litre).

In a new study, BARC has collected 92 water samples from remaining thirteen (13) districts (Taran Taran, Moga, Barnala, Sangrur, Ludhiana, Fatehgarh Sahib, Mohali, Ropar, Nawanshehar, Hoshiarpur, Gurdaspur, Amritsar and Pathankot) for the assessment of uranium content. These samples were collected and analysed under a collaborative project with GNDU. The uranium content in these samples varied from 0.1-153 ppb (microgram per litre).

(c) and (d) BARC has not carried out such study related to high prevalence of cancer in the region.

Linking of increase of cancer to the level of uranium or other heavy metals in ground water requires epidemiological studies. Such epidemiological studies can be undertaken by the population based cancer registry at Patiala under the national cancer registration programme. If needed, help of Epidemiology Division of Tata Memorial Centre (TMC), Mumbai could be sought.

Several studies focusing on health effects have been carried out in Finland among people who use their drilled wells as sources of drinking water, which is having uranium concentrations much higher than that observed in Malwa region. These include case-cohort studies of uranium intake and risks of leukemia, stomach, and urinary tract cancers as well as chemical toxicity studies of uranium intake and renal and bone effects. Nevertheless, none of the human studies reported so far has shown a clear association between chronic uranium exposure and cancer risk, clinical symptoms, or toxicity.

(e) Studies are carried out to ascertain the effect of uranium in ground water on agricultural crops and consequent health effect.

#### **Commissioning of Kudankulam Nuclear Plant**

935. SHRI M. P. ACHUTHAN :

SHRI D. RAJA :

Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that the Kudankulam nuclear plant in Tamil Nadu could not be commissioned as scheduled in December 2011 due to agitation by the local people on safety grounds;

(b) if so, the details thereof; and

(c) the measures being taken to allay their apprehension fully before it is commissioned?

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

(b) Following the protests at the site, requisite number of employees of Nuclear Power Corporation of India Limited (NPCIL) & its contractors have not been able to enter the project site. Work has been halted since October 2011.

(c) The Government set up an expert group comprising 15 members having expertise in diverse fields relevant to nuclear and radiation safety, seismology, health, ecology, oceanography, fisheries etc. to interact with the spokespersons of the people of the region to address all their legitimate concerns. The group has met the state government officials and local spokespersons nominated by the government of Tamil Nadu and conclusively addressed all the legitimate and genuine apprehensions of the people. DAE/NPCIL has also embarked upon a focused outreach programme in areas around Kudankulam nuclear power project using a multi-pronged approach to allay the apprehensions of the people protesting against the startup of the project. The efforts in this regard are continuing and will be further enhanced.

#### **Research Project in Gujarat**

936. SHRI PARSHOTTAM KHODABHAI RUPALA :

SHRI BHARATSINH PRABHATSINH PARMAR :

Will the PRIME MINISTER be pleased to state :

(a) the research projects implemented or in process by Bhabha Atomic Research Centre (BARC) within last three years in Gujarat State;

(b) the amount of funds that has been allocated in this regard; and

(c) whether BARC extends research collaborative in field of Agriculture with Navsari Agriculture University for joint research for mangoes by using atomic methods?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY) : (a) Research & Development activities pertaining to the activities of Department of Atomic Energy (DAE) are being pursued in various universities / academic institutions in different states of the country by sponsoring R&D projects through the Board of Research in Nuclear Science (BRNS). As a part of this programme since 2005, 37 R&D projects were sponsored in the Gujarat State. Out of these, 17 projects were sponsored during the last three years. Besides R&D projects, BRNS also provides grant for conducting national/international seminars conferences across the country. In Gujarat state, in the last three years, about 14 conferences were provided grant by BRNS;

In addition to above, studies on radiation based induced mutagenesis for crop improvements along with conventional breeding have been underway at BARC, Mumbai since several decades. Using both mutation and recombination breeding in groundnut, BARC has developed 14 groundnut varieties and are released and notified for commercial cultivation across the country. As a part of this, five varieties namely TAG 24, Somnath, TG 26, TG 37A and TPG 41 were released for Gujarat through active collaboration with Directorate of Groundnut Research (DGR), Indian Council of Agricultural Research (ICAR), Junagadh and Junagadh Agricultural University, Junagadh. Besides, recently released varieties like TG 38, TLG 45 and TG 51 (released elsewhere) are also popular among Gujarat farmers. These activities were continued in Gujarat State during the past three years.

New groundnut breeding lines of BARC having disease resistance are evaluated by Agricultural Research Station, Talod, Gujarat. Recently, Navsari Agricultural University, Navsari has undertaken evaluation of advanced breeding lines of groundnut at four regional research stations. BARC is actively collaborating with Agricultural Universities at Junagadh and Anand for some of these activities.

(b) For the BRNS sponsored R&D projects in Gujarat State, an amount of Rs. 89.30 lakh was allocated during 2009, 2010 & 2011 and Rs. 12.65 lakh towards conducting national/international conferences during 2010, 2011 & 2012.

(c) BARC would extend research collaboration in the field of agriculture with Navsari Agriculture University, if a specific proposal which is scientifically worth pursuing, is received.

#### **Protest against Kudankulam Nuclear Plant**

937. SHRI GOVINDRAO ADIK :  
SHRI BAISHNAB PARIDA :

Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that the Prime Minister's charge that civil society groups

were misusing funds from America and other western countries to stoke protests at the Kudankulam nuclear plant;

- (b) if so, the details thereof;
- (c) whether the Russian stand has been vindicated; and
- (d) by when, the plant would become operational?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY) : (a) to (c) There are reports about some organizations diverting funds for purposes other than the permitted use of foreign funds. These matters are being investigated.

(d) The government is making all efforts to normalize the situation to enable early restart of the work on the project. The date of plant becoming operational can be assessed after normalization of the situation.

#### **Harrassment to the Passengers in Flights**

938. SHRI D. RAJA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government's attention has been drawn to the two recent incidents, one the case of a women passenger with cerebral palsy was rudely deplaned by a Spice Jet flight and in another case a women suffering from muscular dystrophy was harassed by Jet Airways functionary, not recognizing and respecting the human rights of the disabled people and flouting the DGCA's guidelines in this regard; and

(b) if so, the details thereof and what action is taken against these two Airways?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) Three cases of harassment faced by physically challenged passengers were reported to the Director General of Civil Aviation (DGCA), two in the year 2011 and one in 2012. The details and Action Taken report on these cases are given in the Statement (*See below*). No such case reported to the DGCA against Jet Airways during the period.

DGCA has issued Civil Aviation Requirement (CAR) on "Carriage of Passenger by air with disability and/or with reduced mobility", which is being strictly adhered to by the airlines. The said CAR is available on DGCA website. Violation of the provisions of CAR is punishable under the Schedule VI of the Aircraft Rules, 1937.

#### ***Statement***

*Details and A.T.R. on the three cases of harassment faced by physically challenged passengers*

1. On 10th May 2011, Mrs. Mansuri Shabana and Master Mansuri Lukmaan (Child) were travelling alongwith an infant on Kingfisher Airlines flight on Ahmedabad-

Mumbai-Goa sector. They were handed over to the crew on board operating the flight at Ahmedabad. At Mumbai, the ground staff met the passengers on arrival and boarded them on the connecting flight to Goa. On this flight the set of cabin crew realized that the blind passenger was accompanied by an infant and a child. The same was reported to the commander and the ground staff that this carriage was not permissible on safety grounds. The passenger later travelled by Spicejet flight.

The matter was taken up by Directorate General of Civil Aviation (DGCA) with airlines, Kingfisher Airlines has taken following corrective actions to avoid recurrence of such incidents :

- (a) The crew and the concerned ground services staff at Ahmedabad have been issued warning letters and have been strongly briefed.
- (b) A reiteration of the carriage policy for such travel has been circulated to all concerned.

2. Sh. Mohammed Asif Iqbal (Disabled from Eyes) faced harassment while travelling on Kingfisher Airlines flight IT 3571 on 30th May 2011 at Patna airport. An indemnity bond was obtained from him.

Matter was taken up with Airlines by DGCA. As an immediate action, Kingfisher Airlines have terminated all staff involved, including the Airport Manager at Patna airport. In view of this, Kingfisher Airlines reiterated the guidelines to all airports indicating following :

- (a) A blind guest who has no medical complications and is perfectly capable of taking care of his/her personal needs must be accepted on Kingfisher flights and is not required to sign an Indemnity form.
- (b) Such a guest is allowed to travel alone and no companion/escort is required to travel along.
- (c) Staff should treat such guest with special care and be sensitive to their needs.
- (d) In the event of flight disruptions, staff should ensure that these guests are handled with priority.

3. Ms. Jeeja Ghosh, a person with cerebral palsy, was de-boarded from the Spicejet flight SG-803 at Kolkata on 19.02.2012. Matter was taken up with Spicejet who informed that when the passenger Ms. Jeeja Ghosh reported at the check-in counter for her board card, she did not declare herself to be a person with any disability or with reduced mobility. She was provided assistance to board the flight. As informed by Spicejet, while being seated, the cabin crew observed froth, saliva with traces of blood oozing out of Ms. Jeeja Ghosh's mouth with her hands folded in an abnormal manner and she was also not in position to respond to the Cabin Crew's questions. Accordingly, the matter was reported to the Pilot-in-Command (PIC) and a decision was taken to deboard Ms. Jeeja Ghosh on account of her medical condition.

Matter was taken up by DGCA with the airlines. To avoid recurrence of such incidents, Spicejet has re-examined the responsibilities of the pilot-in-command with reference to the provisions of the applicable Civil Aviation Requirements and he is being counseled to display more empathy to deal with such situation in future. Spicejet has also informed that they are issuing necessary instructions to reinforce the existing procedures on handling of persons with disability.

In this regard, a meeting on the rights of passengers with disability and reduced mobility was held on 12.03.2012 under the Chairmanship of Joint Secretary, M/o Civil Aviation. It was decided that a Committee will be constituted under the chairmanship of JS, MoCA with representatives of stake holders as members to look into the best practices in the world on the matter, latest UN/ICAO guidelines on dealing with air travel of persons with disabilities and give a suggestion for appropriate modifications of the CAR concerned and for the improvement of designs of airline websites, accessories and facilities/infrastructure etc. especially meant to facilitate comfortable air travel for the persons with disabilities.

#### **Construction of Multi-Storied Building near Palam Airbase**

939. SHRI MOHAMMED ADEEB :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether it is a fact that large scale construction of multi-storied buildings near Palam airbase is underway;
- (b) whether the No Objection Certificates (NOCs) for the buildings have been obtained;
- (c) if not, the action taken against the owners of these buildings; and
- (d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) Some constructions of multi-storied buildings near IGI Airport, Delhi are underway at the Hospitality District of Delhi International Airport Ltd. (Aero City).

- (b) Yes, Sir.
- (c) and (d) No applicable.

#### **Investigation of Irregularities in Flying School by CVC**

940. SHRI A. A. JINNAH :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Central Vigilance Commission (CVC) is looking into alleged irregularities by some flying schools operational across the country for violating norms and causing a loss of about Rs. 190 crore to the exchequer;



(b) if so, the details thereof and whether the CVC has written to the Ministry of Civil Aviation to get the matter investigated and submit its report; and

(c) if so, the details thereof and the follow up actions taken by Government?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (c) Based on the investigation report submitted by the Chief Vigilance Officer in the Directorate General of Civil Aviation (DGCA) regarding alleged irregularities in various flying schools, the CVC has directed this Ministry to fix responsibility of officials of DGCA and Airports Authority of India (AAI) in the matter. The observations of the CVC in the matter have been examined and it has been decided to :

- (i) suspend three officials of DGCA alleged to have been involved in preparation of the list of flying schools; and to initiate disciplinary proceedings against the three officials; and
- (ii) to request the CVC to let the matter be further investigated by this Ministry as two organisations i.e. the DGCA and the AAI are involved in the matter.

#### **Air Service Agreements with Foreign Countries**

941. SHRIMATI VASANTHI STANELY :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government has been successful in utilising the 109 bilateral air services agreements that India has with foreign countries in the last few years and the details thereof; and

(b) the measures Ministry has taken to ensure that the agreements are utilised to their full capacity?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) Bilateral Air Services Agreements concluded with various foreign countries provide the legal framework for operations of air services between countries. Indian carriers are free to mount services from any point in India to foreign destinations as per the respective bilateral air services arrangements. However, actual operations is always guided by its commercial judgement.

#### **Misuse of Logbook by the Pilots**

942. SHRI M.V. MYSURA REDDY :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it has come to the notice of the Minister that many pilots have fudged their logbook and increased the number of flying hours in connivance with Director General of Civil Aviation (DGCA);

- (b) if so, the names of such pilots and DGCA officials;
- (c) whether any enquiry has been ordered in this regard;
- (d) if so, the outcome of such enquiry; and
- (e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (e) No, Sir. Only cases of bogus entries in the flying book of trainee pilots by Chief Flying Instructor of Rajasthan Flying School, Jaipur were reported by Anti-Corruption Bureau (ACB), Rajasthan. CPL issued to 19 pilots has been suspended. List of the pilots suspended is given in the statement.

**Statement**

*List of the Suspended Pilots*

Cases of bogus entries in the flying log book of trainee pilots by Chief Flying Instructor of Rajasthan Flying School, Jaipur were reported by Anti-Corruption Bureau (ACB), Rajasthan. On the basis Preliminary report received from Anti Corruption Bureau, Rajasthan Licences of following pilots have been suspended by DGCA :

Sl.No.	Name of Pilot	Licence No.	Date of Suspension of Licence
1	2	3	4
1.	Ms. Nidhi Vashisth	CPL 6436	03-02-2010
2.	Sh. Rahul Yadav	CPL 5322	26-11-2010
3.	Ms. Malini M.R.	CPL 9304	11-01-2011
4.	Ms. Priyata Sharma	CPL 5363	11-01-2011
5.	Sh. Rakesh Mehta	CPL 6324	11-01-2011
6.	Ms. Pallavi Hemand Sherje	CPL 6800	11-01-2011
7.	Shri Sahil Malik	CPL 8986	11-01-2011
8.	Shri Mahavir Singh Beniwal	CPL 1376	11-01-2011
9.	Sh. Mohinder Kumar	CPL 1225	15-12-2010
10.	Sh. Anuj Kumar	ATPL 3962	22-03-2011
11.	Sh. Amit Mundra	ATPL 4312	22-03-2011
12.	Sh. Sanjeev Gupta	CPL 6618	22-03-2011
13.	Sh. Nitin Jain	CPL 4882	22-03-2011

1	2	3	4
14.	Sh. Rajesh Mirani	CPL 4883	22-03-2011
15.	Sh. Sumit Jain	CPL 7471	12-05-2011
16.	Sh. Ankur Garg	CPL 5894	10-08-2011
17.	Sh. Siddharth Lochab	CPL 6078	10-08-2011
18.	Sh. Rohan Saxena	CPL 5522	10-08-2011
19.	Sh. Pawan Dilawar	CPL 5409	10-08-2011

**Salary Structure of Cabin Crew of Air India**

943. SHRI RAMA CHANDRA KHUNTIA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the salary structure and allowances given to the Cabin Crew of Air India, Air India Express Ltd., Alliance Airlines and the number of regular and contractual Cabin Crews that are working in the above stated three companies; and

(b) whether it is a fact that even though all three companies are public sector companies, their pay structure and allowances are different and there is serious discrimination towards the Cabin Crew of Air India Express Ltd. although the company is making profit?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) The salary structures of the Cabin Crew of Air India are governed by the wage agreement entered into with the respective unions and they are appointed on a permanent basis. Whereas, the Cabin Crew of Air India Express & Alliance Air are appointed on a contractual basis for fixed period of three years at a fixed pay-scale. The total number of Cabin Crew in Air India, Alliance Air and Air India Charters Limited are 3210, 246 and 494 respectively. The details of the salary structures and allowances of the Cabin Crew are given in the statement.

*Statement*

*Details of the Salary Structure and Allowances of the Cabin Crew*

**1. Pay & Allowances at Minimum and Maximum of Pay Scale for Cabin Crew of Air India (Wide Body) as on 01.10.2011**

Salary	Minimum	Maximum
1	2	3
Basic Pay	6575	9275
Dearness Allowance	10296	14525
House Rent Allowance	1973	2783

1	2	3
City Compensatory Allowance	300	300
Kit Maint. Allowance	850	850
Conveyance Allowance	800	800
Cell Phone Calls	500	500
Service Allowance	500	500
Education Allowance	350	350
<b>TOTAL (A)</b>	<b>22144</b>	<b>29882</b>

**B: Flying Allowance (average rate of 70 hours of flying)**

Salary	Minimum	Maximum
Subsistence Allowance	35875	35875
Flying Allowance	17938	17938
<b>TOTAL (B)</b>	<b>53813</b>	<b>33813</b>
<b>TOTAL (A + B)</b>	<b>75957</b>	<b>83695</b>

**2. Pay & Allowances of Cabin Crew of Air India Limited (Narrow Body)  
E/W NACIL (I) as on 31.03.2011**

Designation	Cabin Crew
1	2
Pay-Scale (Revised)	5720-8200
Pay & Allowances	5720
V.D.A. 141.5%	8094
HRA	1716
CCA	200
Telephone Allowance*	200
Education Allowance	350
Check Cabin Crew Allowance	150
Special Pay	1360
Positioning Allowance	500
<b>TOTAL</b>	<b>18290</b>

1	2
B(I) Variable PLI	
Flying Allowance (60/75 Hours)	
Rate per hours (Rs. 275)	16500
Total Variable PLI B(I)	16500
B(II) fixed PLI (Fixed Productivity)	750
<b>TOTAL FIXED PLI B(II)</b>	<b>750</b>
<b>TOTAL B(I) + B(II)</b>	<b>17250</b>
<b>TOTAL A - B SALARY ALLOWANCES</b>	<b>35540</b>

#### **Flying Allowance Rates**

Upto 5 Years	275
5-10 Years	350
10-15 Years	600
15-20 Years	650
20-25 Years	750
Above 25 Years	850

\* Telephone allowance of Rs. 100/- p.m. on not having telephone at their residence and Rs. 200/- p.m. on for having telephone at their residence (Fin./Rule/202/809 dt. 16.10.1995). This will not be payable to Cabin Crew, Air Hostess/Steward w.e.f. 1.12.1993 as they will be reimbursed telephone rentals & addl. call charges to a maximum of 125 call (bimonthly).

### **3. Pay and Allowances of Cabin Crew of Alliance Air**

Basic Pay	Rs. 4,000
House Rent Allowance	Rs. 1,200
Kit Maintenance / Uniform Allowance	Rs. 3,000
Medical Allowance	Rs. 700
Retention Bonus to be paid after completion of one year	Rs. 4,500
Flying Allowance upto 60 hrs./month	Rs. 200 per hour
Flying Allowance over 60 hrs./month	Rs. 250 per hour

**4. The Details of the Grade-Wise Salary Structure of Airline Attendants and Other Allowances in AICL is given below :**

Designation	Basic pay Rs.	Conveyance Allowance Rs.	Uniform Maintenance Allowance Rs.	Kit Maintenance Allowance Rs.	Fixed Dearness Allowance Rs.	Fixed Emoluments Rs.	Rate per Flying Hour Rs.	Emoluments based on 80 hrs. flying per month Rs.	Total Emoluments per Month Rs.	Annual increment Rs.
Training	Stipend					8,000				
AA	6,000	500	2,500	3,000	1,500	13,500	200	12,000	25,500	100
Sr. AA	6,000	600	3,000	3,000	2,000	14,600	300	18,000	32,600	200
AAIC	7,000	700	3,500	3,000	2,500	16,700	400	24,000	40,700	300
CAA	8,000	800	4,000	3,000	3,000	18,800	400	24,000	42,800	400

Total number of Airline Attendants in AICL, flying wide-body aircraft, on secondment to Air India, as on October 31, 2011 is 283.

The details of the grade-wise salary structure of Airline Attendants and other allowances, while on secondment to Air India, is given below:

Year of Contract	Basic per Months (Rs.)	Conveyance Allowance Rs. (Rs.)	Uniform Maintenance Allowance (Rs.)	Kit Maintenance Allowance (Rs.)	Fixed DA per month (Rs.)	Total Fixed Emoluments (Rs.)	+ Flying allowance @ 60 hrs flying pm Min. Max	+ Subsistence Allowance @ 60 hrs flying pm Min. Max	Annual increment (Rs.)
Training	Stipend								
1st to 3rd	6,000	500	2,500	3,000	1,500	13,500	18,630 27,945	9,315 13,973	100

Note : Flying Allowance and Subsistence Allowance is based on actual number of hours flown. Above is indicative figure at 60 hrs of flying.

In addition, the Airline Attendants are also entitled to a Reimbursement of Premium on Medi-Claim upto an amount of Rs. 6,000/- per annum.

**Carbon Tax on Aircraft**

944. SHRI RAJKUMAR DHOOT :  
SHRI SANJAY RAUT :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that European Union recently directed the airlines of India to submit Carbon emission details of their aircrafts and thereafter imposed Carbon tax on these aircrafts;

- (b) if so, the details thereof;
- (c) whether Government proposes to adopt the similar policy on the European aircrafts operating in India; and
- (d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) Though the European Union has directed Indian carriers to submit emission details of their aircraft by 31.03.2012, no Indian carrier is submitting them in view of the position of the Government. Hence the imposition of carbon tax does not arise.

(c) and (d) Pursuan to the adoption of the Moscow Declaration of 22nd February, 2012 by over 30 countries on the European Union-Emission Trading Scheme (EU-ETS), a basket of measures are available to the Government as counter measures, and depending upon EU's consideration of the resolution of the Moscow Declaration, appropriate retaliatory measures would be undertaken by all signatories to the Declaration and also other nations wishing to join.

#### **Renovation of Airports in Tamil Nadu**

945. SHRI N. BALAGANGA :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) the present status of modernisation or renovation or upgradation of airports in the country, particularly in the State of Tamil Nadu;
- (b) the names of airports pending modernisation and the time by which they are likely to be modernised;
- (c) the expenditure incurred thereon along with the allocations made in the budget of the current year for the purpose, airport-wise; and
- (d) the steps taken by Government for early completion of this project?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) Status of modernization/upgradation of airports in the country are given in the Annexure-I [See Appendix 225 Annexure No. 4]

- (c) Details of allocation made in the current year in respect of various airports as well as expenditure thereon upto February 2012 are given in the Statement (See below)
- (d) Continuous monitoring of the ongoing projects is done at the level of Member (Planning) and Chariman, Airports Authority of India and reviewed at Ministry level to ensure that the bottlenecks if any are removed and the projects are completed at the earliest.

**Statement**

*Details of Airport-wise Budget Allocation and Expenditure incurred on Aerodrome Works during the current year 2011-12*

(Rs. in crores)				
Sl.No.	Station	2011-12		Cap. Exp Upto Upto Feb-12
		(BE)	(RE)	
1	2	3	4	5
<b>Eastern Region</b>				
1.	Behala	3.08	2.00	0.64
2.	Bhubaneswar	41.97	29.02	30.22
3.	Cooch Behar	2.00	0.02	0.00
4.	Deoghar	0.05	0.10	0.00
5.	Gaya	2.11	0.04	0.00
6.	Jharsuguda	1.55	0.13	0.00
7.	Malda	0.01	0.01	0.00
8.	Patna	0.01	0.00	0.15
9.	Port Blair	4.51	0.52	0.55
10.	Raipur	42.30	21.13	18.56
11.	Ranchi	36.51	16.07	16.24
12.	RHQ Schemes	28.00	19.96	13.92
TOTAL		162.10	89.00	80.27
<b>North-Eastern Region</b>				
1.	Agartala	9.20	3.32	3.43
2.	Bagdogra	0.70	0.04	0.41
3.	Barapani	10.10	1.77	0.00
4.	Cheithu (Kohima)	0.55	0.05	0.00
5.	Dibrugarh	17.01	2.90	1.11



1	2	3	4	5
6.	Dimapur	2.50	1.02	0.07
7.	Guwahati	3.90	2.62	1.37
8.	Imphal	5.89	4.53	0.19
9.	Itanagar (Arunachal Pradesh)	1.10	0.89	0.00
10.	Jorhat	0.36	0.81	0.25
11.	Kailashahar	0.01	0.00	0.00
12.	Kamalpur	0.01	0.00	0.00
13.	Passighat	0.01	0.00	0.00
14.	Pakyong (Sikkim)	80.00	39.00	43.78
15.	Rupsi	0.01	0.00	0.00
16.	Silchar	7.03	2.65	1.24
17.	Tezu	12.00	2.80	3.26
18.	Tura	0.01	0.01	0.00
19.	Ziro	0.01	0.00	0.00
20.	RHQ Schemes	31.08	28.03	18.61
TOTAL		181.48	90.44	73.72

**Northern Region**

1.	Ajmer	0.50	0.05	0.00
2.	Amritsar	13.62	1.48	4.59
3.	Bikaner	2.00	0.95	0.26
4.	Bhatinda	3.00	2.10	2.20
5.	Chandigarh	9.00	6.30	8.70
6.	Dehradun	1.00	0.05	0.00
7.	Delhi	18.80	1.80	5.55
8.	Halwara	0.01	0.00	0.27
9.	Jaiselmer	12.00	16.43	10.45

1	2	3	4	5
10.	Jaipur	28.21	0.21	0.13
11.	Jammu	9.37	1.97	0.00
12.	Jodhpur	0.10	0.01	0.01
13.	Kanpur	1.00	0.06	0.00
14.	Khajuraho	18.10	6.17	2.87
15.	Kullu	0.50	0.01	0.00
16.	Leh	0.60	0.06	0.00
17.	Lucknow	24.01	17.86	12.91
18.	Mohali (Chandigarh)	5.00	3.40	0.01
19.	Pantnagar	0.10	0.15	0.00
20.	Srinagar	6.00	4.00	1.97
21.	Shimla	1.00	0.01	0.00
22.	Udaipur	0.10	0.01	0.81
23.	Varanasi	6.00	2.52	12.53
24.	RHQ Schemes	32.05	23.30	34.67
TOTAL		192.07	88.90	97.94

**Western Region**

1.	Ahmedabad	23.56	12.60	10.41
2.	Akola	0.05	0.00	0.00
3.	Aurangabad	2.11	0.93	0.00
4.	Belgaum	0.06	0.01	0.00
5.	Bhavnagar	0.02	0.12	0.00
6.	Bhopal	13.05	0.45	2.21
7.	Goa	57.01	49.37	43.56
8.	Gondia	32.10	20.64	18.83

1	2	3	4	5
9.	Indore	15.09	31.74	25.97
10.	Jabalpur	1.12	0.23	0.00
11.	Jalgaon	5.00	27.00	24.51
12.	Jamnagar	0.01	0.06	0.00
13.	Juhu	0.03	0.50	0.00
14.	Kandla	0.01	0.01	0.00
15.	Mumbai	2.60	0.65	0.66
16.	Nagpur	1.01	0.01	3.65
17.	Pune	5.00	2.00	0.06
18.	Rajkot	0.02	0.07	0.00
19.	Surat	8.55	5.10	1.35
20.	Vadodara	10.05	4.02	0.00
21.	RHQ Schemes	28.55	31.56	22.30
TOTAL		205.00	187.07	153.50

**Southern Region**

1.	Agatti	0.30	1.03	0.09
2.	Bangalore	0.10	0.02	0.00
3.	Calicut	0.16	0.31	1.71
4.	Chennai	1.00	2.00	0.98
5.	Coimbatore	10.06	14.47	15.74
6.	Cuddapah	5.50	7.48	4.88
7.	Hubli	0.00	0.04	0.00
8.	Hyderabad	0.01	0.08	0.02
9.	Madurai	3.08	3.62	0.14
10.	Mangalore	0.31	0.03	0.00

1	2	3	4	5
11.	Mysore	2.05	0.89	0.00
12.	Pondicherry	12.01	14.71	4.25
13.	Rajahmundry	10.25	10.00	6.94
14.	Tirupathi	15.50	20.00	13.24
15.	Trichy	0.05	0.10	0.00
16.	Tutucorin	0.02	0.02	0.00
17.	Trivandrum	0.03	7.89	5.62
18.	Vellore	0.01	0.01	0.00
19.	Vijayawada	0.60	0.06	0.03
20.	Vizag	0.00	0.00	0.05
21.	RHQ Schemes	56.46	46.30	27.02
TOTAL		117.50	129.05	80.69

#### Airport Proposals from Odisha

946. SHRIMATI RENUBALA PRADHAN :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) the new airport project proposals for Odisha;
- (b) the present number of air-strips operating in the State;
- (c) whether any survey has been conducted by the Ministry to upgrade the air-strips to make airports; and
- (d) whether there is any proposal to make the airport of Rangeilunda, near Berhampur in Ganjam district with upgrading the air-strip to the airport, which is the longstanding demand of the local people?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) For development of Jharsuguda Airport in phased-manner, initially for ATR 72-500 type of aircraft operations, the State Govt. has been requested to acquire 191 acres (out of total requirement of 412.5 acres) for which State Govt. has already agreed.

(b) Presently, 26 airstrips exist in the State of Odisha. Commercial operations are taking place only at Biju Patnaik Airport, Bhubaneswar.

(c) No, Sir.

(d) No proposal to upgrade the Airstrip at Rangeilunda near Berhampur in Ganjam District has been received.

#### **Cancellation of Flights by Private Aviation Companies**

†947. SHRI BALAVANT ALIAS BAL APTE :

Will the Minister of CIVIL AVIATION be pleased to state

(a) whether various private aviation companies have cancelled their flights to several sectors and are contemplating to increase the fare;

(b) if so, the details thereof and the action taken by Government against such aviation companies;

(c) whether adequate compensation has been given to passengers in such cases;

(d) if so, the details thereof; and

(e) the details of the steps that Government is proposing to take further in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) Scheduled airlines generally operate the flights as approved. However, at times the flights are cancelled due to watch hour restrictions, weather, technical reasons etc. beyond the control of the airlines.

From October 2011 to January 2012, total no. of 3309 flights were cancelled due to reasons such as technical, operational, weather, commercial, airport restrictions, flight disruptions, non availability of aircraft, bird hits etc.

Airfares are not regulated by the Government, air fares are being charged by airlines as per the market forces.

(c) to (e) Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirements 'Section 3, Series M, Part IV regarding "Facilities to be provided to passengers by airlines due to denied boarding, cancellation of flights and delays in flights" which is being strictly adhered to by the airlines.

As informed by scheduled domestic airlines, a total of Rs. 112.02 lakh was paid to passengers as compensation during the period.

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† Original notice of the question was received in Hindi

**Amount to be collected by Air India**

†948. SHRI BALAVANT ALIAS BAL APTE :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) the outstanding amount to be collected by Air India as on 15th March, 2012;
- (b) whether various Ministries of Government and Government agencies are not paying the outstanding amount to Air India;
- (c) if so, the details thereof as on 13th March, 2012, Ministry-wise/agency-wise;
- (d) whether any plan has been made for the realisation of outstanding amount; and
- (e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) The outstanding amount to be collected by Air India from the various Ministries/Departments of Government and Government agencies as on 15.03.2012 is approximately Rs. 574.67 crores.

(b) The bills raised by Air India are being processed by respective Ministries/Offices.

(c) Yes, Sir. Details are given in the Statement. (*See below*)

(d) and (e) Air India has submitted the bills to the respective Ministries/Offices and is pursuing the matter for realisation of due amounts.

**Statement***Amount Due to Air India From Government*

Region	Amount (in Crores)
Northern Region	160.27
Southern Region	13.16
Eastern Region	29.55
Western Region	8.24
Ministry of Defence	13.56
Cabinet Secretary, PMO	200.40
Ministry of External Affairs	71.64
Other Ministries/Departments of Governments of India	77.85
<b>TOTAL</b>	<b>574.67</b>

† Original notice of the question was received in Hindi

**Change in Retirement Rules of Pilots and Others**

949. SHRI MOHD. ALI KHAN :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether Government is changing rules on retirement of pilots and others;
- (b) if so, the details thereof and the reasons therefor; and
- (c) the comparative details of private airlines rules in this regard and their actual demands?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (c) Retirement of pilots is an internal policy of airlines concerned. Therefore, Government does not interfere in their internal policy matter. However, maximum age limit for professional pilots to exercise privileges of licence is 65 years as specified in Rule 28A of the Aircraft Rules 1937.

Rule 28A provides for maximum age limit for professional pilots :

- (1) No person, holding a pilot's licence issued under these rules and having attained the age of sixty-five years, shall act as Pilot-in-Command or Co-pilot of an aircraft engaged in commercial air transport operations.
- (2) No person holding a pilot's licence issued under these rules and having attained the age of sixty years, shall act as Pilot-in Command or Co-pilot of an aircraft engaged in commercial air transport operations unless it is operated in a multi-crew environment and the other pilot is less than sixty years of age.

Provided that the provisions of sub-rule (2) shall not apply in respect of aircraft certified for single pilot operations and not exceeding an all up weight of 5700 kilograms engaged in commercial air transport operations within the territory of India and while operating in a multi-crew environment.

**Dealing with Disabled Person**

950. SHRI M. VENKAIAH NAIDU :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether it has come to the notice of Government that very recently in two separate instances, two persons with disabilities were off-loaded and/or ill treated by two private airlines;
- (b) if so, the action that has been initiated against the concerned airlines;

(c) whether there are any directions/guidelines issued to all the airlines on how to deal with differently-abled persons; and

(d) if so, whether there is any mechanism in place to conduct periodic inspections whether or not an airline company complies with the guidelines?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (d) Three cases of harassment faced by physically challenged passengers were reported to the Director General of Civil Aviation (DGCA), two in the year 2011 and one in 2012. The details and Action Taken report on these cases are given in the Statement. [Refer to the Statement appended to the Answer to USQ No. 938 [Part (a) and (b)]]

DGCA has issued Civil Aviation Requirements (CAR) on "Carriage of Passengers by air with disability and/or with reduced mobility", which is being strictly adhered to by the airlines. The said CAR is available on DGCA website. Violation of the provisions of CAR is punishable under the Schedule VI of the Aircraft Rules, 1937.

#### **Persons caught for Stealing Goods from IGI Airport**

†951. SHRI MOTILAL VORA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the number of people caught so far in the case of theft of passengers' luggage from Indira Gandhi International Airport (IGI), New Delhi;

(b) whether Government would consider to make covered luggage trolleys for the safety of passengers' luggage; and

(c) the steps taken so far by Government to instil the feeling of security in the minds of passengers arriving at Indira Gandhi International Airport?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) As per the information provided by Delhi Police, total 35 persons have been arrested during the period 2007-2011 in connection with the theft of passengers' luggage from Indira Gandhi International Airport (IGI), New Delhi.

(b) and (c) Bureau of Civil Aviation Security (BCAS) has issued orders for the protection of passenger baggage by the aircraft operator. The airline security staff are deployed in baggage break up/make up area and aircraft holds while loading and off-loading of passenger baggage. All the baggage trolleys are escorted from arrival aircraft to baggage break up and on departure from baggage make up area to aircraft. Strict surveillance is maintained to avoid any theft/pilferage from passenger's baggage. Surprise checks are also conducted by the airline security staff. Besides, entire baggage movement area and conveyor belt is under CCTV and under surveillance of CISF.

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† Original notice of the question was received in Hindi



**Losses Incurred by Air India due to strike**

952. SHRI PARVEZ HASHMI :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether pilots or other staff of Air India were on strike recently;
  - (b) if so, the losses incurred by Air India due to their strike;
  - (c) the demands of the pilots;
  - (d) whether Air India employs foreign pilots;
  - (e) if so, the difference between their salaries and the salary of Indian pilots;
- and
- (f) whether this discrimination is justified?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) Yes, Sir. The loss of revenue due to strike of Pilots on 14.01.2012 is approximately Rs. 5.8 crores.

(c) The pilots were agitating against non-payment of their outstanding salaries and PLI/Flying Allowances.

(d) Yes, Sir.

(e) The approximate salary, including allowances, for Indian Pilots and Foreign Pilots is Rs. 9,70,000/- and Rs. 8,24,600 per month respectively.

(f) The wages paid to Foreign Pilots flying Air India aircraft are governed by contract signed between the airline with the recruitment agencies taking into account the prevalent market salaries in their home countries and in other foreign countries where employment opportunities are available for them.

The wages paid to Indian Pilots flying Air India aircraft are governed by the wage agreement signed by the Airline.

**Introduction of Cess on Tickets**

953. SHRI T. M. SELVAGANAPATHI :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether Government is considering to introduce cess on tickets for development of airports in smaller towns and cities;
- (b) if so, the details thereof;

(c) whether annual passenger load would be double by 2017 if air access to smaller towns and cities is provided;

(d) whether Government is considering to develop new airports which would require Rs. 67,000 crore of which Rs. 50,000 is expected to come from the private sector; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) No, Sir.

(c) It is estimated that the passenger traffic will increase from 143.43 million in 2010-11 to 293.48 million in 2017-18.

(d) and (e) As per the projections of the 12th Five Year Plan, an investment of Rs. 67,500 crores has been envisaged for development of airport infrastructure at existing airports as well as the development of new Greenfield airports, out of which, Rs. 50,000 crores is expected to come from the private sector. A major part of this investment is likely to happen for the development of greenfield airports.

#### **Harrassment to Women Passengers by Private Airlines**

954. SHRI K.E. ISMAIL :  
SHRI R.C. SINGH :  
SHRI M.P. ACHUTHAN :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Ministry's attention has been drawn to the repeated occurrences of off-loading and harassing differently abled women passengers by the private airlines operating in the country like Spicejet, Jet Airways etc.;

(b) if so, the details thereof;

(c) whether it is also a fact that clearcut guidelines regarding handling of the differently-abled passengers by the DGCA are there in vogue;

(d) if so, the details thereof;

(e) whether Government has taken any step against the erring airlines;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (g) Three cases of harassment faced by physically challenged passengers were reported to the

Director General of Civil Aviation (DGCA), two in the year 2011 and one in 2012. The details and Action Taken report on these cases are given in the statement. [Refer to the statement appended to the Answer to USQ No. 938 Part (a) and (b)]

DGCA has issued Civil Aviation Requirements (CAR) on "Carriage of Passenger by air with disability and/or with reduced mobility", which is being strictly adhered to by the airlines. The said CAR is available on DGCA website. Violation of the provisions of CAR is punishable under the Schedule VI of the Aircraft Rules, 1937.

#### **Panel to look into Ailing Air Industry**

955. SHRI RAMDAS AGARWAL :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether Government has recently set up a panel led by Aviation Secretary to look into specific requirements of ailing air industry, who are deep in red;
- (b) the accumulated airlines losses till November 30, 2011 indicating the factors responsible for incurring huge losses by Indian carriers; and
- (c) whether the above mentioned panel has so far recommended any financial package for the ailing air industry sector so as to make it sustainable, if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) Yes, Sir. An Inter-Ministerial Working Group has been constituted under the Chairmanship of Secretary, Civil Aviation to identify the factors causing stress in civil aviation sector and suggest solution to them. Finance Secretary; Secretary, M/o Petroleum & Natural Gas; Secretary, Financial Services; Director General of Foreign Trade and Joint Secretary (Civil Aviation) are members of this Working Group.

(b) Based on returns filed by airlines with Directorate General of Civil Aviation, all scheduled airlines except IndiGo operating in the country are incurring losses. Industry sources has placed Rs. 26,000 crores operational losses in 2007-2010 periods and Rs. 10,000 crores loss anticipated in 2011-12. The spiraling cost of Aviation Turbine Fuel (ATF), global economic slowdown and low yield due to intense competition and consequent widening gap between revenue and expenses have contributed greatly to losses.

(c) The Working Group held its first meeting on 21.12.2011 wherein no financial package for airlines has been recommended. However, the recommendations made by the Working Group, *inter-alia*, includes rationalization of the VAT on ATF, permission to foreign airlines to invest in the domestic airlines undertakings, allow airlines to import ATF directly for their own consumption, revision of fare structure by airlines so that costs of operations are covered.

**Replacement of DGCA**

956. SHRI BALWINDER SINGH BHUNDER :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether Director General of Civil Aviation (DGCA) is being replaced by a new Authority;
- (b) if so, the salient features of this new authority; and
- (c) whether it is going to be different from DGCA?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (c) The proposal to form a Civil Aviation Authority (CAA) in place of DGCA is at formative stage. It is proposed to have a CAA, which will have adequate financial and administrative flexibility to meet functional requirements for an effective safety oversight system. In addition, it is also proposed to assign additional functions relating to certain economic regulations, consumer protection and environment regulation. The CAA is proposed to be set up through a separate Act. However, the present legal framework such as Aircraft Act 1934 etc. will continue to govern the aviation sector.

**Operational Performance of Air India**

957. SHRIMATI SMRITI ZUBIN IRANI :

SHRI PRAKASH JAVADEKAR :

SHRI Y.S. CHOWDARY :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) the operational performance of Air India on parameters such as passenger revenues, cargo revenues, available seatkilometres, revenue passenger kilometres and passenger load factor for Indian Airlines and Air India for post and premerger period since 2004; and
- (b) the steps being taken by the Ministry to improve these parameters?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) Requisite information given in the Statement (*See* below).

(b) In order to improve its operating and financial performance, Air India has taken various steps such as (i) Complete route rationalization of erstwhile Air India and Indian Airlines routes and elimination of route network involving parallel operations; (ii) Rationalization of certain loss making routes; (iii) induction of brand new aircraft on several domestic & international routes to increase passengers appeal; (iv) Phasing out of old fleet and consequential reduction in maintenance cost; (v) Return of leased aircraft at the end of their tenure or prematurely; (vi) Freezing of employment in non-operational areas; (vii) Redeployment of staff to cut in-fructuous

expenditure; (viii) Grounding of ageing fleet including B747-400 which would be used only for certain lines of operations and for operating VVIP flights; (ix) Relocation of EDs/IBOs from abroad back to India; (x) Closure of overseas offline offices at certain locations; (xi) Dismantling of the Frankfurt hub and establishment of the Delhi hub resulting in substantial saving due to restructuring of routes; (xii) Establishment of Integrated Operations Control Centres.

### Statement

#### *Operational Parameters for Air India Limited and Indian Airlines Limited*

Year	Pax Revenue (Rs. in crores)	Cargo Revenue (Rs. in crores)	ASKms (Millions)	PRKms (Millions)	Pax Load Factor %	Yields per RPKM
1	2	3	4	5	6	7
<b>2004-05</b>						
IAL	4371.4	261.24	14891	9598.2	64.5	4.55
AIL	5104.8	572.5	27137.6	18950	69.8	2.69
TOTAL	9473.21	833.74	42028.9	28548.2	67.9	3.32
<b>2005-06</b>						
IAL	4745.47	275.25	16307.9	10891.4	66.8	4.36
AIL	5730.3	600.74	30966	20511	66.2	2.79
TOTAL	10475.78	875.99	47273.9	31402.5	66.4	3.34
<b>2006-07</b>						
IAL	4994.34	248.82	17576	12086.9	68.8	3.34
AIL	5329.07	544.75	30392.5	19395.6	63.8	4.13
TOTAL	10323.41	793.57	47968.5	31482.5	65.6	2.75
<b>2007-08</b>						
NB	4794.31	217.15	18619	12775.4	68.6	3.75
WB	5159.76	507.89	29774	18115	60.8	2.85
TOTAL	9954.07	725.04	48393	30890.4	63.8	3.22
<b>2008-09</b>						
NB	4794.31	217.15	18619	12775.4	68.6	3.75
WB	5159.76	507.89	29774	18115	60.8	2.85
TOTAL	9954.07	725.04	48393	30890.4	63.8	3.22

1	2	3	4	5	6	7
<b>2010-11</b>						
NB	4522.92	278.85	15447.07	10808.05	70.0	4.18
WB	5920.9	657.71	30160.8	19360.3	64.2	3.06
<b>TOTAL</b>	<b>10443.8</b>	<b>936.56</b>	<b>45607.8</b>	<b>30168.4</b>	<b>66.4</b>	<b>3.46</b>

#### **Connectivity of Airlines for Smaller Cities and Towns**

958. SHRI B.S. GNANADESIKAN :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government is re-working capacity distribution norms for airlines to ensure better connectivity for smaller cities and towns especially in Tamil Nadu like Coimbatore, Trichy, Madurai; and

(b) if so, the details thereof and what are the steps taken by Government?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) To ensure air connectivity to smaller cities and towns, Government has laid down Route Dispersal Guidelines wherein it has been made mandatory for the airlines to deploy certain minimum percentage of ASKM deployed on Trunk Routes onto smaller cities and towns. There are no separate distribution norms specially for Tamil Nadu.

A Committee constituted under the Chairmanship of Shri Rohit Nandan has examined the present Route Dispersal Guidelines and suggested measures to ensure better connectivity for smaller cities and towns. The Committee has recommended revision of Route Dispersal Guidelines. The report of the Committee has been placed on the website of the Ministry inviting comments of stake holders. Comments received from various organizations are under examination.

#### **Fraud in Flying Schools**

959. DR. JANARDHAN WAGMARE :

SHRI PRABHAT JHA :

SHRI N. BALAGANGA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government is aware of large scale fraud by several flying schools across the country;

(b) if so, the details thereof;

(c) whether the Directorate General of Civil Aviation (DGCA) has recently suspended some officials of his department who were having alleged nexus with the flying schools and had led to a loss of Rs. 190 crore to the national exchequer;

- (d) if so, the facts and details thereof;
- (e) the details of recommendations made by CVC in this regard; and
- (f) the steps taken by Government against the officials involved and to book the culprits?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (f) Based on the investigation report submitted by the Chief Vigilance Officer in the Directorate General of Civil Aviation (DGCA) regarding alleged irregularities in several flying schools, the CVC has directed this Ministry to fix responsibility of officials of DGCA and Airports Authority of India (AAI) in the matter. The observations of the CVC in the matter have been examined and it has been decided to :

- (i) suspend three officials of DGCA alleged to have been involved in preparation of the list of flying schools; and to initiate disciplinary proceedings against the three officials; and
- (ii) to request the CVC to let the matter be further investigated by this Ministry as two organisations i.e. the DGCA and the AAI are involved in the matter.

#### **Uniform Tax Rate on Aviation Turbine Fuel**

960. DR. T. N. SEEMA :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether Government plans to formulate a uniform tax rate on Aviation Turbine Fuel for the whole country;
- (b) if so, the details in this regard;
- (c) whether Government plans to bring the Aviation Turbine Fuel prices in uniformity with the global prices; and
- (d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) On request of the Ministry to review the pricing of ATF and accord it to 'Declared Goods' status *i.e.* imposition of uniform tax rate of 4%, Ministry of Finance, in August 2009 informed that a view has been taken with the approval of the Hon'ble Finance Minister that it may not be expedient to bring ATF under the list of 'Delcared Goods'.

(c) and (d) on ATF pricing and other taxation issues on ATF, a Report has been submitted by the study group to Ministry of Civil Aviation which is under examination.

**Cancellation of Flights**

961. SHRI TARIQ ANWAR :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether it is fact that a large number of flights have been cancelled during the last four months;
- (b) if so, the details thereof; and
- (c) the steps Government is taking to help the airlines?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) No, Sir. As informed by scheduled domestic airlines, a total of 728,614,934 and 1033 flights were cancelled in Oct., Nov., Dec. 2011 and Jan. 2012 respectively. 12.8% flights were cancelled due to technical, 9.6% due to operational, 33.6% due to weather, 6.0% due to commercial and 38.0% on account of miscellaneous reasons *viz.* airport restrictions, flights disruptions, non-availability or aircraft, bird hits etc.

(c) Government has recently taken several sector wide measures to resolve short term as well as long term issues to improve its sustainability and viability. These are :

- (i) An inter-ministerial Working Group constituted under the Chairmanship of Secretary, Civil Aviation analyzed various factors causing stress in civil aviation.
- (ii) The issue of rationalization of VAT on ATF, has been taken up with the State Govts.
- (iii) Directorate General of Foreign Trade has allowed import of ATF by or on behalf of airlines as actual users and on actual use basis.
- (iv) A proposal to allow FDI upto a limit of 49% by foreign airlines into domestic sector is under consideration.

As regard Air India, Government has infused Rs. 800 crores as equity in Air India in the FY 2009-2010, Rs. 1200 crore in FY 2010-11, Rs. 1200 crore in 2011-12. Meanwhile, Group of Ministers (GoM) has approved Turn Around Plan (TAP) and Financial Restructuring Plan (FRP) formulated by Air India.

**Harrassment to Women Passengers by Private Airlines**

962. SHRI H. K. DUA :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether Government is aware that Spice Jet recently refused to take on board a woman who is suffering from cerebral palsy, and what action it has taken



against the airline for not respecting the rights of the passengers, particularly when she has a medical problem;

(b) the number of such incidents that have taken place during the last three years in which the airlines have maltreated passengers with physically challenged conditions;

(c) if so, the details thereof;

(d) the action the DGCA has taken against the airline; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (e) Three cases of harassment faced by physically challenged passengers were reported to the Director General of Civil Aviation (DGCA), two in the year 2011 and one in 2012. The details and Action Taken report on these cases are given in the Statement. [Refer to the Statement appended to the Answer to USQ No. 938 (Part (a) and (b))]

DGCA has issued Civil Aviation Requirements (CAR) on "Carriage of Passenger by air with disability and/or with reduced mobility", which is being strictly adhered to by the airlines. The said CAR is available on DGCA website. Violation of the provisions of CAR is punishable under the Schedule VI of the Aircraft Rules, 1937.

#### **Aviation Facilities in Assam**

963. SHRIMATI NAZNIN FARUQUE :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of aviation facilities in Assam 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 States?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) Details of aviation facilities provided by Airports Authority of India (AAI) at the airports/civil enclaves in Assam are given in the statement. (*See below*)

(b) Does not arise.

(c) The development of airports in the states is an ongoing process and is taken up depending upon the traffic demand and availability of resources.

Further, keeping in view the enormous growth in air passengers, which has put pressure on air infrastructure and to encourage infusion of greater investment in airport sector, Government had pronounced a policy for greenfield airports in April, 2008. This policy states that it would be the endeavour of the Central Government to ensure

that all approvals and clearances are given in a timely manner. State Government may facilitate by giving incentives to an Airport Company such as land, concessional or otherwise; real estate development rights in and around the airports; airport connectivity; rail, road; fiscal incentives by way of exemptions from State taxes; and any other assistance that the State Government deem fit. A Steering Committee under the Chairmanship of Secretary, Ministry of Civil Aviation has been constituted to coordinate and monitor the various clearances required for setting up of a Greenfield airport. 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 received from time to time, which 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.

The timeline for construction of airport projects depends upon many factors such as land acquisition, availability of mandatory clearances, financial closure, etc.

#### *Statement*

*Details of Infrastructure Facilities (excluding helipads/heliports)  
provided by AAI in Assam*

➤ **Assam has 25 Airports / Airstrips**

*	AAI	-	04
*	Defence (IAF)	-	12
*	Private	-	09

The Operational airports are : Guwahati, Lilabari, Tezpur (IAF), Jorhat (IAF), Dibrugarh, Silchar (IAF).

At Tezpur, Jorhat and Silchar, AAI manages Civil Enclave.

➤ **Guwahati (State Capital)**

- \* **Operations :** Suitable for 'D' type of Aircrafts Operations in all weather conditions.
- \* **Destinations :** Agartala, Ahmedabad, Aizawal, Bagdogra, Bangalore, Chennai, Delhi, Dibrugarh, Dimapur, Goa, Imphal, Jaipur, Jorhat, Kolkata, Lilabari, Mumbai, Paro, Silchar.
- \* **Airlines operating :** M/s Air India, Jet Lite, Spice Jet, Jet Air, Go Air, Kingfisher, Indigo, Druk Air.
- \* **Terminal Building :** Can handle 790 passengers at a time.

- \* **Airside capacity :** 20 Aircrafts (12 Nos. A-321, 7 Nos. ATR-72 and 1 No. for DO-228 type) at a time.
- \* ATC Control Tower cum Technical Block and Fire Station of Cat. VII.

➤ **Dibrugarh**

- \* **Operations :** Suitable for 'C' type (A-320) of Aircrafts Operations in all weather conditions.
- \* **Destinations :** Delhi, Dimapur, Guwahati, Kolkata.
- \* **Airlines operating :** M/s Air India, Jet Lite, Indigo
- \* **Terminal Building :** Can handle 500 passengers at a time.
- \* **Airside capacity :** 7 Aircrafts (A-321/B737 type) at a time.

➤ **Lilabari**

- \* **Operations :** Suitable for 'C' type (A-320/321) of Aircrafts Operations.
- \* **Destinations :** Guwahati, Kolkata
- \* **Airlines operating :** M/s Air India
- \* **Terminal Building :** Can handle 500 passengers at a time.
- \* **Airside capacity :** 2 Aircrafts (A-321 / B737 type) at a time.

➤ **Jorhat**

- \* **Operations :** Suitable for 'C' type (B737) of Aircrafts Operations.
- \* **Destinations :** Bangalore, Silchar, Guwahati, Kolkata
- \* **Airlines Operating :** M/s Air India, Jet Lite, Jet Air, Kingfisher
- \* **Terminal Building :** Can handle 200 passengers at a time.
- \* **Airside capacity :** 2 Aircrafts (ATR72 / B737 type) at a time.

➤ **Silchar**

- \* **Operations :** Suitable for 'C' type (A320 / A321) of Aircrafts Operations.
- \* **Destinations :** Agartala, Imphal, Guwahati, Jorhat, Kolkata, Tezpur
- \* **Airlines operating :** M/s Air India, Jet Air
- \* **Terminal Building :** Can handle 300 passengers at a time.
- \* **Airside capacity :** 3 Aircrafts (A321 / B737 type) at a time.

➤ **Tezpur**

- \* **Operations :** Suitable for 'C' type (A320 / A321) of Aircrafts Operations.
- \* **Destinations :** Kolkata, Silchar

- \* **Airlines Operating** : M/s Air India
- \* **Terminal Building** : Can handle 400 passengers at a time.
- \* **Airside capacity** : 2 Aircrafts (A321 / B737 / ATR72 type) at a time.

#### **Fake Registration of Flying Schools**

964. SHRIMATI MAYA SINGH :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether it is a fact that a CVC enquiry has found that various flying schools have duped the department of revenue to the tune of Rs. 190 crores by faking registration under no profit no loss organisation, while commercially exploiting the authorization;
- (b) if so, the details thereof and action taken thereon; and
- (c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (c) Based on the investigation report submitted by the Chief Vigilance Officer in the Directorate General of Civil Aviation (DGCA) regarding alleged irregularities in various flying schools, the CVC has directed this Ministry to fix responsibility of officials of DGCA and Airports Authority of India (AAI) in the matter. The observations of the CVC in the matter have been examined and it has been decided to :

- (i) suspend three officials of DGCA alleged to have been involved in preparation of the list of flying schools; and to initiate disciplinary proceedings against the three officials; and
- (ii) to request the CVC to let the matter be further investigated by this Ministry as two organisations i.e. the DGCA and the AAI are involved in the matter.

#### **Probe into Power Failure at T-3**

†965. SHRI SHREEGOPAL VYAS :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether reasons behind power failure for hours at T-3 have been probed;
- (b) whether it has also been probed why reserve source could not start functioning in time;
- (c) whether such apprehensions were expected since the beginning of T-3;
- (d) whether this was the reason why domestic air services could not be started before Commonwealth Games;
- (e) whether accountability of 'DIAL' has been fixed in this regard; and

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† Original notice of the question was received in Hindi

(f) the measures adopted to check repeat of such incidents in future?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) Yes, Sir.

(c) There were no such apprehensions.

(d) No, Sir.

(e) and (f) On 7th August, 2011 at 01.25 hrs one of the power transformers feeding Terminal-3, IGI Airport, tripped due to electrical fault, causing power failure and making even the back up power unavailable for the essential loads. Some of the remedial measures taken to check such incidents in future include the provisions to always keep space heaters ON and checked in each shift, preventive maintenance of the bus ducts incorporated in the master maintenance schedule. Standard Operating Procedures (SOP) for handling emergency situations prepared and implemented, refresher training to all the technicians in Main Receiving Sub Station and DIAL engineers conducted twice.

#### **Carbon Tax by EU on Indian Airlines**

966. SHRI N. K. SINGH :  
SHRI GOVINDRAO ADIK :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that looming trade war between Europe and the rest of the world over the carbon tax imposed by the European Union (EU) from January 1, 2012 is running into turbulent air pockets;

(b) whether the EU has said airlines flying to EU countries that refuse to pay this tax would be stopped from flying;

(c) whether it is not a fact that the tax is exorbitant and would add a further burden on airlines that are already fighting for survival; and

(d) if so, the steps the Ministry is taking to arrive at a consensus on the matter with the EU?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) In view of the fact that aviation was being unilaterally included in the European Union Emissions Trading Schemes (EU-ETS) from 1st January, 2012, the Ministry of Civil Aviation hosted an International Meeting on 29-30th September, 2011 at New Delhi of non-EU ICAO Council and other non-EU Member States in which a Joint Declaration was adopted opposing the EU-ETS. India thereafter took the lead to co-present a Working Paper (WP), and which was adopted completely by the ICAO Council with only minor editorial changes.

In spite of the international opposition and ICAO Resolution, because of the continued reluctance of the EU to withdraw the Scheme, another follow up meeting was held in Moscow on 21-22nd February, 2012 in which 32 countries participated. The countries present, adopted another Declaration on the EU-ETS this time, in which, a basket of retaliatory measures are available to all Governments as counter measures. Depending upon EU's response to the Moscow Declaration, appropriate retaliatory measures would be undertaken by all signatories to the Declaration including India and also by other nations joining.

(b) and (c) Yes, Sir. EU's possible penalties range from fines to stoppage of operations.

(d) The Government at all levels and through the Ministry of Environment and Forests and the Ministry of Civil Aviation have already written to the EU separately informing India's opposition to the unilateral measure of the EU-ETS which is contrary to several international laws and Conventions including the Chicago Convention and UNFCCC.

#### **Direct Flights for Haj from Srinagar**

967. SHRI G. N. RATANPURI :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether steps have been taken to resume direct Haj flights from Srinagar;
- (b) whether the only international flight from Srinagar to Dubai was discontinued; and
- (c) by when should we expect flights to Jeddah, Dubai and other foreign destinations from Srinagar?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) Government is exploring the possibility of introducing direct Haj flight from Srinagar.

(b) Yes, Sir.

(c) Air India currently offers same day connectivity between Srinagar and Jeddah, Dubai & other foreign destinations.

#### **Kailash Mansarovar Pilgrimage**

968. SHRI JAI PRAKASH NARAYAN SINGH :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether it is a fact that Government is organizing pilgrimage to Kailash-Mansarovar between May and September, 2012;

- (b) if so, the details in this regard;
- (c) the number of batches that are likely to be sent to Kailash-Mansarovar this year with fees being charged from each person; and
- (d) the details of security that would be provided to the pilgrims?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHMED) : (a) to (c) Ministry of External Affairs is organizing the Kailash Mansarovar Yatra from 28 May to 25 September 2012 in coordination with Kumaon Mandal Vikas Nigam Ltd. (KMVN) and the Indo-Tibetan Border Police (ITBP) comprising of 16 batches of upto 60 persons per batch. Each Yatri will pay Rs. 27,000 to KMVN and the Indo-Tibetan Border Police (ITBP) comprising of 16 batches of upto 60 persons per batch. Each Yatri will pay Rs. 27,000 to KMVN and USD 750 to the Chinese side.

(d) the ITBP provides security cover to the yatris on the Indian side of the route. On the Chinese side of the route the ITBP establishes a wireless link with the Chinese authorities concerned to keep track of various batches performing the Yatra and share information on their movement and whereabouts. Each Liaison Officer, appointed to manage the yatris, is provided with a satellite phone, enabling him/her to stay in touch with ITBP / KMVN / GOI, and to seek assistance in case of any emergency.

#### **Urge for Indo-Pak Talks by Pakistan Foreign Minister**

969. SHRI MANI SHANKAR AIYAR :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether the Pakistan Minister for Foreign Affairs called for an "uninterrupted and unintermittible" dialogue between India and Pakistan during her visit to New Delhi in July 2011 and reiterated the same in her speech to the United Nations General Assembly in September; and
- (b) if so, the response of the Government of India?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHMED) : (a) Yes.

(b) India is committed to resolving all outstanding issues with Pakistan through dialogue in the interest of peace and prosperity of our people. It is Government's consistently expressed position that it is necessary to have an environment free of terror or threat of terror if relations between India and Pakistan are to move forward concretely and meaningfully.

**Impact of Ccontract from Nepal to China**

970. SHRI TARUN VIJAY :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether China has bagged huge contract in Nepal for development works in Lumbini;
- (b) the details of this contract in terms of cost, work assignment and time-frame work for completing the project;
- (c) the likely ramifications for India of such a contract bagged by China;
- (d) Government's perception about such Chinese presence too close to India; and
- (e) whether such a move is a risk factor for our security?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) to (e) Government has seen media reports on this effect. Government is aware of China's enhanced economic and technological capabilities in execution of infrastructure projects in developing countries such as Nepal. Government closely follows all developments having a bearing on India's national interest and takes all necessary measures to safeguard it.

**Officers Apprehended for Spying**

†971. SHRI OM PRAKASH MATHUR :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) the number of Indian officers posted abroad who were caught on the charges of spying or who have settled abroad after resigning from the service and Government of India does not have any information about them; and
- (b) the action taken against them and the action being taken by Government against those who could not be caught?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR) : (a) and (b) In the recent past, there has been a case of an Indian officer posted abroad who was caught on charges of espionage. That case is currently before the trial court. As regards the officers who resign from the Government, they are free to settle at any place of their choice after resigning and the Government is not required to maintain the details of their residence.

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† Original notice of the question was received in Hindi



**PSKs in Andhra Pradesh**

972. SHRI SYED AZEEZ PASHA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether Government has proposals to set up various Passport Seva Kendras (PSKs) in various parts of the country;
- (b) whether Government has received any representations from the Forum on Social & Human Rights to establish two Passport Seva Kendras in West Godavari district, Andhra Pradesh to carefully serve the vast population in the backward areas;
- (c) the details of the demands of the Forum on Social and Human Rights, Andhra Pradesh; and
- (d) the reasons for not calling this noted organization for a discussion by the local officers of the passport agencies in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) As part of implementation of Passport Seva Project, 77 Passport Seva Kendras (PSKs) are being established across the country. Out of these, 60 PSKs have already been operationalised.

(b) As per records of the Ministry, no representation seem to have been received from the Forum on Social & Human Rights to establish PSKs in West Godavari District, Andhra Pradesh. However, three PSKs in Hyderabad and one PSK each in Nizamabad, Vijayawada, Tirupati and Visakhapatnam are already operational in Andhra Pradesh. A mini-PSK is planned in Tadepalligudem, West Godavari District.

(c) Does not arise.

(d) The locations for PSKs have been carefully selected on the basis of applications received from the catchment area.

**Draft UN Law of Arms Trade Treaty**

973. DR. E. M. SUDARSANA NATCHIAPPAN :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether Government is accepting the Draft UN law on Arms Trade Treaty and rules of procedures drafted and discussed in 4th Prep Comm. 13-17 February, 2012, in New York; and
- (b) if so, whether India would lead the South Asia in and out of Security Council to see the development agenda of the South Asia precedes arms race?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) and (b) India participated in the preparatory committee

meeting held in New York from 13-17 February 2012, which, *inter alia*, adopted draft provisional rules of procedure for the UN Conference on Arms Trade Treaty to be held in July 2012. India does not engage in any arms race with any country.

#### **Consular Post in Saudi Arabia**

974. SHRI MANI SHANKAR AIYAR :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) the estimated size of the Indian community in the Eastern Province of Saudi Arabia;
- (b) whether Government proposes to open a Consular post in the province; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) The population of Indian expatriates in the Kingdom of Saudi Arabia is estimated to be about 2 million. No estimates are available of the size of Indian community in the Eastern Province of Saudi Arabia.

(b) and (c) No such proposal is under consideration. The consular requirements of the community are being met by the Embassy in Riyadh.

#### **Delay in Tatkal Passports**

975. SHRI PIYUSH GOYAL :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether it is a fact that there are repeated delays with regard to tatkal passports;
- (b) if so, the details thereof;
- (c) whether Government has taken measures to ensure speedy delivery of promised service;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) and (b) The Government had evolved the Tatkal scheme to issue passport to citizens in an expedited manner (after liberalizing the requirement of documents and within the basic parameters of security consideration) to issue a fresh passport within 1-7 days, and re-issue passports within 3 (three) working days from the date of submission. Under the scheme, passport applications are processed on post-police verification basis (where required) on the basis of verification certificate

subject to no adverse information found in the system during the processing of the applications. Since passports are issued on post-police verification basis, the genuineness of the verification certificates are checked for reasons of national security through telephone, fax and e-mail. Late or no receipt of confirmation of the issue of verification certificate sometimes lead to delay in issuance of Tatkal passport.

(c) to (e) The scheme was further liberalized in 2006 wherein no proof of urgency is required now for out-of-turn issue of passport under Tatkal Scheme. There was also expansion of the list of officials authorized to issue verification certificate.

Under the Passport Seva Project, there will be speedier delivery of promised services.

The Passport Seva Project will result in the dispatch of tatkal passport within one working day excluding the date of submission where Police verification is not required. In cases, where police verification is required on a post passport issuance basis, a passport is expected to be dispatched on third working day excluding the date of submission of application, without waiting for the police verification report.

#### **Steps for Mutual Trust / Confidence with Myanmar**

976. SHRI PIYUSH GOYAL :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether India actively engages with Myanmar to build mutual trust and confidence among the two nations;

(b) if so, the details of cultural, economic and military exchanges in the past three years; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) to (c) Relations between India and Myanmar are rooted in shared historical, ethnic and cultural ties. Continued high level bilateral exchanges, including in the fields of trade and commerce, culture, security and defence, over the past years have provided momentum to bilateral relations and widened the scope of bilateral cooperation. Over the past three years, a number of high level visits have been exchanged on both sides. From the Myanmar side to India, visits include those of the President in October 2011, Chairman, State Peace and Development Council in July 2010, Speaker of the Lower House of Parliament in December 2011, Foreign Minister in January 2012, Chief of General Staff in October 2011 and the Commander-in-Chief of the Navy in February 2010. From the Indian side, visits to Myanmar were undertaken by the External Affairs Minister in June 2011, Chief of the Army Staff in January 2012 and Chief of Naval Staff in August 2011. The Fourth meeting of the

Joint Trade Committee at the level of Commerce Ministers of the two countries took place in New Delhi in September 2011. Some of the key initiatives agreed to by the two sides include doubling of bilateral trade by 2015; the establishment of a Trade and Investment Forum; the promotion of border trade through the establishment of Border Haats; entering into a comprehensive Cultural Exchange Programme; Indian assistance in the conservation and restoration of the Ananda Temple in Bagan; joint organization of an International Conference on Buddhist Philosophy; and continued cooperation in the defence sector through established institutional mechanisms.

### **India's Map on American Website**

†977. SHRI MOTILAL VORA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government is aware that American Foreign Ministry has uploaded a map of India on its website wherein Line of Control (LoC) in Jammu and Kashmir has been shown in 'dotted line' and cited as disputed area;

(b) whether it is also a fact that last year too America had shown a part of Jammu and Kashmir as being part of Pakistan and withdrew it after protest from India in November 2011;

(c) Government's approach to such deliberate activities being carried out by America time and again; and

(d) the steps being taken by Government to check such activities of American Foreign Ministry?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) to (d) The Government is aware of the gross inaccuracies in the map of India appearing on the website of U.S. Department of State. The Government has consistently rejected incorrect depiction of India's borders on maps used by the U.S. Government. It has used every opportunity to convey to the U.S. side its concern in this regards, and has asked that these maps be corrected.

### **Nexus between ISI and Naxalite Elements**

†978. SHRI SHIVANAND TIWARI :

SHRI RAMCHANDRA PRASAD SINGH :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that as per the information of intelligence agencies in the country, a deep nexus has been formed between Pakistan's ISI and naxalite elements of the country;

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† Original notice of the question was received in Hindi

(b) if so, whether Government has held dialogue with Pakistan in this regard on the basis of this concrete information; and

(c) if so, the date and level of dialogue along with the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) Government has seen media reports about connections between the Pakistan's ISI and naxalite elements of the country.

(b) and (c) No. However, Government remains fully vigilant and takes all necessary steps to safeguard India's security and national interests.

### **Inspection of Passport Offices**

979. SHRI SHADI LAL BATRA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the passport offices in various States are inspected regularly;

(b) if so, the details of inspection of passport offices conducted during each of the last three years, State-wise;

(c) the outcome of such inspections during the said period; and

(d) the details of action taken by Government on the basis of inspection report?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) and (b) Yes. Passport Offices in various States are inspected regularly to monitor their performance. Apart from this, vigilance inspections of these offices are also done on a regular basis. A list of passport offices inspected during the last three years, State-wise is given in the Statement. (*See below*)

(c) and (d) During these inspections, an assessment is made on how to improve procedural efficiency for speedy disposal of pendencies. Further, a list of shortcomings noticed is sent to the concerned Passport Offices with instructions to take prompt remedial steps. The vigilance inspections concentrate on cases of irregularities in the passport offices, as a result of which disciplinary action is taken against the erring officials. Also after the inspections, Passport Offices are advised to take suitable follow up action for better operational efficiency to improve the service by clearing pendency and other bottlenecks in providing better services to the public. Major shortcomings are also brought to the notice of all Passport Offices through periodic circulars to rectify the same.

**Statement**

*The details of inspection of passport offices conducted during each of the last three years (2009-2011), State-wise*

Sl.No.	Passport office	Name of the State	Dates of inspection during the last three years (2009-2011)
1.	Hyderabad	Andhra Pradesh	22-24 December 2010
2.	Raipur	Chattisgarh	6 March 2009
3.	Delhi	Delhi & Haryana	7 September 2011
4.	Srinagar	Jammu & Kashmir	2 March 2009
5.	Ranchi	Jharkhand	12-13 February 2009
6.	Bangalore	Karnataka	30 May - 2 June 2011
7.	Trivandrum	Kerala	24-25 November, 2009, 17 February 2010
8.	Cochin	Kerala	25 September 2009
9.	Malappuram	Kerala	22.9.2010
10.	Bhopal	Madhya Pradesh	28 May 2010
11.	Nagpur	Maharashtra	18-19 February 2009
12.	Bhubneswar	Orissa	4-5 May 2009
13.	Amritsar	Punjab	19-20 April 2010
14.	Chennai	Tamil Nadu	25 September 2009, 17-18 July 2011
15.	Madurai	Tamil Nadu	22 March 2010
16.	Coimbatore	Tamil Nadu	13 March 2009
17.	Ghaziabad	Uttar Pradesh	13 May 2010

**Chinese Objection to Visit of Defence Minister to Arunachal Pradesh**

980. SHRI RAM JETHMALANI :  
SHRI SHIVANAND TIWARI :  
SHRIMATI KUSUM RAI :  
SHRI PRABHAT JHA :  
SHRI RUDRA NARAYAN PANY :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether China has raised objections against the visit of Cabinet Minister of Government of India to Arunachal Pradesh on 20<sup>th</sup> of February, 2012;

- (b) if so, the details thereof and reaction of Government thereto;
- (c) whether Government has raised the issue with Chinese Government;
- (d) if so, the details thereof and the outcome thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) to (e) On 25 February 2012, the Chinese Foreign Office Spokesperson made a statement that the Chinese position on the disputed eastern sector of the India-China boundary has been consistent and that pending a final resolution, India and China should not take any action in the disputed area that could complicate the problem. India's consistent position that Arunachal Pradesh is an integral and inalienable part of India has been clearly conveyed to the Chinese side.

#### **Diversion of Brahmaputra by China**

981. SHRIMATI KUSUM RAI :  
SHRI PRABHAT JHA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether the State Government of Arunachal Pradesh has raised apprehensions to Union Government that China has diverted the waters of Brahmaputra river which has dried up in Arunachal Pradesh recently;
- (b) if so, the details thereof and the reaction of Government thereto;
- (c) whether the Ministry has raised the issue with Chinese Authorities; and
- (d) if so, the details thereof and if not, the reasons for ignoring the national interests?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) to (d) Government is aware of concerns in Arunachal Pradesh in this regard. Government has clarified that changes in river flows are a natural phenomenon dependent on various hydro-meteorological and climatological factors. There has neither been any abnormal rise nor fall in water flow of River Siang. India has raised trans-border river issues with the Chinese side on many occasions including at the highest level. During his visit to India in December 2010, the Chinese Premier conveyed that China's development of upstream areas of the Brahmaputra will never harm downstream interests. Government has ascertained that construction activity on the Brahmaputra River at Zangmu on the Chinese side is a run-of-the-river hydro-electric project which will not adversely impact the downstream areas in India.

**Killing of Hindu Doctors in Pakistan**

982. SHRI AVINASH RAI KHANNA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether it is a fact that four Hindu doctors and three other Hindus have been killed in Pakistan in this month;
- (b) if so, whether Government of India has raised this issue with Pakistan Government;
- (c) if so, the details thereof;
- (d) whether it is also a fact that the Pakistan Human Rights Commission has published a report in which it has been stated that the minorities are not safe in Pakistan; and
- (e) if so, the reaction of Government?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) to (e) Government has seen media reports about killing of Hindu doctors in Pakistan on November 7, 2011. Three Hindu doctors were reportedly killed and one sustained injuries when attacked in their village in Taluka Chak, District Shikarpur in Pakistan. According to a Government of Pakistan Press Release, taking note of the incident, President of Pakistan has stated that it was the moral and legal responsibility of the Government of Pakistan to protect the minority community against vandalism and atrocities. He has said that law would take its course and culprits will not go unpunished. Human Rights Commission of Pakistan has also issued a statement on November 9, 2011, in this regard.

Government has from time to time come across reports on the problems faced by members of the minority communities in Pakistan. Incidents of persecution and intimidation of the Hindus have also been reported. It is the responsibility of the Government of Pakistan to discharge its obligations towards its citizens, including those from the minority community. However, based on reports of persecution of minority groups in Pakistan, Government had taken up the matter with the Government of Pakistan. The Government of Pakistan stated that it was fully cognizant of the situation and looked after the welfare of all its citizens, particularly the minority community.

**Diplomatic Immunity to the Families / State Abroad**

983. SHRI VIJAY JAWAHARLAL DARDA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) the position of international law and universally accepted convention in view of the unfortunate incident of our Diplomat's daughter being arrested in New



York, during February 2011 and the USA insisting upon the position that "family members of Consular officials do not enjoy diplomatic immunity";

(b) the gist of reply received from the US Foreign Office, to the "strong protest" lodged by our Consulate in New York; and

(c) whether Government would ensure "diplomatic immunity" for our staff and their family members so that incidents like shabby treatment given to our consular staff in Singapore during December, 2011 is not repeated?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR) : (a) The privileges and immunities available to officials posted to our Consulates abroad are set out in the relevant clauses of the Vienna Convention on Consular Relations. The privileges and immunities under the Convention are available to the Consular Officers themselves, but not to the family members. Under the relevant clauses of the Vienna Convention, the family members are however extended certain facilities *i.e.* exemption from all dues and taxes, personal or real, and exemption of all customs duties, taxes and related charges on articles for the personal use of the Consular Officer or members of his family forming part of his household, including articles intended for his establishment.

(b) The US State Department in its reply had indicated that they were guided by the provisions of the Vienna Convention on Consular Relations on the issue of immunity to officers and their family posted in our Consulates abroad. The US State Department further appreciated the seriousness of the matter and offered its good offices in the effort to seek information and to address concerns raised.

(c) No such incident in Singapore in December 2011 has come to the notice of the Government. However, the Government is committed to ensuring that privileges and immunities provided for under the Vienna Conventions on Diplomatic and Consular Relations are not denied in any way to the Indian diplomatic and consular staff and their family members by any foreign state.

#### **Joint Military Operation against Piracy Activities**

984. SHRI BAISHNAB PARIDA :

Will the Minister of EXTERNAL AFFAIRS be please to state :

(a) whether it is a fact that India and European Union have joined hands for launching joint military operations in the Indian Ocean against piracy activities; and

(b) if so, the details of India developing synergy with the EU?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED) : (a) No.

(b) Does not arise.

**Clarification on Haj Policy**

†985. SHRI SHREEGOPAL VYAS :  
SHRI MOHAMMED ADEEB :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether the Supreme Court has sought some clarifications on Haj policy;
- (b) if so, then the points on which clarification was sought; and
- (c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS  
(SHRI E. AHAMED) : (a) Yes.

(b) and (c) The Hon'ble Supreme Court, in its Order dated February 24, 2012 has sought clarification on - (i) Distribution of Haj seats to Haj Committees of different States and the Haj Committee of India, (ii) Utilization of Government Quota of Haj seats and (iii) Haj Goodwill delegation.

**Improvement of Copter Connectivity of Pawan Hans**

986. SHRI SANJAY RAUT :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the fate of Pawan Hans' ambitious plan to improve copter connectivity largely rests with the Ministry;
- (b) whether it is a fact that the Ministry is yet to sanction the lion's share to improve air surveillance; and
- (c) if so, by when the Ministry would release its share?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (c) As per the Report of the Working Group on Civil Aviation for formulation of XII Five Year Plan (2012-17), an outlay of Rs. 1735.00 crores has been projected for Pawan Hans Helicopters Ltd. (PHHL). Out of the projected outlay of Rs. 1735.00 crores, Rs. 725.00 is projected to be funded by PHHL from Internal Extra Budgetary Resources (IEBR) and the balance Rs. 1010.00 crores is projected to be provided from Government Budgetary Sources (GBS). The Report of the Working Group on Civil Aviation for formulation of XII Five Year Plan has been submitted to the Planning Commission. The Ministry would be in a position to release the funds after approval of the XII Five Year Plan and with the approval of the competent authority.

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† Original notice of the question was received in Hindi

**International Protocol for Frisking**

987. SHRI N. BALAGANGA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) the details of international protocol followed by every major country as far as frisking of Heads of States/former Heads of States is concerned;
- (b) whether Government has taken note of the harassment of Indian dignitaries at the airports in foreign countries, including the US;
- (c) if so, the details thereof of such harassments during the last two years, year-wise and country-wise; and
- (d) the reaction of Government thereto and the action taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR) : (a) There is no definitive international protocol. Each country follows a different protocol as far as frisking of Heads of State and former Heads of State is concerned.

(b) and (C) Government is aware that there have been some instances in the last two years in the US including the case of a former Head of State where enhanced security procedures, inconsistent with usual courtesies and privileges, were sought to be applied.

(d) Government has taken up the matter with concerned US authorities. The US Government has expressed regret for such incidents and has conveyed that it will take steps to avoid similar incidents at airports in the US in the future.

**Workers Rescued from Foreign Countries**

988. SHRIMATI RENUBALA PRADHAN :

Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state :

- (a) the number of workers from the country rescued from the foreign countries with the intervention of the Ministry, country-wise;
- (b) the details of number of persons, State-wise;
- (c) whether any worker died in the foreign countries at his work place; and
- (d) if so, the details thereof?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI) :  
(a) The information received from 13 Indian Missions is given in the Statement-I (See below).

(b) The State-wise information of number of workers rescued from foreign countries is not maintained.

(c) and (d) The information received from 15 Indian Missions is given in the Statement II.

**Statement I**

*Details of Workers Rescued from Foreign Countries*

Sl. No.	Name of Indian Mission / Country	Number of Workers Rescued
1	2	3
1.	EOI, Cairo, Egypt	49 rescued + 748 evacuated
2.	EOI, Bucharest, Romania	18
3.	HOC, Baghdad, Iraq	95
4.	EOI, Port of Spain, Trinidad and Tobago	4
5.	EOI, Tripoli, Libya	17,927
6.	HCI, Abuja, Nigeria	11
7.	EOI, Amman, Jordan	6
8.	HCI, Kuala Lumpur, Malaysia	952
9.	EOI, Yemen	846
10.	HCI, Male, Maldives	365
11.	EOI, Rome, Italy	200 (Indian / seamen rescued from Costa Concordia Ship which sank on 13th January, 2012 off the coast of Italy)
12.	EOI, Muscat, Oman	600
13.	EOI, Bahrain	1163

**Statement II**

*Details of Workers Died in the Foreign Countries at their Work Places*

Sl. No.	Name of Indian Mission/ Country	Number of workers died at their work places	Details about the deceased Indians/workers
1	2	3	4
1.	HOC, Hawana, Cuba	1	Mr. Sandeep Baby working with an Indian Company in Port-au-Prince, Haiti was shot dead while returning from his office. His body was sent back to his native place in Kerala.

1	2	3	4																																																
2.	HCI, Mombassa, Kenya	1	Mr. Abdul Khursid Siddiqui died in an accident at Mombassa cement plant. His body was taken to India. M/s Mombassa Cement Company had paid compensation to the family members of the deceased.																																																
3.	EOI, Beirut, Lebanon	19	<table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Name of deceased and State</th> <th>Reason</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Manickam Sebastian S/o Sebastian (Tamil Nadu)</td> <td>Heart attack</td> <td>Cremated/ buried locally</td> </tr> <tr> <td>2.</td> <td>Hari Singh S/o Bishan Singh (Uttaranchal)</td> <td>Heart attack</td> <td>-do-</td> </tr> <tr> <td>3.</td> <td>Kuldeep Singh S/o Shingara Singh (Haryana)</td> <td>Heart attack</td> <td>-do-</td> </tr> <tr> <td>4.</td> <td>Malkeet S/o Bhagtu (Punjab)</td> <td>Heart attack</td> <td>-do-</td> </tr> <tr> <td>5.</td> <td>Karnail Singh S/o Sarwan Singh (Punjab)</td> <td>Car accident</td> <td>Dead body sent to India</td> </tr> <tr> <td>6.</td> <td>Gurmail Singh S/o Sham Singh (Punjab)</td> <td>Heart attack</td> <td>Dead body sent to India</td> </tr> <tr> <td>7.</td> <td>Kehar Singh S/o Sadhu Singh (Punjab)</td> <td>Heart attack</td> <td>Cremated/ buried locally</td> </tr> <tr> <td>8.</td> <td>Rash Pal Singh S/o Sansar Singh (Punjab)</td> <td>Car accident</td> <td>Dead body sent to India</td> </tr> <tr> <td>9.</td> <td>Avtar Singh, S/o Amar Singh (Punjab)</td> <td>Heart attack</td> <td>Cremated / buried locally</td> </tr> <tr> <td>10.</td> <td>Ashok Kumar, S/o Dalip Chand (Punjab)</td> <td>Work accident</td> <td>Dead body sent to India</td> </tr> <tr> <td>11.</td> <td>Jagroop Singh S/o Harjang Singh (Punjab)</td> <td>Accident</td> <td>-do- (Fallen from building)</td> </tr> </tbody> </table>	Sl. No.	Name of deceased and State	Reason	Remarks	1.	Manickam Sebastian S/o Sebastian (Tamil Nadu)	Heart attack	Cremated/ buried locally	2.	Hari Singh S/o Bishan Singh (Uttaranchal)	Heart attack	-do-	3.	Kuldeep Singh S/o Shingara Singh (Haryana)	Heart attack	-do-	4.	Malkeet S/o Bhagtu (Punjab)	Heart attack	-do-	5.	Karnail Singh S/o Sarwan Singh (Punjab)	Car accident	Dead body sent to India	6.	Gurmail Singh S/o Sham Singh (Punjab)	Heart attack	Dead body sent to India	7.	Kehar Singh S/o Sadhu Singh (Punjab)	Heart attack	Cremated/ buried locally	8.	Rash Pal Singh S/o Sansar Singh (Punjab)	Car accident	Dead body sent to India	9.	Avtar Singh, S/o Amar Singh (Punjab)	Heart attack	Cremated / buried locally	10.	Ashok Kumar, S/o Dalip Chand (Punjab)	Work accident	Dead body sent to India	11.	Jagroop Singh S/o Harjang Singh (Punjab)	Accident	-do- (Fallen from building)
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1	2	3	4
			12. Jatinder Singh, S/o Rajinder Singh (Punjab)
			Heart attack
			Cremated / buried locally
			13. Kashmira Singh, Bachan Singh (Haryana)
			Natural death
			Dead body sent to India
			14. Sawaran Singh, S/o Amru (Punjab)
			Heart attack
			-do-
			15. Sewa Singh S/o Gujjar Singh (Punjab)
			Fell down
			-do-
			16. Gurmail Singh S/o Hari Singh (Punjab)
			Car accident
			-do-
			17. Subramanian Senthil S/o Subramanian (Tamil Nadu)
			Car accident
			-do-
			18. Smt. Mohinder Jeet W/o Deep Chand (Punjab)
			Heart attack
			Dead body sent to India
			19. Jagroop Singh S/o Sukhdial Singh (Punjab)
			Heart attack
			-do-
4.	EOI, Cairo, Egypt	4	1. Mohammadin, technician, working in M/s Sharkia Textiles Co., El Sahrkia died - <b>due to heart-attack</b>
			2. Suryakant Pallai, Employee at M/s Delta Plast Co. died due to <b>heart-attack and pulmonary failure.</b>
			3. Jose Antony, Electrical Officer at M/s Gulf Agency Co. Port Said died due to <b>acute circulation failure and brain centre arrest.</b>
			4. Amar Jit, Seaman, working with M/s Ameaster Co. Port Said, died due to <b>heart attack.</b>
5.	HOC, Baghdad, Iraq	15	

1	2	3	4				
6.	EOI, Bishkek, Kyrgyzstan	1	Mr. Rama Janam, an Indian national expired at Tokmok, Kyrgyzstan. The deceased was holder of Passport No. H2600033 issued on 30.12.2008 at Lucknow. Indian Mission provided consular services to arrange dispatch of the mortal remains to his family members in India.				
7.	EOI, Tripoli, Libya	8	-				
8.	EOI, Rabat, Morocco	2	(i) Mr. Bhimji Somwar Solanki, an Indian seaman died on board the vessel "MV Steller Eagle" of M/s Anglo Eastern Ship Mgt (I) Ltd, Mumbai. (ii) Death of Mr. Manirajan Leela Renniraj, a plumber working in Ain Aouda Palace, Rabat was reported.				
9.	EOI, Vientiane, Laos	1	Mr. Muhammed Rasiq Nalakath working with M/s Angelique died in an accident at the construction site of Numsong Hydropower, Hinhub District, Vientiane Capital. His body was flown back to India.				
10.	HCI, Abuja, Nigeria	6	1. Nilesh Kishore Seth 2. Nisar Mohammed 3. Sandeep Kumar 4. Gurpreet Singh Gill 5. Moinkuttan Bhaskaran Nair 6. Sujit Kar				
11.	EOI, Tehran Iran	11	Sl. No.	Name	Passport No.	Address and Contact No.	Reported Cause of Death
			1.	A.P. Sreedharan	Z-2024397	Palakkad Dist., Kerala 678 706.	Heart attack
			2.	Jagtar Singh	E-9256484	Flat No. 04A, Spangle Heights, Near Railway Crossing, Dhakoli, Zirkapur, S.A.S. Nagar, (Punjab) - 140603. Contact No. + 91 9920304555 (Brother)	Sinking of ship DSV
			3.	Naresh Kumar	H-9627890	House No. 1, 1638 Sector-2, Rohtak-124001	-do-

1	2	3	4
			Haryana Contact No. Satyavir Singh +91 9996129189
4.	Ajesh Gaur	J-3590280	A-1304, Gulab -do- Bldg., Jalvayu Vihar, Sec-20, Kharghar, Navi Mumbai. Contact No. +91 9920908894 (Father)
5.	Dhirendra Singh Kadiyan	H-8085379	Flat No. 221, -do- Mantova Block, Mahagun Mansion, Vaibhav Khand, Indirapuram, Ghaziabad (UP) Contact : +91 9897665597 (Brother)
6.	Pervinder Kadiyan	H-8085364	27/6, Chaudhary -do- Bhawan, Near Partapur Police Station, GT Road, Partapur, Meerut-250103, (UP). Contact No. : +91 9897665597 (Brother)
7.	Rajesh Dabas	F-653463	Plot No. 39, Sinking SWB, Kala Kua of ship Housing Board, DSV Alwar-001 Raj. Koosha-1 Contact No. Sameer : +91 9928923131



1	2	3	4
8.	Bishwajit Chandra	H-4768747	302, Shreya CHS -do- Plot No. 54, Sector 27, Nerul (E) Navi Mumbai - 400 706. Contact No. : Malika : 00 91 932222888
9.	Dinesh Kumar	H-9449706	Vill. Gadiara, Sinking of the ship MV Palampur, Shab row Distt. Kangra, H.P.
10.	Raj Kumar	G-3180140	Kammar Pur, Digestive haemorrhage and its side effects resulting in acute Leukemia.
11.	Jasbir Singh	G-9646548	Vill. Parrh, Blast in the furnace of steel plant in HP Yazd.
12.	HCI, Kuala Lumpur, Malaysia	377	The death occurred at work place.
13.	HCI, Male, Maldives	10	--
14.	EOI, Muscat, Oman	23	Occupational Death
15.	EOI, Bahrain	5	---

### Benefits from the Welfare Schemes

989. SHRI K.N. BALAGOPAL :

Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state :

(a) the number of Indians who received benefits from the Ministry's Welfare Schemes in the last two years;

- (b) the details thereof; and
- (c) the amount of money spent on these schemes during the period?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI) : (a) As per records available, about 18,056 Indians have received benefits from Indian Community Welfare Fund (ICWF) in the last two years.

(b) The ICWF is aimed at providing the following services on a means-tested basis :

- (i) Boarding and lodging for distressed Overseas Indian workers in Household/domestic sectors and unskilled labourers;
- (ii) Extending emergency medical care to Overseas Indians in need;
- (iii) Providing air passage to stranded Overseas Indians in need;
- (iv) Providing initial legal assistance to Overseas Indians in deserving cases;
- (v) Expenditure on incidentals and for airlifting the mortal remains to India or local cremation/burial of the deceased Overseas Indians in such cases where the sponsor is unable or unwilling to do so as per the contract and the family is unable to meet the cost.

(c) An amount of Rs. 17,76,59,202/- (Rupees Seventeen Crore, Seventy Six Lakh, Fifty Nine Thousand, Two Hundred and Two Only) has been spent on the scheme during the period.

### **Rashtriya Gram Swaraj Yojana**

990. SHRI MOINUL HASSAN :

Will the Minister of PANCHAYATI RAJ be pleased to state :

- (a) how successful has the Rashtriya Gram Swaraj Yojana been in training and capacity building of elected representative and functionaries to Panchayati Raj Institutions;
- (b) if so, the details thereof;
- (c) whether Government is looking to scale up the programme or allocate higher amount of funds to it;
- (d) if so, the details and reasons therefor; and
- (e) if not, the reasons therefor?

THE MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO) : (a) and (b) The Rashtriya Gram Swaraj Yojana (RGSY) has two components;

Training & Capacity Building and Infrastructure Development. The RGSY has enabled States to undertake large scale training of Elected Representatives (ERs) & Functionaries and provide Gram Panchayat buildings. The following tables indicate progress achieved during 2009-10 and 2010-11.

Year	Number of participants trained	No. of GP Ghars sanctioned
2009-10	3,45,025	452
2010-11	11,65,449	940

(c) to (e) The Ministry of Panchayati Raj has proposed higher allocations for Capacity Building during 12th Five Year Plan.

#### **Panchayat Ghar under RGSY**

991. DR. GYAN PRAKASH PILANIA :

Will the Minister of PANCHAYATI RAJ be pleased to state :

- (a) the total number of Gram Panchayats in Rajasthan and the number out of them that have Panchayat Ghar;
- (b) the number of Panchayat Ghar constructed under Rashtriya Gram Swaraj Yojana;
- (c) whether any assistance is provided by the Ministry, apart from RGSY to the State; and
- (d) if so, the details thereof?

THE MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO) : (a) Rajasthan has 9177 Gram Panchayats (GPs), out of which 8755 GPs have Panchayat Bhawans.

(b) An amount of Rs. 6.00 crore has been released during 2006-07 & 2009-10 to the State under Rashtriya Gram Swaraj Yojana (RGSY) for construction/ upgradation of 513 Panchayat Ghars at GP Level.

(c) and (d) Apart from RGSY, the Ministry of Panchayati Raj has provided financial assistance to Rajasthan under the Backward Regions Grant Fund (BRGF) and the details are given in the statement.

**Statement***Status of Funds Released Under Development Grant, Capacity Building Grant***Components of BRGF & RSVY to the State of Rajasthan (as on 20.03.2012)**

(Amount in Rs. crore)

Sl. No.	Components	Annual Allocation		Funds Released			Grand Total	
		2007-08	2011-12	2008-09	2009-10	2010-11		2011-12
		to						
		2010-11						
1.	Development Grant	250.99	277.45	183.50	109.34	296.23	263.89	852.96
2.	Capacity Building	12.00	12.00	0.00	32.08	8.45	8.70	49.23
3.	RSVY	135.00	0.00	0.00	0.00	0.00	0.00	0.00
	TOTAL	397.99	289.45	183.50	141.42	304.68	272.59	902.19

**Panchayat Ghar for Each Village**

992. DR. GYAN PRAKASH PILANIA :

Will the Minister of PANCHAYATI RAJ be pleased to state :

(a) whether Government has made a provision to provide each village a Panchayat Ghar in the country;

(b) if so, the steps taken/being taken by Government to ensure a Panchayat Ghar with essential civic facilities in each village;

(c) whether many villages in Rajasthan do not have its Panchayat Ghar so far; and

(d) if so, the reasons therefor?

THE MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO) : (a) and (b) 'Panchayats' being a State subject, it is the mandate of State Governments to provide the required manpower & infrastructure, including buildings to them. The Ministry of Panchayati Raj (MoPR) provides financial assistance to the States for construction of Panchayat Ghars under the Rashtriya Gram Swaraj Yojana (RGSY). MoPR also provides funds to States under the Backward Regions Grant Fund (BRGF) which are in the nature of untied grants for the PRIs to undertake works based on felt local needs. Funds are also available to States under Mahatama Gandhi National Rural Employment Guarantee scheme of Ministry of Rural Development. Many States have taken up construction of Panchayat Ghars under these schemes.

(c) and (d) As per information available, out of 9177 Gram Panchayats in the State of Rajasthan, 422 Gram Panchayats do not have Panchayat Ghars. The decision to construct Panchayat Ghars is taken by the State Government, and in case of BRGF by the Panchayats.

#### **Reservation in Promotion**

993. SHRI AMBETH RAJAN :

Will the Minister of PANCHAYATI RAJ be pleased to state :

- (a) whether reservation in promotion is strictly followed and implemented in the Ministry as per the provisions made in the Constitution through 77th Amendment;
- (b) if so, the details of promotion made during the last five years in all categories;
- (c) if not, the reasons therefor; and
- (d) the tentative time by which the same will be completed?

THE MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO) : (a) Ministry of Panchayati Raj does not fill any post on its own by promotion of employees working in the Ministry.

(b) to (d) In view of (a) above, reply to parts (a) to (d) does not arise.

#### **Cases Pending Before CBI**

994. DR. YOGENDRA P. TRIVEDI :

Will the PRIME MINISTER be pleased to state :

- (a) the number of cases that are pending investigation for more than five years, ten years and twenty years before CBI;
- (b) how many of these cases are for economic offences; and
- (c) the rate of conviction of CBI?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANA SAMY) : (a) and (b) In so far as CBI is concerned, there are 5 cases pending active investigation for more than 5 years, 1 case pending active investigation for more than 10 years and no case is pending active investigation for more than 20 years.

The term 'Economic Offence' is not clearly defined. Out of the aforesaid 6 cases, 1 is a Special Crime case, 3 cases are disproportionate assets case and 2 cases pertain to abuse of official position of public servants.

(c) The rate of conviction in CBI cases during last 3 years is as follows:

Year	Rate of conviction (%)
2009	64.4%
2010	70.8%
2011	67%

**Committee to Ensure Transparency, Efficiencies and Effectiveness**

995. SHRI RAJEEV CHANDRASEKHAR :

Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that a Committee has been constituted by a Group of Ministers (GoM) to suggest measures necessary for ensuring full transparency and enhancing efficiency and effectiveness in public procurement;

(b) if so, the details thereof;

(c) the number of sittings held by the Committee since its constitution with details of each sitting and the outcome thereof; and

(d) the suggestions given by the Committee to Government so far and action taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY) : (a) and (b) The Government constituted a Group of Ministers (GoM) on January 6, 2011 to consider measures that can be taken by the Government to tackle corruption. One of the terms of reference of the GoM was to consider and advise on - "Ensuring full transparency in public procurement and contracts, including enunciation of public procurement standards and a public procurement policy".

The Group of Ministers, in its meeting held on 21st January, 2011 decided, *inter alia*, to constitute a Committee on Public Procurement to look into various issues having an impact on public procurement policy, standards and procedures. Accordingly, the Committee was set up on 31st January, 2011 with the following Terms of Reference (TOR) :-

(i) to suggest measures necessary to ensure full transparency in Public Procurement and Contracts including enunciation of Public Procurement Standards and Public Procurement Policy, keeping in view the existing legal and regulatory framework and rules and procedures applicable for Public Procurement and recent initiatives taken in this regard;

- (ii) to suggest legal, institutional and systemic measures necessary to strengthen Public Procurement practices so as to clearly demarcate the powers and responsibilities of various authorities; and
- (iii) to suggest best domestic and international practices which can be adopted to promote transparency and enhance efficiency and economy in procurement including measures necessary for fair and equitable treatment of suppliers, promotion of competition as well as ethics and probity in Public Procurement;

The Composition of the Committee was as follows :

Shri Vinod Dhall, Formerly Secretary, Ministry of Corporate Affairs.	Chairman
Smt. Vilasini Ramachandran, Special Secretary, Department of Expenditure.	Member
Shri S. Chandrasekhar, Additional Member (Finance), Ministry of Railways.	Member
Shri A.K. Mangotra, Director General, Supplies and Disposals.	Member
Shri Vivek Rae, Director General, Central Public Works Department.	Member
Shri C.S. Prasad, Director General, Central Public Works Department.	Member
Shri M.P. Gupta, Formerly Additional Secretary, Department of Expenditure.	Member
Shri S.C. Sharma, Formerly Director-General, (Roads Development).	Member
Shri Gajendra Haldea, Adviser to Deputy Chairman, Planning Commission.	Member
Shri J.S. Deepak, Joint Secretary, Ministry of Commerce.	Member
Smt. Ajanta Dayalan, Joint Secretary, Cabinet Secretariat	Member Secretary

(c) The Committee on Public Procurement under the Chairmanship of Shri Vinod Dhall held 15 meetings. However, no separate record of discussions for each meeting was maintained. In the last meeting of the COPP held on 09.06.2011, the Committee finalized the Report of COPP and the same was submitted to the Government on 13th June, 2011.

(d) The major recommendations of the COPP included enactment of a Public Procurement Act to regulate public procurement; creation of a dedicated institutional framework preferably as the Department of Public Procurement under the Ministry of Finance; and setting up a Public Procurement Portal.

The Report of the COPP was considered by the GoM in its meeting held on 16th June, 2011. The GoM directed that the Report may be referred to a Committee of Secretaries (CoS) to study the Report and make recommendations. The CoS considered the issues in its meetings held on 14th July, 2011 and 8th August, 2011 and made certain recommendations. The GoM, in its meeting held on 6th September, 2011, *inter alia*, accepted the recommendations made by CoS with certain modifications.

As far as enactment of an Act is concerned, a Bill in this regard is to be introduced in the Parliament during its current session. Further, a Public Procurement Division has been set up in Department of Expenditure as part of creation of a dedicated institutional framework. A portal called the Central Public Procurement Portal has been set up where all Ministries / Departments of the Central Government, their attached and subordinate offices and CPSEs are required to publish their tender enquiries etc.

#### **Officers on Deputation Appointments**

996. SHRI DILIPBHAI PANDYA :

Will the PRIME MINISTER be pleased to state :

(a) the number of officers of Central Government who are on deputation appointment in other organisations for the last five years;

(b) whether some officers have retired on higher posts while on deputation/ appointment instead of being relieved from their parent service at their usual holding posts they being enlisted to higher pensionary benefits;

(c) whether such retirement have caused financial losses to the public exchequer; and

(d) if so, the steps being taken to recover the loss and check such losses in future?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY) : (a) and (b) As the Central Government officers proceed on deputation from their respective cadres, no such information is centrally maintained.

In terms of Rules 33 of CCS (Pension) Rules, 1972, Pension of Government servant is calculated on the basis of his last emoluments.

(c) and (d) Do not arise.



**Vacancies of Information Commissioners**

†997. SHRI MOHAMMED ADEEB :

Will the PRIME MINISTER be pleased to state :

- (a) the number of the vacancies of Information Commissioners in Delhi and Uttar Pradesh lying vacant;
- (b) the time by when these vacancies would be filled up; and
- (c) the details of the educational and other qualifications for the post of the Information Commissioner?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY) : (a) The Right to Information Act, 2005 mandates that the Central Information Commission or the State Information Commission, as the case may be, shall consist of the Chief Information Commissioner and such number of Information Commissioners not exceeding ten, as may be deemed necessary. At present the Central Information Commission consists of eight Information Commissioners besides a Chief Information Commissioner. The Act casts statutory obligation on the States to constitute State Information Commissions. Information regarding vacancies of Information Commissioners in State Information Commissions is not centrally maintained.

(b) Posts of Information Commissioners in the Central Information Commission are filled as and when the need arises.

(c) The Right to Information Act, 2005 lays down that the Chief Information Commissioner and Information Commissioners shall be persons of eminence in public life with wide knowledge and experience in law, science and technology, social service, management, journalism, mass media or administration and governance.

**Whistleblowers Killed in Country**

998. SHRI Y.S. CHOWDARY :

Will the PRIME MINISTER be pleased to state :

- (a) the number of whistle blowers killed during the last three years across the country;
- (b) whether Government has paid any compensation package to aggrieved family members;
- (c) if so, the details thereof; and
- (d) if not, the reasons therefore?

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† Original notice of the question was received in Hindi

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY) : (a) to (d) The identity of whistle blowers is confidential as per Department of Personnel and Training's resolution dated 21st April, 2004. The data relating to whistle blower killed is not maintained Centrally. However, the Government has introduced a Bill for protection of whistle blowers which has been passed by the Lok Sabha on 27th December, 2011 as the "Whistle Blowers Protection Bill, 2011" and is presently in the Rajya Sabha. The Bill provides for adequate safeguards against victimization of the person making disclosure on any allegation of corruption or willful misuse of power or willful misuse of discretion against any public servant. It is also provided that if the Competent Authority is of the opinion that either the complainant or public servant or the witnesses etc. need protection, the Competent Authority shall issue appropriate directions to the concerned Government authorities (including police) which shall take necessary steps, through its agencies, to protect such complainant or public servant or persons concerned.

#### **Upgradation of Work at Chennai Airports**

999. SHRIMATI KANIMOZHI :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) the status of the upgradation work at Chennai's Anna Domestic and Kamraj International airports;
- (b) by when will the ongoing work at the Chennai airports, be completed; and
- (c) what would be the capacity of the upgraded airports?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) Work is nearing completion and pre-commissioning activities and trials are in progress.

(b) Work for Kamraj Domestic Airport Expected to be completed by April, 2012. Work of Anna International Airport expected to be completed by April 2012.

(c) Total annual handling passengers capacity of the upgraded Chennai airport is 23 million passengers as per details given below :

Annual handling capacity of the Kamraj Domestic Airport after expansion - 16 million passengers.

Annual handling capacity of the Anna International Airport after expansion - 7 million passengers.

#### **RULE FOR ALL INDIA SERVICES**

1000. SHRI PRAKASH JAVADEKAR :

Will the PRIME MINISTER be pleased to state :

- (a) whether Government has notified a rule making the retirement of All India services compulsory if they fail to clear a review after fifteen years of service;

- (b) if so, the details thereof;
- (c) whether this review take cognizance of the corruption charges also;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY) : (a) and (b) In so far as All India Service Officers are concerned, Rule 16(3) of the All India Services (DCRB) Rules, 1958 has been amended on 31st January, 2012 which provides that the Central Government may, in consultation with the State Government concerned, require a Member of the service to retire from service in public interest, after giving such Member at least three month's previous notice in writing or three month's pay and allowance in lieu of such notice :

- (i) after the review when such Member completes 15 years of qualifying Service; or
- (ii) after the review when such Member completes 25 years of qualifying Service or attains the age of 50 years, as the case may be; or
- (iii) if the review referred to in (i) or (ii) above has not been conducted, after the review at any other time as the Central Government deems fit in respect of such Member.

(c) to (e) Yes, Sir. The review committee takes cognizance of the entire service records including corruption charges before recommending the premature retirement of the officer(s) in public interest invoking the provisions of Rule 16(3) of the All India Service (DCRB) Rules, 1958.

#### **Goods Sold by Kendriya Bhandar**

1001. DR. K.P. RAMALINGAM :

Will the PRIME MINISTER be pleased to state :

- (a) whether Government is aware that the goods sold by Kendriya Bhandar are costlier than the open market in Delhi;
- (b) the number of complaints received in the matter and the action taken thereon;
- (c) the measures taken to bring down the prices of items sold by Kendriya Bhandar;
- (d) whether Government has conducted any study to ascertain the rates of all the items being sold by Kendriya Bhandar if they are cheaper than the rates available in the open market; and
- (e) 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) Kendriya Bhandar's selling prices are generally lower than or equal to market price. At times there could be some items wherein Kendriya Bhandar prices may be higher than open market due to fluctuation in the market and variation in prices from batch to batch of items sold during fluctuations.

(b) Kendriya Bhandar being an organization undertaking commercial activities, verbal/written complaints regarding higher prices are sometimes received from individual customers, Members of Parliament etc. Six letters were received from Members of Parliament bringing out issues relating to selling of products at higher prices by Kendriya Bhandar than the open market. Necessary remedial action is taken on complaints received.

(c) Kendriya Bhandar has informed that in order to keep prices reasonable, prices are being obtained from manufacturers/authorized distributors as applicable to bulk purchasers and Kendriya Bhandar's selling prices are fixed after adding nominal margin of profit.

(d) and (e) No, Sir. However, Kendriya Bhandar has informed that it carries out market surveys periodically to ascertain reasonability of rates and keep the prices generally lower than the market rate.

#### **Constitutional Obligation on Kendriya Bhandar**

1002. DR. K.P. RAMALINGAM :

SHRI UPENDRA KUSHWAHA :

Will the PRIME MINISTER be pleased to state :

(a) whether Kendriya Bhandar was set up in 1963 in pursuance of a Union Cabinet decision as a welfare project for the benefit of Central Government employees and Government has "deep and pervasive" control over it;

(b) whether Kendriya Bhandar is an instrumentality of Government and it is a 'State' within the meaning of Article 12 of the Constitution and it is subject to the constitutional obligation under Article 14; and

(c) whether Supreme Court judgements concerning recruitment and regularization of services in violation of the Article 16 of the Constitution and recruitment rules are applicable on Kendriya Bhandar?

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

Kendriya Bhandar was set up in 1963 in pursuance of a Union Cabinet decision as a welfare project for the benefit of Central Government employees. It is a Multi State Cooperative Society governed by the Provisions of MSCS Act, 2002 and provision contained in the Bye-laws of the Kendriya Bhandar. The affairs of the Kendriya Bhandar are managed by the Board consisting of Chairperson and 9 Directors who are elected from amongst the delegates and 3 Directors nominated by the Government. There is no deep and pervasive control of the Government in the day ot day affairs of Kendriya Bhandar.

(b) and (c) A statement will be laid on the Table of the House.

#### **Targets under Millennium Development Goals**

1003. SHRI HUSAIN DALWAI :

Will the PRIME MINISTER be pleased to state :

- (a) the targets set under the Millennium Development Goals (MDG) so far India is concerned;
- (b) how far these have been achieved by India so far;
- (c) the reasons for shortfalls in achieving the goals; and
- (d) the steps taken to remove the barriers in achieving the goals?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR) : (a) to (d) The Ministry of Statistics and Programme Implementation (MOSPI) coordinates the Millennium Development Goals (MDGs) monitoring system and releases Progress Reports from time to time. Millennium Development Goals, India Country Report, 2011 is the latest report brought out by the Central Statistical Office, Ministry of Statistics and Programme Implementation in December 2011. So far as India is concerned, 8 MDGs with 12 targets are relevant which are sought to be achieved during the period 1990 to 2015. A Brief on the MDG goals, targets and the assessment of performance for the latest year available based on this Report is given in the statement. (*See below*) There has been progress in all indicators. Since further progress is expected to be made in the remaining period upto 2015, it is hoped that performance with reference to the 2015 targets will be satisfactory.

The Administrative Ministries such as the Ministry of Rural Development, Ministry of Health and Family Welfare and Ministry of Human Resource Development are implementing a number of schemes relevant to attainment of MDG targets.

**Statement***India's Millennium Development Goals and Targets*

MGD Goal	Targets	Major Indicators	1990 (estimated value)	Assessment done for the latest Year	Value achieved for the latest year	MDG Target 2015
1	2	3	4	5	6	7
Goal 1: Eradicate extreme poverty and hunger	1. Halve, between 1990 and 2015, the proportion of people whose income is less than one dollar a day.	Percentage of population below poverty line	47.5	2004-05	37.2	23.75
	2. Halve, between 1990 and 2015, the proportion of people who suffer from hunger.	Percentage of underweight children (<3 years) (NFHS 1 & 3 - based on National Centre for Health Statistics reference population)	52	2005-06	40.0	26
Goal 2 : Achieve universal primary education	3. Ensure that by 2015, children everywhere, boys and girls alike will be able to complete a full course of primary education.	Net Enrolment ratio in primary education	77	2008-09	98.6	100
		Proportion of pupils starting grade 1 who reach grade 5	62 (1999)	2008-09	76	100
		Literacy rate (15-24 years)	61	2001	76.4	100
Goal 3 : Promote gender equality and empower women	4. Estimate gender disparity in primary and secondary education, preferably by 2005, and in all levels of education, no later than 2015	Ratio of girls to boys in primaryt education	0.73	2007-08	0.98	1.00
		Ratio of Literate women to men (15-24 years)	0.67	2007-08	0.88	1.00
		Share of women in wage employment in non-agriculture	18.6 (2004-05)	2009-10	18.6	50
Goal 4 : Reduce child mortality	5. Reduce by two thirds the mortality rate among children under five.	U5MR (per 1,000 live births)	125	2009	64	42
		IMR (per 1,000 live births).	80	2010	47	27
		Proportion of one years olds immunized against measles	42.2	2009	74.1	100
Goal 5: Improve maternal health	6. Reduce by three quarters between 1990 and 2015, the Maternal Mortality Ratio	MMR (per 100,000 live births) (Trends in Maternal Mortality 2010)	437	2007-09	212	109
		Proportion of births attended by skilled health professionals	33	2007-08	52	100

1	2	3	4	5	6	7
Goal 6: Combat HIV/AIDS, Malaria and other Diseases	7. Have halted by 2015 and begun to reverse the spread of HIV/AIDS	HIV prevalence among pregnant women aged 15-24 years	0.86 (2004)	2008	0.48	Trend to be reversed
	8. Have halted by 2015 and begun to reverse the incidence of Malaria and other major diseases.	Prevalence rate associated with malaria	2.08 million in 2001	2010	1.6 million	Trend to be reversed
		Prevalence rate associated with Tuberculosis	338 per lakh	2010	256 per lakh	Trend to be reversed
	9. Integrate the principles of sustainable development into country policies and programmes, and reverse the loss of environmental resources.	Proportion of land area covered by forest	Forest cover increased by 0.03% or 728 square Km between 2005 and 2007			
		Ratio of area protected (to maintain biological diversity) to surface area	Ratio of protected area to total area increases by 0.02% or 698 square Km between 1999 and 2011			
		Energy use per unit of GDP (Rupee)	Energy intensity has come down from 0.128 KWh in 1970-71 to 0.122 KWh in 2009-10			
Goal 7 : Ensure environ- mental sustainability	10. Halve, by 2015, the proportion of people without sustainable access to safe drinking water and basic sanitation.	Percentage of people using improved source of drinking water	66.4	2008-09	91.4	83
		Percentage of household without sanitation facility	76	2008	49.2	38
		Percentage of people using improved sanitation	18	2008-09	47.6	64
	11. By 2020, to have achieved a significant improvement in the lives of at least 100 millions slum dwellers	Slum population as percentage of urban population	*	2001	42.6 million	
Goal 8: Develop a Global Partnership for Development	12. In cooperation with private sector, make available benefits of new technologies, especially information and communication	Telephone lines and cellular subscribers per 100 population	0.67%	2011	76.03%	**
		Internet subscribers per 100 population	0.21 million in 1999	2011	20.33 million	**

Source : MDG India Country Report 2011; Ministry of Statistics and Programme Implementation.

Notes : NFHS - National Family Health Survey

U5MR - Under-five Mortality Rate

IMR - Infant Mortality Rate

MMR - Maternal Mortality Rate

GDP - Gross Domestic Product

\*' - Slum data was collected for the first time in 2001.

\*\*\* - No quantitative target is set for these indicators.

**Directions to make Maximum Earnings**

†1004. SHRI ASHK ALI TAK :

Will the PRIME MINISTER be pleased to state :

(a) the directions given by Centre to the States to make maximum earnings from the resources available in the States in each year's plan; and

(b) the name of the States which have increased the plan amount from their own resources during the last two years along with the percentage of increase made?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR) : (a) and (b) Planning Commission in its interaction with States encourages efficiency in resource use as well as increase in the share of Own Resources in Plan financing. State-wise increase or decrease in approved Plan and States' Own Resources during last two years, percentage-wise is given in the Statement-I and Statement-II, respectively.

**Statement - I***Percentage Increase in Approved Plan During Last Two Years*

Sl. No.	State Name	2009-10	2010-11	2011-12		
		Approved Plan Rs. Crore	Approved Plan Rs. Crore	%age increase over 2008-09	Approved Plan Rs. Crore %age increase over 2009-10	
1	2	3	4	5	6	7
1.	Andhra Pradesh	33496.75	36800.00	9.86	43000.00	16.85
2.	Arunachal Pradesh	2100.00	2500.00	19.05	3200.00	28.00
3.	Assam	6000.00	7645.01	27.42	9000.00	17.72
4.	Bihar	16000.00	20000.00	25.00	24000.00	20.00
5.	Chhatisgarh	10947.76	13230.00	20.85	16710.00	26.30
6.	Goa	2240.00	2710.00	20.98	3320.00	22.51
7.	Gujarat	23500.00	29500.00	25.53	38000.00	28.81
8.	Haryana	10000.00	18260.00	82.60	20358.00	11.49
9.	Himachal Pradesh	2700.00	3000.00	11.11	3300.00	10.00
10.	Jammu & Kashmir	5500.00	6000.00	9.09	6600.00	10.00

† Original notice of the question was received in Hindi



1	2	3	4	5	6	7
11.	Jharkhand	8200.00	9240.00	12.68	15300.00	65.58
12.	Karnataka	29500.00	31050.00	5.25	38070.00	22.61
13.	Kerala	8660.00	10025.00	15.76	12010.00	19.80
14.	Madhya Pradesh	16174.17	19000.00	17.47	23000.00	21.05
15.	Maharashtra	35958.95	37916.00	5.44	42000.00	10.77
16.	Manipur	2000.00	2600.00	30.00	3210.00	23.46
17.	Meghalaya	2100.00	2230.00	6.19	2727.00	22.29
18.	Mizoram	1250.00	1500.00	20.00	1700.00	13.33
19.	Nagaland	1526.27	1500.00	-1.72	1810.00	20.67
20.	Orissa	9500.00	11000.00	15.79	15200.00	38.18
21.	Punjab	8600.00	9150.00	6.40	11520.00	25.90
22.	Rajasthan	17322.00	24000.00	38.55	27500.00	14.58
23.	Sikkim	1045.00	1175.00	12.44	1400.00	19.15
24.	Tamil Nadu	17500.00	20068.00	14.67	23535.00	17.28
25.	Tripura	1680.00	1860.00	10.71	1950.00	4.84
26.	Uttar Pradesh	39000.00	42000.00	7.69	47000.00	11.90
27.	Uttarakhand	5800.81	6800.00	17.23	7800.00	14.71
28.	West Bengal	12688.56	17985.00	41.74	22214.00	23.51

**Statement - II***Percentage Increase in States' Own Resources in Approved Plan  
During Last Two Years*

Sl. No.	State Name	2009-10	2010-11	2011-12		
		(As per Approved Plan) Rs. Crore	(As per Approved Plan) Rs. Crore	(As per Approved Plan) Rs. Crore	(As per Approved Plan) %age increase over 2009-10	
1	2	3	4	5	6	7
1.	Andhra Pradesh	13211.32	17064.64	29.17	19250.67	12.81
2.	Arunachal Pradesh	-272.96	80.40	-129.45	507.956	-531.78

1	2	3	4	5	6	7
3.	Assam	-1851.67	-32.71	-98.23	-736.00	2150.08
4.	Bihar	3798.76	8477.02	123.15	12025.42	41.86
5.	Chhatisgarh	5715.49	8340.08	45.92	11078.52	32.83
6.	Goa	1164.07	1460.84	25.49	2122.67	45.30
7.	Gujarat	7827.78	12663.36	61.77	18039.20	42.45
8.	Haryana	4617.14	10419.88	125.68	11373.79	9.15
9.	Himachal Pradesh	-1074.21	-1319.76	-22.86	-1376.59	-4.31
10.	Jammu & Kashmir	-3932.65	-5240.92	-33.27	-6371.96	-21.58
11.	Jharkhand	3512.03	5307.48	51.12	7677.75	44.66
12.	Karnataka	16251.91	18212.65	12.06	22192.04	21.85
13.	Kerala	1099.47	834.29	-24.12	111.64	-86.62
14.	Madhya Pradesh	5100.13	7387.62	44.85	9758.48	32.09
15.	Maharashtra	4973.73	5091.54	2.37	13493.06	165.01
16.	Manipur	-332.12	225.93	168.03	349.43	-54.66
17.	Meghalaya	143.78	397.20	179.26	441.87	11.25
18.	Mizoram	-321.05	-216.60	32.53	-331.09	-52.86
19.	Nagaland	-333.54	-619.15	-85.63	-671.14	-8.40
20.	Orissa	1547.15	2712.68	75.33	7223.71	-166.29
21.	Punjab	2191.06	1112.72	-49.22	1712.16	53.87
22.	Rajasthan	7210.19	13041.42	80.87	16302.58	25.01
23.	Sikkim	-374.54	-254.54	-32.04	29.94	111.76
24.	Tamil Nadu	531.67	4846.13	811.49	3268.50	-32.55
25.	Tripura	-405.08	-578.01	-42.69	-1058.74	-83.17
26.	Uttar Pradesh	15885.89	18559.80	16.83	20164.49	8.65
27.	Uttarakhand	529.46	1677.70	216.87	2298.18	36.98
28.	West Bengal	-6309.40	-2345.47	62.83	-177.23	92.44

Note : State Own Resources exclusion of State Borrowings but inclusion of Public Sector Undertaking Plan & Local Bodies Plan.

**Unique Identification Number Scheme**

†1005. SHRIMATI HEMA MALINI :

Will the PRIME MINISTER be pleased to state :

- (a) whether it is a fact that Government is running Unique Identification Number Scheme;
- (b) if so, the details thereof;
- (c) whether it is a fact that Parliamentary Committee has recommended not to continue with this scheme;
- (d) if so, the details thereof; and
- (e) the details of total budget of the scheme funds approved and spend so far.

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

(b) The Unique Identification Authority of India (UIDAI) has been mandated to issue unique identification numbers (Aadhaar) to all the residents of India. UIDAI does not issue cards. The number is a proof of identity and not citizenship. UIDAI was authorized to enroll, through multiple registrars upto 200 million residents by March 2012. The initial phase of enrolling 200 million residents has already been completed. The Cabinet Committee on UIDAI has given its approval for enrolment of an additional 400 million residents by UIDAI through Multiple Registrars in 18 States/UTs and the details are given in the Statement (*See* below). The residents are expected to be covered over the next 18 to 24 months. The remaining 600 million residents will be covered by Registrar General of India (RGI) under National Population Register (NPR) process.

(c) to (d) The report of the Standing Committee on Finance on the National Identification Authority of India Bill, 2010 was presented by the Committee to the Lok Sabha on 13<sup>th</sup> December' 2011 and laid in the Rajya Sabha on 13<sup>th</sup> December, 2011. The Committee has, *inter-alia*, given its observations on giving number to every resident and not restricting the Unique Identification Scheme to citizens, reliability of technology, legislative safeguards for data protection and duplication of work with National Population Register exercise. The Committee has conveyed its unacceptability of the National Identification Authority of India Bill, 2010 in its present form and has urged the Government to reconsider and review the UID scheme as also the proposals contained in the Bill with all its ramifications and bring forth a fresh legislation before Parliament. The recommendations are under consideration of the Government.

(e) UID is Central Plan Scheme Project. Year wise funds allocated since inception and expenditure for the Financial years 2009-10, 2010-11 and 2011-12 (upto January 2012) is as under :

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† Original notice of the question was received in Hindi

(Rupees in crore)

Year	BE	RE	FE	Actual expenditure
2009-10	120.00	30.92	26.38	26.21
2010-11	1900.00	960.66	273.80	268.41
2011-12	1470.00	1200.00	Not applicable	753.22 (upto Jan 2012)

**Statement***Unique Identification Authority of India*

S.No.	States/UTs
1.	Andhra Pradesh
2.	Chandigarh
3.	Daman & Diu
4.	Goa
5.	Gujarat
6.	Haryana
7.	Himachal Pradesh
8.	Jharkhand
9.	Karnataka
10.	Kerala
11.	Madhya Pradesh
12.	Maharashtra
13.	NCT of Delhi
14.	Puducherry
15.	Punjab
16.	Rajasthan
17.	Sikkim
18.	Tripura

**Reservation in Promotion**

1006. SHRI AMBETH RAJAN :

Will the PRIME MINISTER be pleased to state :

- (a) whether reservation in promotion is strictly followed and implemented in your Ministry as per the provisions made in the Constitution through 77<sup>th</sup> Amendment;
- (b) if so, the details of promotion made during the last five years in all categories;
- (c) if not, the reasons therefore; and
- (d) the tentative time by which the same will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR) : (a) Planning Commission has employees belonging to various cadres as well as those recruited by Planning Commission directly. Implementation of Government's reservation policy is ensured by respective cadre controlling authorities based on overall strength of the respective cadres. Planning Commission is strictly implementing Government's policy in respect of reservation in promotion in so far as posts which are filled up by Planning Commission are concerned.

(b) Details of promotions made by Planning Commission during last 5 years in various categories are given below :

Name of the post	Number of posts filled by promotion	Category		
		Scheduled Caste	Scheduled Tribe	Unreserved
1	2	3	4	5
Economic Officer	8	1		7
Research Assistant	3			3
Economic Investigator	3		1	2
Senior Artist	1			1
Computer (Grade-I)	2			2
Upper Division Clerk (Programme Evaluation Office)	1			1
Lower Division Clerk	2			2
Assistant Library Information Officer	1			1
Library Clerk	2	1		1

1	2	3	4	5
Multi Tasking Staff	12	2	1	9
Staff Car Driver (Grade-I)	4			4
Staff Car Driver (Grade-II)	11	2		9
Staff Car Driver (Ordinary Grade)	9	2		7

(c) and (d) Do not arise.

### Infrastructure Sector in Twelfth Plan

1007. SHRI SHADI LAL BATRA :

Will the PRIME MINISTER be pleased to state :

- (a) the details of targets set in Twelfth Plan for the development of infrastructure sector;
- (b) the details of action plan to achieve the physical and financial targets; and
- (c) the targets set and achieved for the infrastructure sector during the Eleventh Plan?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR) : (a) The Approach Paper to the Twelfth Five Year Plan as approved by the NDC on October 22, 2011 has set a target of investment of Rs. 45 lakh crore during the Plan period.

(b) The Approach Paper has identified that special attention must be paid to the financing needs of private sector investment in infrastructure. Infrastructure investment (defined as electricity, roads & bridges, telecommunication, railways, irrigation, water supply & sanitation, ports, airports, storage and oil & gas pipelines) will need to increase from about 8 per cent of the GDP in the base year (2011-12) of the plan to about 10 per cent of GDP in 2016-17. Financing this level of investment will require larger outlays from public sector, but this has to be coupled with a more than proportional rise in private investment. Private and PPP investments are estimated to have accounted for over 30 per cent of total investment in infrastructure in the Eleventh Plan. Their share may have to rise to 50 per cent in the Twelfth Plan.

The Government has taken following steps to achieve the physical and financial targets fixed for the Plan and promote PPPs in infrastructure :

**Cabinet Committee on Infrastructure (CCI)**

The CCI was constituted under the chairmanship of the Prime Minister on July 6, 2009. The CCI approves and reviews policies and annual targets and projects across infrastructure sectors.

**Public Private Partnership Appraisal Committee (PPPAC)**

For streamlining and simplifying the appraisal and approval process for PPP projects, the PPPAC has been constituted under the chairmanship of Secretary, Department of Economic Affairs.

**Empowered Committee / Institution (EC/EI)**

An institutional framework has been established for appraising and approving PPP projects for availing the Viability Gap Funding (VGF) grant of up to 20 per cent of the cost of infrastructure projects.

**Viability Gap Funding (VGF) Scheme**

To enhance the financial viability of competitively bid PPP infrastructure projects which do not pass the standard thresholds of financial returns, VGF grant up to 20 per cent of capital costs is provided by the Central Government to projects undertaken by any Central Ministry, State Government, statutory entity or local body. An additional grant of up to 20 per cent of the project costs can be provided by the sponsoring authority.

**India Infrastructure Finance Company Limited (IIFCL)**

The IIFCL was set up as a non-banking company for providing long-term loans for financing infrastructure projects that typically involve long gestation periods. The IIFCL lends up to 20 per cent of the project costs.

**Model Documents**

Model documents that incorporate key principles and best practices relating to the contract terms and the bid process for PPP projects have also been developed. Guidelines for the pre-qualification of bidders along with a Model Request for Qualification (RFQ) document have been issued by the Ministry of Finance.

**Infrastructure Debt Fund (IDF)**

India's first Infrastructure Debt Fund (IDF) of US \$ 2 billion has been launched on March 5, 2012. This IDF would be structured as a non-banking finance company with an initial equity share of Rs. 300 crore and is envisaged to expand the availability of debt to infrastructure projects. Further, a few more IDFs are also proposed to be launched soon and by the end of 2012 at least two IDF's would be functional.

(c) The Eleventh Five Year Plan had projected an investment of Rs. 20,56,150 crore over the Plan period (2007-12) in electricity (including non-conventional electricity), roads & bridges, telecommunications, railways (including mass rapid transit system), irrigation (including watershed), water supply & sanitation, ports (including inland waterways), airports, storage and oil & gas pipelines sectors. The sector-wise investment projections and anticipated investments in first three years (2007-10) of the Plan in infrastructure sectors as per Mid-Term Appraisal (MTA) of the Eleventh Plan are indicated in Table below :

**Table : Investment projections and anticipated investments in first three years of the Plan in infrastructure sectors**

(Rs. crore at 2006-07 prices)

Sectors	Projections for first 3 years (2007-10)	Anticipated investments in first 3 years (2007-10)
Electricity (including NCE)	3,09,887	3,54,185
Roads & Bridges	1,65,811	1,45,487
Telecommunications	1,18,102	1,48,401
Railways (including MRTS)	1,24,714	1,13,107
Irrigation (including Watershed)	1,10,602	1,32,740
Water Supply & Sanitation	69,402	60,990
Ports (including Inland waterways)	44,605	20,413
Airports	16,632	21,526
Storage	12,321	3,856
Oil & gas pipelines	9,043*	65,124
Total	9,81,118	10,65,828

\*Target pertains to gas pipelines only.

#### **Special Status and Assistance Package to Rajasthan**

1008. DR. PRABHA THAKUR :

Will the PRIME MINISTER be pleased to state :

(a) whether keeping in view the complications and difficulties faced by many States of the country, Government has given them special status and special assistance package;

(b) whether two-third area of Rajasthan is also sandy and due to the regular occurrence of famine in this area, the inhabitants have to face severe scarcity of potable



water and have to remain deprived of water for irrigation as well which makes their lives difficult;

(c) whether keeping in view this particular hard situation of Rajasthan, Government proposes to give it the status of special category backward State and provide special assistance to it; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRIASHWANI KUMAR) : (a) The status of special category State has been granted in the past by the National Development Council (NDC) to some States on the basis of a set criteria that, *inter-alia*, include hilly and difficult terrain, low population density and/or sizeable share of tribal population, strategic location along borders with neighbouring countries, economic and infrastructural backwardness and non-viable nature of State finances. States under this category have a low resource base and are not in a position to mobilise resources for their developmental needs even though the per capita income of some of these States is relatively high. Moreover, a number of these States were constituted out of former small Union Territories or districts of some other States, necessarily involving creation of overheads and administrative infrastructure that was out of proportion to their resource base. The decision to grant Special Category Status to any State is taken by National Development Council (NDC), which is the sole body competent to do so. The decision is based on an integrated consideration of all the factors listed above and the peculiar situation of the State.

(b) Yes, Sir.

(c) and (d) It is the considered view of the Planning Commission that for any State seeking Special Category Status on account of State specific problems, it would be more appropriate to provide Financial Assistance/Additional Central Assistance (ACA) etc. as has been the practice so far, on a case to case basis.

#### **Growth Rate of Country**

†1009. SHRI RAVI SHANKAR PRASAD :

SHRI RAMCHANDRA PRASAD SINGH :

Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that annual development growth rate of the country in 2011-12 is not going to be as per the target fixed by Government;

(b) if not, the annual development growth rate that would be achieved during the said period on the basis of facts obtained so far; and

(c) the main reason for non-achievement of the target and development growth rate, separately for manufacturing sector and service sector respectively in 2011?

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† Original notice of the question was received in Hindi

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR) : (a) to (c) The Eleventh Five Year Plan (2007-12) aims at achieving an average annual growth rate of 9 percent. As per the advanced estimates released by the Central Statistics Office (CSO), the economy is likely to grow at 6.9 percent during 2011-12. The growth rate of GDP in 2011-12 is likely to decelerate as compared to that of previous two years on account of lower growth rate in agriculture sector and slowdown in industrial sector which are projected to grow at 2.5 percent and 3.9 percent respectively. Slowdown in the growth rate of agriculture sector is anticipated during the current year mainly because of low rate of growth of production of food grains in percentage terms due to base effect. The production of food grains is expected to grow by 2.3 percent during 2011-12 as compared to 12.2 percent growth in the previous agriculture year. The reasons for deceleration in the growth rate of manufacturing sector during 2011-12 can be attributed to the global factor *viz.* global economic slowdown coupled with Euro zone crisis and domestic factors like high interest rates etc. The service sector is likely to grow at 9.4 percent during 2011-12 which is within the targeted level of 9-11 percent per annum for Eleventh Five Year Plan.

**Flagship Programmes to Curb Migration from Villages**

1010. SHRI ISHWAR SINGH :

Will the PRIME MINISTER be pleased to state:

- (a) whether the Planning Commission has recently raised concerns over the people migrating from the countryside to cities in search of jobs;
- (b) if so, whether Government has asked various Ministries / Departments to strengthen its flagship programmes in the rural/village areas to check migration to cities; and
- (c) if so, the details of the new plans made by Government to check such migration of people to cities?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR) : (a) Planning Commission's Approach to the Twelfth Five Year plan observes that the quality of lives and livelihoods in the urban agglomerations will be affected, inter-alia, by migration of people into towns.

(b) and (c) while aspirational migration is desirable, distress migration from rural to urban areas needs to be prevented. The latter is sought to be achieved through implementation of various flagship programmes and employment generating measures in the rural areas like the Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA), Swarnajayanti Gram Swarozgar Yojana (SGSY), National Rural Livelihoods Mission (NRLM) etc. Higher priority is accorded by the Government to strengthen and grow the agricultural economy and to create employment opportunities

in rural areas so as to check distress migration to urban areas and to promote balanced economic growth across the country. The flagship programmes of the government are especially geared to secure economic empowerment of the rural people.

**Allocation for Health and Medical Sector**

†1011. SHRI RAM JETHMALANI :  
SHRI RAMCHANDRA PRASAD SINGH :

Will the PRIME MINISTER be pleased to state :

- (a) whether it is a fact that Hon'ble Prime Minister had contemplated an allocation of 2.5 per cent of GDP in Twelfth Plan for health and medical sector of the country;
- (b) if so, the reaction of Government in this regard;
- (c) whether it is also a fact that in the very first year of Twelfth Five Year Plan the said proposal is not likely to be implemented; and
- (d) if so, the facts thereof and the difficulties in the implementation of the said proposal?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR) : (a) and (b) No, Sir. Hon'ble Prime Minister has contemplated that the Government must work towards increasing the total government health expenditure to 2.5% of GDP by the end of the Twelfth Plan. The President in her address to Parliament on 12th March, 2012 has stated that : "To attain the goal of universal healthcare, my Government would endeavour to increase both Plan and Non-Plan public expenditure in the Centre and the States taken together to 2.5 per cent of the GDP by the end of the 12th Plan."

(c) and (d) In view of the above, the question does not arise.

**Phase-II of Dandi Heritage Route**

1012. SHRI KANJIBHAI PATEL :  
SHRI NATUJI HALAJI THAKOR :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

- (a) whether it is a fact that in the last meeting chaired by Cabinet Secretary, it was decided to delink the National Highway from the issue of Heritage route;
- (b) whether Government has received estimates for phase-II of Dandi Heritage route;

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† Original notice of the question was received in Hindi

(c) whether there is any provision of funds for the above work and if so, the details thereof;

(d) whether it is a fact that provision for the above route was Rs. 125 crore in 2010-11 which was reduced to 25.00 crore for want of approvals;

(e) whether necessary approval has been accorded for utilization of provision of 2011-12; and

(f) if not, the steps Government propose to take in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) Yes, Sir. National Highway No. 228 has been delinked from the issue of Dandi Heritage Route in the Cabinet Secretary meeting of 28th June, 2011.

(b) No, Sir.

(c) No, Sir, since National Highway No. 228 has been delinked from Dandi Heritage Route, no phase-II as envisaged previously for the development of National Highway No. 228 stands now.

(d) to (f) Yes, sir. Though a provision of Rs. 125.00 crore was made for Phase-II of Dandi Heritage Route in 2010-11, the same could not be utilized as the alignment plan for the work to be carried out under Phase-II was not approved by the Ministry of Culture, the nodal Ministry entrusted with Dandi Heritage Route. Subsequently, the Dandi Heritage Route was delinked from National Highway No. 228 and no provision is now available with this Ministry in 2011-12 under Dandi Heritage Route. A provision of Rs. 8.00 crore has been made for development of National Highway No. 228 during the financial year 2011-12.

#### **Accidents Reported on NHS**

1013. SHRI SHYAMAL CHAKRABORTY :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) the number of accidents reported on National Highways (NHs) along with the number of persons killed in road accidents during each of the last three years;

(b) State, UT and NH-wise details thereof;

(c) whether Government has analysed the cause and conducted any survey for such a large number of road accidents;

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

(e) the action taken by Government to prevent road accidents on NHs in the country?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHAR BHAI CHAUDHARY) : (a) and (b) Details of

State/Union Territory wise number of total road accidents reported and number of persons killed in road accidents on National Highways (including Expressway) during each of the years 2008 to 2010 (the latest available data) are given in the Statement I (*See* below). State/Union Territory wise details of number of total road accidents reported and number of persons killed in road accidents on all roads during each of the year 2008 to 2010 (the latest available data) is given in the Statement II (*See* below).

(c) and (d) Ministry of Road Transport & Highways collects data on road accidents from all States/UTs in a format developed as per the Asia Pacific Road Accident Database (APRAD) project of United Nations Economic and Social Commission for Asia Pacific (UNESCAP). These data are analyzed and an annual publication titled "Road Accidents in India" is released every year by the Transport Research Wing of Ministry of Road Transport and Highways. The latest issue of the publication for the year 2010 was released in December 2011. The report contains data on road accidents and related parameters, including factors causing road accidents, for all States/UTs.

The analysis of road accident data received from States/UTs reveals that drivers' fault is the single most important factor responsible for accidents, fatalities and injuries. This accounted for about 78.0% (389,885 accidents) of total road accidents during 2010. The cause wise breakup of the accidents is as under :

Fault of driver	78.0%
Fault of pedestrain	2.7%
Fault of cyclist	1.2%
Defect in road conditions	1.2%
Defect in condition of motor vehicle	1.7%
Weather condition	1.0%
All other causes	14.2%*

\* Includes Fault of Driver of other vehicles, Fault of Passengers, Poor light condition, Falling of boulders, Neglect of civic bodies, Stray animals, other causes and causes not known.

(e) This Ministry has been taking the following steps to prevent road accidents on National Highways in the country :

- (i) Emphasis is given in various aspects pertaining to engineering measures of road safety integrally during planning, development, maintenance and operation stages (wherever applicable) in projects on National Highways (NHs)/Expressways.
- (ii) Various measures are taken for implementation of NH projects primarily under National Highways Development Project (NHDP) to enhance road

safety such as laying of road markings/road signs, installation of crash barriers, guard stones, delineators, etc. Further in many projects, Highway Traffic Management System, using Intelligent Transport System has been introduced. Steps have also been taken towards improving discipline among contractors during construction, conducting of road safety audits on selected stretches etc., in projects being implemented by National Highways Authority of India (NHAI).

- (iii) Provision of service roads and paved shoulders are made, *inter-alia* enabling segregation/movement of other slow moving vehicles.
- (iv) Providing round the clock route patrol vehicles to assist the road users of the Highways for incident management.
- (v) Providing pedestrian/cattle/vehicular under passes/over passes and service lanes for further enhancing safety on National Highways and Expressways in the country.
- (vi) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.
- (vii) Spreading awareness about road safety amongst all road users through print and electronic media.

**Statement I**

*Total Number of Accidents Reported and No. of Persons Killed on NHs*

Sl. No.	State/UTs	Total Number of Road Accidents on National Highways*			Total Number of Persons Killed in Road Accidents on National Highways*		
		2008	2009	2010	2008	2009	2010
1	2	3	4	5	6	7	8
<b>States</b>							
1.	Andhra Pradesh	12,327	11,856	12,340	4,172	4,655	5,122
2.	Arunahcal Pradesh	101	113	91	28	49	33
3.	Assam	2,683	2,808	3,209	1,245	1,275	1,401
4.	Bihar	3,862	4,305	4,857	1,868	1,993	2,317
5.	Chhattisgarh	4,001	4,622	4,248	1,002	1,093	1,037
6.	Goa	1,593	1,467	1,576	134	125	122

1	2	3	4	5	6	7	8
7.	Gujarat	7,025	6,640	6,440	1,857	1,958	1,953
8.	Haryana	3,990	4,086	3,905	1,775	1,800	1,845
9.	Himachal Pradesh	1,080	1,066	1,306	258	324	369
10.	Jammu & Kashmir	2,365	2,637	2,271	487	446	403
11.	Jharkhand	1,860	1,894	1,704	882	455	455
12.	Karnataka	12,949	13,893	14,013	2,838	3,147	3,278
13.	Kerala	9,997	9,425	9,461	1,403	1,373	1,371
14.	Madhya Pradesh	10,359	10,769	13,600	1,909	2,198	2,566
15.	Maharashtra	13,866	12,911	12,026	3,662	3,359	3,445
16.	Manipur	292	320	361	81	61	96
17.	Meghalaya	186	235	320	73	100	108
18.	Mizoram	58	45	47	35	30	23
19.	Nagaland	36	37	16	31	28	20
20.	Orissa	3,635	4,216	4,738	1,472	1,769	2,028
21.	Punjab	1,903	1,684	2,087	1,149	1,140	1,293
22.	Rajasthan	7,811	7,932	7,520	3,495	3,432	3,501
23.	Sikkim	47	211	86	15	22	37
24.	Tamil Nadu	19,158	21,198	24,083	4,417	5,282	6,333
25.	Tripura	270	295	320	65	90	93
26.	Uttarakhand	818	792	863	634	475	538
27.	Uttar Pradesh	9,795	10,917	11,079	5,210	5,958	6,122
28.	West Bengal	4,621	4,714	5,547	2,115	2,143	2,040
<b>UTs</b>							
1.	Andaman & Nicobar Islands	37	54	117	6	9	10
2.	Chandigarh	89	64	112	36	35	34
3.	Dadra & Nagar Haveli	0	0	0	0	0	0
4.	Daman & Diu	0	0	0	0	0	0
5.	Delhi	875	796	886	278	329	343

1	2	3	4	5	6	7	8
6.	Lakshadweep	0	0	0	0	0	0
7.	Puducherry	306	509	700	38	69	130
TOTAL		137,995	142,511	149,929	42,670	45,222	48,466

\* Includes Expressways

**Statement II***Total Number of Accidents Reported and No. of Persons Killed in Road Accidents in States/UTs*

Sl. No.	State/UTs	Total Number of Road Accidents in States / UTs			Total Number of Persons Killed in Road Accidents in States / UTs		
		2008	2009	2010	2008	2009	2010
1	2	3	4	5	6	7	8
<b>States</b>							
1.	Andhra Pradesh	42657	43600	44599	13812	14770	15684
2.	Arunahcal Pradesh	280	306	293	134	158	148
3.	Assam	4683	4869	5828	1807	1991	2256
4.	Bihar	8991	10065	11033	3940	4390	5137
5.	Chhattisgarh	12945	12888	13664	2966	2865	2956
6.	Goa	4178	4165	4572	318	321	327
7.	Gujarat	33671	31034	30114	7070	6983	7506
8.	Haryana	11596	11915	11195	4494	4603	4719
9.	Himachal Pradesh	2756	3051	3069	848	1140	1102
10.	Jammu & Kashmir	5326	5945	6134	950	1100	1045
11.	Jharkhand	4985	4996	5521	1979	2170	2540
12.	Karnataka	46279	45190	46250	8814	8714	9590
13.	Kerala	37263	35433	35082	3901	3830	3950
14.	Madhya Pradesh	43852	47267	50023	6670	7365	8085
15.	Maharashtra	75527	71996	71289	12397	11396	12340
16.	Manipur	573	578	602	151	125	154



1	2	3	4	5	6	7	8
17.	Meghalaya	294	398	474	123	145	163
18.	Mizoram	110	86	125	63	60	82
19.	Nagaland	76	63	35	70	55	40
20.	Orissa	8181	8887	9413	3079	3527	3837
21.	Punjab	5115	5570	5507	3206	3668	3542
22.	Rajasthan	23704	25114	24302	8388	9045	9163
23.	Sikkim	196	564	186	79	87	71
24.	Tamil Nadu	60409	60794	64996	12784	13746	15409
25.	Tripura	767	865	901	221	229	231
26.	Uttarakhand	1417	1401	1493	1073	852	931
27.	Uttar Pradesh	25684	28155	28362	13165	14638	15175
28.	West Bengal	12206	11134	14888	4789	4860	5680
<b>UTs</b>							
1.	Andaman & Nicobar Islands	191	271	285	22	33	27
2.	Chandigarh	482	424	456	148	171	138
3.	Dadra & Nagar Haveli	116	79	96	65	45	62
4.	Daman & Diu	50	63	48	29	33	31
5.	Delhi	8435	7516	7260	2093	2325	2153
6.	Lakshadweep	12	4	4	0	2	0
7.	Puducherry	1697	1698	1529	212	218	239
TOTAL		484704	486384	499628	119860	125660	134513

### Incentives for Construction of Roads in Naxal Affected Areas

†1014. SHRI ISHWARLAL SHANKARLAL JAIN :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) whether any relaxation in the eligibility conditions has been given to encourage the partnership of contractors and labourers for the construction of roads in the Naxal affected areas of the country;

† Original notice of the question was received in Hindi

(b) whether any health of LIC policy is given by the companies engaged in road construction to labourers working in the Naxal affected areas keeping in view the threat to their life and property and health;

(c) if so, the details thereof; and

(d) the target set with regard to the length of roads in kilometres to be constructed during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) Relaxation in eligibility criteria was given in respect of works in Gadchiroli District of Maharashtra to encourage the larger participation of local contractors.

(b) and (c) As per Contract, the Contractor is to provide the insurance over for loss of or damage to the Works, Plant and Materials, loss of or damage to Equipment, loss of or damage of property in connection with the Contract and for personal injury or death with minimum cover of Rs. 5 lakh per occurrence.

(d) A target of 800 kilometer length for construction has been fixed for the year 2011-2012.

#### **Highway Projects Running Behind Schedule**

1015. SHRI PARIMAL NATHWANI :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) the details of highway projects which are running behind schedule, reasons for delay in completion and cost overruns due to the delay;

(b) the number of such projects that are being shelved and how many are carried forward due to budgetary or other considerations; and

(c) the steps taken to avoid the delays and complete these projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) to (c) Ninety five projects implemented by National Highways Authority of India (NHAI) and one hundred and twenty six projects of National Highways implemented by various State Public Works Departments (PWDs) & Border Roads Organization (BRO) have been delayed. These projects are at various stages of implementation and hence, actual time & cost over-run can be ascertained only after completion of the projects.

The delays have occurred due to various reasons such as delay in land acquisition, shifting of utilities, obtaining environment, forest clearances and railway approvals, poor performance of contractors and law & order problems in some States.

The steps taken by the Government to minimize the delays in completion of all its projects include setting up of Regional Offices by National Highways Authority of India (NHAI) headed by Chief General Managers with adequate delegation of powers, setting up of special land acquisition units, setting up of High Powered Committees under the Chairmanship of Chief Secretaries of State Governments to resolve the bottlenecks relating to shifting of utilities, land acquisition issues, etc. Further, the delayed projects are closely monitored and periodically reviewed at the Headquarter as well as in the field units for expeditious completion.

**Losses due to Traffic Jam in National Capital**

1016. SHRI A. A. JINNAH :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) whether it is a fact that the traffic jam in cities particularly metros like New Delhi cost crores of rupees to Government exchequer according to a survey by the Centre for Transforming India (CTI);

(b) whether the traffic jam in National Capital alone cost Rs. 1.5 crore per day and nearly 1000 new vehicles are added to Delhi Roads every day and the capacity of Roads have stretched;

(c) if so, the details thereof and the corrective steps taken by Government to solve the traffic problem that includes creating an efficient and reliable network of public transport; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY) : (a) The Government is not aware of any survey conducted by Centre for Transforming India (CTI) on traffic jam in cities.

(b) to (d) Do not arise in view of reply to (a) above. However, it is a general experience that metro cities including Delhi are facing traffic congestion. The measures to encourage a shift from private (two-wheelers and cars) mode of transport to public transport in order to check the alarming increase of private vehicles has to be a joint endeavour of the Central, State and local Governments. For popularizing the public transport, the Central Government is emphasizing on providing quick, comfortable, reliable, safe, affordable and quality public transport as envisaged in the National Urban Transport Policy, 2006. Accordingly, the Central Government is supporting various public transport projects such as Metro Rail, Bus Rapid Transport System and modern city bus services as per urban bus specifications in various cities. Ministry of Road Transport & Highways is implementing a scheme for providing one time central assistance to the extent of 50% of the project cost for Information Technology related projects to States/State Road Transport Undertakings (SRTUs) for strengthening their public transport system.

**Electronic Toll Collection System**

1017. SHRI A. ELAVARASAN :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether NHAI has decided to roll out the Electronic Toll Collection (ETC) system across the country replacing the existing cash and receipt tax payment system; and

(b) if so, the details thereof?

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

(b) At present a pilot project for implementation of Electronic Toll Collection (ETC) has been undertaken. Under this pilot project, ETC on few lanes on toll plazas on Delhi-Chandigarh section(s) of the national highways will become functional.

When the vehicle fitted with the RFID (Radio Frequency Identification) Tag passes through the Toll Plaza, the reader installed at the dedicated ETC lane reads the unique number of Tag and transmit this information to the Central Clearing House. The Account of this Tag number is debited with the pre-fixed amount and this amount is transferred to the respective Toll Operators through Bank at the end of Shift/Day.

**SC Judgement on High Security Number Plates**

†1018. SHRI RAGHUNANDAN SHARMA :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) the details of the Hon'ble Supreme Court's recent judgement on high security number plates;

(b) the steps taken by Government in the light of said judgement; and

(c) whether Government is contemplating to constitute any special task force to implement above said judgement?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY) : (a) Hon'ble Supreme Court, *suo motu*, is monitoring the implementation of the scheme of High Security Registration Plates (HSRP) in all States/UTs in the country and is delivering its directions to the States/UTs. In a recent order dated February 7, 2012, the Hon'ble

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† Original notice of the question was received in Hindi.

Apex Court came with the following directions - States of Arunachal Pradesh, Meghalaya, Chhattisgarh, Orissa, Tamil Nadu, West Bengal and Union Territory of Lakshadweep have been granted extended time to file an affidavit of compliance and undertakings along with the imposition of Rs. 10,000/- as costs; States of Himachal Pradesh, Manipur, Mizoram, Nagaland, Sikkim, Uttarakhand and Union Territory of Andaman & Nicobar Islands have implemented the scheme and commenced the programme for fixation of HSRPs; States of Assam, Bihar, Gujarat, Haryana, Jammu and Kashmir, Jharkhand, Punjab, Tripura and Uttar Pradesh have been directed to complete the process of signing of agreements with the successful bidders; States of Chhattisgarh, Madhya Pradesh, Chandigarh, Delhi (NCT) and Puducherry have been directed to finalize the tender process. The Hon'ble Court has issued a show cause notice to Andhra Pradesh Government for contempt of court's directions and has instructed all the States and Union Territories to complete the process of the implementation of HSRPs in the entire state, positively, by 30th April, 2012 for new vehicles and 15th June 2012 for old vehicles, mentioning specifically that no extension of time will be granted.

(b) Ministry of Road Transport & Highways has requested all the State Governments/UT administrations to comply with the Hon'ble Supreme Court's directions and to expedite the status of implementation of HSRP in their respective State/UT.

(c) No, Sir.

#### **Proposal of Roads for Madhya Pradesh**

†1019. SHRI RAGHUNANDAN SHARMA :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the total number of the proposals for the Inter-State roads and economically important roads received from Madhya Pradesh and the number of pending proposals;
- (b) the latest position of the sanctioned works;
- (c) the amount likely to be incurred on the pending proposals and by when these works will be sanctioned; and
- (d) the number of the proposals related to Morena and the status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) and (b) Total 38 proposals under Inter State Connectivity (ISC) and Economically Importance (EI) have been received from state Government of Madhya Pradesh, out of this 26 proposals with an aggregated

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† Original notice of the question was received in Hindi

amount of Rs. 243.15 crore, covering about 409 km length have been sanctioned under these schemes depending upon *inter-se* priority and availability of funds. Out of 26 sanctioned works, 9 works have already been completed, 6 works are under implementation, one work is at tender stage and for remaining 10 works tender has been cancelled by State Government.

(c) and (d) The balance 12 proposals which also includes all 3 proposals for Morena district, shall require another Rs. 1010.28 crore. Due to existing high Bank of Saction (BoS) in Madhya Pradesh State, it is too early to indicate time frame for further sanction.

### **National Drivers Policy**

†1020. SHRI RUDRA NARAYAN PANY :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government is seriously considering the formulation of a National Drivers Policy; and

(b) if so, the salient features of the said policy and by when this policy is likely to be implemented?

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

(b) Does not arise.

### **Losing Project due to Land Delays**

1021. SHRI MOHD. ALI KHAN :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether States are at risk losing projects due to land delays in implementing the highway projects in each State especially in Andhra Pradesh;

(b) if so, the details thereof and reasons therefor in the Eleventh Five Year Plan; and

(c) the steps being taken to avoid such situation in future?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) and (b) No, Sir. There is no risk of losing projects due to land acquisition problems in various States including those in the state of Andhra Pradesh. However, the projects are delayed due to various reasons

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† Original notice of the question was received in Hindi

such as delay in land acquisition, shifting of utilities, obtaining environmental / forest clearances and railway approvals for road over bridges (ROBs) / road under bridges (RUBs), arbitrations, court litigations and law & order problems in some States.

(c) The steps taken by the Government to avoid delays in implementation of projects include setting up of Special Land Acquisition Units (SLAUs) in various States to carry out land acquisition activities under National Highways Authority of India (NHAI) and to coordinate with the district level officials. These SLAUs are assisting in processing the notifications and also in disbursement of compensation awards and possession of land in these States. In other States where dedicated SLAUs are not set up, adequate manpower resources have been provided to Competent Authority of Land Acquisition, who is generally a revenue official, to the State Government(s), to carry out the land acquisition work.

Regional Offices headed by Chief General Managers (CGM) have been set up by NHAI for close monitoring of implementation of projects. High Powered Committee has been constituted in the States, where NHAI is operating, under Chief Secretary / Principal Secretaries of Public Works Departments, Revenue, Power and Water Supply apart from other State Government officials as Members. The RO / CGM of NHAI for concerned State have been nominated as Member Secretary. The Committee's mandate is expeditious resolution of issues for faster implementation of project *inter-alia*, including land acquisition, shifting of utilities and rehabilitation and resettlement. Achievement of targets is being monitored closely. Projects are periodically reviewed at field and at HQs.

#### **Highway Construction in Left-Wing Affected Areas**

1022. SHRI MOINUL HASSAN :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether highway construction in Left-wing affected areas has come to halt due to rise in incidents of violence;
- (b) if so, the details thereof;
- (c) the steps that are being taken to ensure on time completion of the project; and
- (d) the losses being incurred due to delay in completion of the highways?

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

(b) Does not arise. Length of roads constructed for development of roads in Left Wing Extremism (LWE) areas during 2010-2011 and 2011-2012 are given below :

S.No.	States	Length in km constructed during 2010-2011	Length in km constructed during 2011-2012
1	2	3	4
1.	Andhra Pradesh	77	204
2.	Bihar	49	293
3.	Chhattisgarh	34	215
4.	Jharkhand	0	12
5.	Madhya Pradesh	9	40
6.	Maharashtra	66	105
7.	Orissa	0	69
8.	Uttar Pradesh	16	0

(c) Regular monitoring is being done by the Ministry to accelerate the pace of LWE works.

(d) No losses have been reported due to delay in completion.

#### **Construction of Road in Naxal affected Areas**

†1023. SHRI KAPTAN SINGH SOLANKI :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has fixed targets for the construction of roads in the naxal affected States amidst risks and tough challenges;

(b) if so, the details thereof;

(c) whether it is a fact that there has been no construction of roads by Government in some parts of the 34 naxal affected districts of many States including Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh; 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) A target for construction of 800 km roads during 2011-2012 and 1200 km roads during 2012-2013 has been fixed in Left Wing Extremism affected areas.

(c) and (d) Length of roads constructed during 2010-2011 and 2011-2012 are given below :

† Original notice of the question was received in Hindi



S.No.	States	Length in km constructed during 2010-2011	Length in km constructed during 2011-2012
1	2	3	4
1.	Andhra Pradesh	77	204
2.	Bihar	49	293
3.	Chhattisgarh	34	215
4.	Jharkhand	0	12
5.	Madhya Pradesh	9	40
6.	Maharashtra	66	105
7.	Orissa	0	69
8.	Uttar Pradesh	16	0

**Accidents on Mumbai-Pune Expressway**

1024. SHRI PRAKASH JAVADEKAR :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the number of accidents that have taken place on Mumbai-Pune Expressway since 2009;
- (b) the details thereof;
- (c) whether Government has decided to widen the highway and carry out necessary corrections;
- (d) the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY) : (a) and (b) A total number of 1457 accidents have taken place on Mumbai-Pune Expressway since January 2009 and till February 2012. The details of these accidents are given in the Statement. (*See below*)

(c) and (d) Mumbai-Pune Expressway comes under the purview of Government of Maharashtra. Maharashtra State Road Development Corporation (MSRDC) has undertaken a feasibility study for new alignment in Borghat along with capacity augmentation of Mumbai-Pune corridor.

- (e) Does not arise.

**Statement***Details of Accidents on Mumbai-Pune Expressway Since 2009*

Sl. No.	Year	Fatal Accidents		Seriously Injured		Minor Injury		Without Injury Accidents	Total Accidents
		No. of accident	Total killed	No. of accident	Total seriously injured	No. of accident	Total Minor Injured		
1.	2009	95	131	99	269	47	70	300	541
2.	2010	102	104	79	171	51	71	226	458
3.	2011	86	118	99	240	31	49	196	412
4.	2012 (Till Feb. 2012)	12	17	10	17	4	7	20	46
<b>TOTAL</b>		295	370	287	697	133	197	742	1457

**Annual Plan for National Highways in Gujarat**

1025. SHRI KANJIBHAI PATEL :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

- the size of approval of Annual Plan 2011-12 for National Highways in Gujarat;
- against this, how many and of what amount estimates/proposals have been received at various times during the year;
- of these, how many estimates and of what amount have been approved; and
- how many estimates and of what amount are pending with the Ministry as on 31st January, 2012?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) The size of approved Annual Plan 2011-12 for National Highway in Gujarat is Rs. 276.50 crore. However, as per the bank of sanction already available with the State, the sanction ceiling during 2011-12 is Rs. 133.67 crores only.

(b) to (d) Total nineteen estimates amounting to Rs. 324.24 crores were submitted by State Government of Gujarat against a sanction ceiling of Rs. 133.67 crores for the Year 2011-12. Five estimates amounting to Rs. 117.91 crores have already been sanctioned and remaining estimates for Rs. 15.76 crores are under process for sanction during 2011-12.

**Gandhi Setu Bridge**

†1026. SHRI PARVEZ HASHMI :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

- (a) whether it is a fact that Gandhi Setu bridge connecting Patna and Hazipur is in a very dilapidated state at present;
- (b) whether due to improper maintenance of the above bridge, its condition has gone worse;
- (c) the reflection of assessment report of the bridge currently; and
- (d) whether any proposal is being considered regarding repair of bridge and making its structure strong, if so the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) Mahatma Gandhi Bridge connecting Patna and Hazipur has suffered distresses such as loss of pre-stressing force over time and consequent failure of Central Hinge Bearings and expansion joints.

(b) No, Sir. The design of the bridge components conformed with the standards and technology prevailing at that time, which has not proved successful today. Other bridges constructed with same technology have also given problem.

(c) As per the assessment report, the losses occurred in the pre-stressing force has caused excessive deflection in most of the spans. Damages in Central Hinge Bearings and expansion joint have also been observed.

(d) The work of repair and rehabilitation was taken up after the distresses in the bridge were noticed. The provisions and methodology were adopted on the basis of suggestions made by the expert and consultant. The bridge has been entrusted to NHAI on 28.09.2011. NHAI has appointed consultant for suggesting permanent rehabilitation measures for the bridge on BOT (Toll) basis. The consultants have submitted their preliminary report recently.

**Target Fixed and Achievements for Construction of Roads**

1027. DR. JANARDHAN WAGHMARE :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has accorded priority status to development of roads and highways in the country;
- (b) if so, the details thereof;

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† Original notice of the question was received in Hindi

(c) the details of targets fixed and achievements for construction of roads during 2010-11 and 2011-12; and

(d) the steps taken by Government to speed up the process?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) and (b) Yes, Sir. This Ministry is primarily responsible for development of National Highways (NHs). In order to accord priority, the Government has launched various programmes for the development of NHs in the country as per details given below :

- (i) National Highways Development Project (NHDP) consisting of Phases-I to VII;
- (ii) Special Accelerated Road Development Programme in North East (SARDP-NE) including Arunachal Pradesh Package of roads and highways for the development of State roads and NHs in North Eastern region;
- (iii) Development of State roads and NHs under Left Wing Extremism (LWE) affected areas;
- (iv) Development of NHs through Annual Plans under NH (Original) works.

(c) The details of targets fixed and achievements for construction of NHs during 2010-11 and 2011-12 (upto January, 2012) are as under :

(Length in kms)

Year	NHDP		Non-NHDP	
	Target	Achievement	Target	Achievement
2010-11	2500.00	1780.00	2467.93	2156.74
2011-12	2500.00	1514.62	2254.00	1022.12

(d) Progress in implementation has been affected due to poor performance of contractors, delays in obtaining forest / wild life / railway clearances, law & order problems in some States, delay in land acquisition etc.

The steps taken by the Government to minimize the delays in completion of all its projects include setting up of Regional Offices by National Highways Authority of India (NHAI) headed by Chief General Managers with adequate delegation of powers, setting up of special land acquisition units, setting up of High Powered Committees under the Chairmanship of Chief Secretaries of State Governments to resolve the bottlenecks relating to shifting of utilities, land acquisition issues, etc. Further, the delayed projects are closely monitored and periodically reviewed at the Headquarter as well as in the field units for expeditious completion.

**Roadmap at Naxal Affected Areas**

1028. SHRIMATI GUNDU SUDHARANI :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

- (a) whether it is a fact that the Ministry has been focusing its attention more on naxal affected areas in the Twelfth Plan;
- (b) if so, whether any roadmap has been prepared; and
- (c) if so, the details thereof with a particular reference to Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) to (c) Government has approved Road Requirement Plan for development of 5477 km. roads in 34 left Wing Extremism affected areas in 8 States at an estimated cost of Rs. 7300 crore. Further, 7294 km. roads have been identified by Ministry of Home Affairs for development under Road Requirement Plan-II. The details of roads are given below :

Sl.No.	States	Length in km approved in Road Requirement Plan-I	Length in km identified in Road Requirement Plan-II
1.	Andhra Pradesh	620	1984
2.	Bihar	674	974
3.	Chhattisgarh	2092	1339
4.	Jharkhand	753	351
5.	Madhya Pradesh	237	309
6.	Maharashtra	420	1287
7.	Orissa	614	695
8.	Uttar Pradesh	67	355

**Conversion of State Highways into National Highways**

1029. SHRI B. S. GNANADESIKAN :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

- (a) whether many State Governments have requested Government to upgrade about 50,000 km. of State highways into National Highways;
- (b) if so, the details thereof, State-wise and whether Government has set up an expert committee to identify the State highways which can be converted into National Highways; and
- (c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) to (c) Yes, Sir. The Government has received proposals of more than 61,000 km. of State roads from various State Governments for declaration as National Highways. The details of the proposals received from various State Governments are given in Annexure [See Appendix 225 Annexure No. 5]. The Ministry has set up an Inter-Ministerial Committee consisting of the following :

1. Secretary (RT&H)	Chariman
2. Representative of Planning Commission	Member
3. Representative of Ministry of Finance	Member
4. Additional Director General (Dealing with Planning Zone)	Member
5. Retired D.G. (RD) / Retired A.D.G. (as per availability)	Member
6. Chief Engineer (Planning)	Convenor

#### **Reflectors at Medians, Bridges and Junctions**

1030. SHRI P. RAJEEVE :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) whether NHAI is responsible for putting up reflectors at medians. Bridges and junctions on the Edapally-Aroor NH by pass and the Kalamassery-Vallarpadam Container Terminal Road;

(b) At present, how many reflectors have been put up at the medians on the above mentioned stretches;

(c) At present, how many medians on the Edapally-Aroor NH bypass and the Kalamassery-Vallarpadam Container Terminal Road are without reflectors; and

(d) The reasons for non-installations of reflectors at medians that do not have them?

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

(b) In Edapally-Aroor Stretch, 43 Nos. of cluster of red round reflectors, 75 Nos. of Hazard Markers and 145 Nos. red round reflectors at Toll Plaza and in Kalamassery-Vallarpadam stretch 43 Nos. of Cluster of red round reflectors have been provided at the medians.

(c) 7 median openings between Vytilla-Aroor in Edapally-Aroor Stretch and 4 median openings in Kalamassery-Vallarpadam Container Terminal Road are without reflectors.

(d) Standard type of reflectors is fitted in the medians as per the contract agreement. However, in some locations due to adverse climatic conditions bigger size of reflectors were required which was not provided in the contract.

#### **Place of Mishaps on Mumbai-Pune Expressway**

1031. SHRI TARIQ ANWAR :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) whether it is a fact that one spot at Lonavala on Mumbai-Pune Express way is a place of mishaps;

(b) if so, the number of accidents occurred during the last three months on this spot; and

(c) the steps Government would take for the safety of people?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY) : (a) to (c) Information is being collected by this Ministry.

#### **Proposals at PPPC under NHDP-4**

†1032. SHRI MEGHRAJ JAIN :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) whether the proposals of PPP Appraisal Committee under NHDP Four Lane Project have been submitted by Madhya Pradesh Government to Government; and

(b) if so, the details of latest position of above said proposals?

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

(b) Does not arise.

#### **Upgradation of National Highways in MP**

†1033. SHRI MEGHRAJ JAIN :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) the number of proposals sent under plan and non-plan heads by Madhya Pradesh Government to Central Government for upgradation of national highways during the last three years;

(b) the number of proposals approved out of these so far by Central Government; and

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† Original notice of the question was received in Hindi

(c) the number of the remaining pending proposals and by when action will be taken on those proposals?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) and (b) Total 193 proposals under plan Head and 91 proposals under non plan head have been submitted by State Government of Madhya Pradesh during the last three years and current year, out of these 91 proposals under plan head and 69 proposals under non plan head have been approved.

(c) Development and maintenance of National Highways is a continuous process depending upon *inter-se-priority* and availability of funds. The proposals received from State Government are scrutinized in the Ministry depending upon their priority in the approved plans and only technically feasible proposals are approved depending upon availability of funds.

#### **Road Projects under PPP Scheme in Assam**

1034. SHRIMATI NAZNIN FARUQUE :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

- (a) the total number of road projects under Public Private Partnership (PPP) scheme going on in Assam;
- (b) the districts which are covered under this scheme; and
- (c) the total funds allocated and amount sanctioned for these projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) The improvement of Jorabat-Barapani (Shillong) Section of NH-40 to 4-lane standard, in which a length of about 8 km. (of total length of 61.80 km.) falls in the State of Assam and the construction of bridge between Dhola and Sadia ghats alongwith 2-lane connecting roads from near about Dhola to Islampur Tinali on NH-37 in Assam, are the projects under the Build Operate Transfer (Annuity) and the hybrid Build Operate Transfer (Annuity) mode of Public Private Partnership (PPP) scheme respectively in the State of Assam.

(b) The projects are located in Kamrup Metropolitan and Tinsukia Districts respectively.

(c) No funds has been allocated for 4-laning of Jorabat-Barapani (Shillong) Section of NH-40, as the construction cost is to be borne by the Concessionaire. In respect of the project for Construction of bridge between Dhola and Sadia ghats alongwith 2-lane connecting roads from near about Dhola to Islampur Tinali on NH-37, the Total Project Cost (TPC) approved is Rs. 876 crore and till date Rs. 88.90 crore has been released to the Concessionaire.



**Rising Road Accidents**

†1035. SHRI RAVI SHANKAR PRASAD :

SHRI RAM JETHMALANI :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) whether it is a fact that the number of road accidents in the country has been continuously increasing;

(b) if so, the number of such accidents in 2009, 2010 and 2011;

(c) whether it is also a fact that the increase in accidents is primarily due to the mistakes committed in making designs; and

(d) if so, Government's reaction in this regard and the planning of Government for making amendments in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF STATE TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY) : (a) and (b) Yes, Sir. The latest information on road accidents in India is available for the calendar year 2010. The number of road accidents in India reported during the years 2009 and 2010 was 4,86,384 and 4,99,628 respectively.

(c) and (d) No, Sir. The analysis of road accident data received from States/UTs reveals that drivers' fault is the single most important factor responsible for accidents, fatalities and injuries. This accounted for about 78.0% (389,885 accidents) of total road accidents during 2010. Defect in Road condition accounted for only 1.2% (5,869 accidents) of the total road accidents during theyear 2010. The cause wise breakup of the accidents was under :

Causes of Road Accidents	2009	2010
Fault of Driver	381,648	389,885
Fault of Cyclist	5,723	5,894
Fault of Pedestrian	10,822	13,304
Defect in Condition of Motor Vehicle	8,726	8,630
Defect in Road Condition	6,528	5,869
Weather Condition	3,879	4,767
All Other Causes*	69,058	71,279

\* : Includes Fault of Driver of other vehicles, Fault of Passengers, Poor light condition, Falling of boulders, Neglect of civic bodies, Stray animals, other causes and causes not known.

† Original notice of the question was received in Hindi

**Status of Formation of Regional Centres of NHAI**

1036. SHRIMATI MAYA SINGH :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

- (a) the status of formation of regional centres of NHAI; and
- (b) the steps that Government proposes for future in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) and (b) In order to speed up the implementation of projects entrusted to National Highways Authority of India (NHAI) by the Government and for ensuring better and closer liaison with the State Governments, 14 Regional Offices headed by the Chief General Managers of NHAI have been set up as per the requirement and are functional in the country.

**Proposals Sanctioned for J&K under CRF**

1037. SHRI G.N. RATANPURI :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

- (a) the details of projects sanctioned for Jammu and Kashmir under Central Road Fund (CRF) during the last three years with amount sanctioned for each project; and
- (b) the details of projects submitted for financing under CRF but not sanctioned, if any, with amount sought for each project and reasons for not according the approval?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) The details are given in the Statement (*See below*).

(b) The projects under CRF Scheme are sanctioned considering criteria prescribed in Central Road Fund (State Roads) Rules, 2007 and availability of funds/sanction limit. The details of the available sanction limit and works sanctioned are as under :

Sl. No.	Year	Available sanction limit	Amount of works sanctioned
1.	2008-09	198.83 Cr.	198.83 Cr.
2.	2009-10	92.2 Cr.	92.2 Cr.
3.	2010-11	130.56 Cr.	131.21 Cr.
4.	2011-12	Nil	Nil

**Statement***Details of Proposals Sanctioned for J&K Under CRF*

Sl. No.	Name of Work	Sanctioned Cost in Rs. Cr.
1	2	3
<b>Year 2008-09</b>		
1.	Construction of 152 m 4×38 span double lane pre-stressed concrete girder bridge ad right/left approaches at Muradpur in J&K	8.28
2.	Improvement & upgradation of road from 1 to 5.250 and construction of road from km. 5,250 to 23.00 Bhatyas Manoo road <i>via</i> Chilli	30.64
3.	Improvement & Upgradation of Mandi Phagla Buffliaz Road	42.82
4.	Improvement / upgradation of Khanyar-Qamarwari Gojwara including additional bridge over river Jhelum	15.86
5.	Construction of 90m Span deck type steel truss girder Motorable bridge over river Chenab at Thathari	10.68
6.	Cont. of 58m Span steel truss girder Motorable bridge over Kalgoni Nallah to Chopan Gungoh	2.62
7.	Construction of road from Kulgam to Chargund	7.46
8.	Widening of Maulana Azad road from Budgarh bridge to MA bridge	10.64
9.	Construction of road Bhella to Rokili <i>via</i> Panshai km. 9 to 17 including upgradation from km. 1 to 17	9.04
10.	Construction of road from Malnai to Chhakabali km. 1st to 10	6.91
11.	Construction of road Bhallar to Town <i>via</i> Shangroo from km. 8 to 12 upgradation of road from km. 1-12	5.76
12*	Construction of road from Sai to Chamba 588.67 from km 1 to 6th	5.88
13.	Construction of road from Bhalla to Tesna km. 1 to 10	7.83
14.	Const. of road from Gojoth to Dugli I/C widening of first 3.2 km at Bhalla-Malout Road	5.40
15.	Widening from Police Control Room to Blamaloo bridge	3.62

1	2	3
16.	Improvement/upgradation of Bagli-Ali Marden Khan Hazaratbal road	6.13
17.	Improvement / strengthening of existing road of Khanya Zadibal Pandach (KZP)	3.06
18.	195m Double lane bridge over Jhajjan Nalah with approach to connect SMUD university/Cancer Hospital	16.20
TOTAL		198.83 core

\*Desanctioned

Sl. No.	Name of Work	Sanctioned Cost in Rs. Cr.
1	2	3

**Year 2009-10**

1.	Upgradation / widening of Bantalab Barnai Road	3.93
2.	Improvement & upgradation of Dunadi Bunjwah link road from km 1 to 13th	11.47
3.	Improvement & upgradation of Kurya Keshwan road Km 1st to Km 10th	15.31
4.	Const. & Upgrad of Singhpora to Singhpora Tunnel point Km 1st to 6th.	8.69
5.	Widening of National Highway from Qamerwari Chock to Parimpora Bypass junction as four lane	13.79
6.	Impvt./upgrade of Beehama Safapora Road	15.57
7.	Const./upgrade of Bonyar Trikanjan Maidanan Road	4.62
8.	Const. of road from Warapora to Fruit Mandi <i>via</i> Saidpora and Model Town Sopore	18.82
TOTAL		92.2 Crore

Sl. No.	Name of Work	Sanctioned Cost in Rs. Cr.
<b>Year 2010-11</b>		
1.	Four laning of Satwari to Kunjwani Road	19.49
2.	Construction of Bridge on River Jhelum at Malroo	15.13
3.	Widening & upgradation of Tikri-Katra Road	9.78
4.	Construction of Zero Bridge on River Jhelum	11.30
5.	Construction of approach road Railway Station Katra <i>via</i> SMVDU	15.91
6.	Widening and upgradation of four laning of Satwari Airport RS Pura Road	10.50
7.	Hasti Sarthal Deviji Road upto village Agral	15.04
8.	Khanbal Junction - Mehandi Kadal Road	4.66
9.	Bhalessa Bhaderwh Road from Village Amar - Khanitop via Bhall Padri	10.22
10.	Construction of New Bridge over River Jhelum at Zainakadal Bridge Location, Srinagar	8.92
11.	Construction of Ladoora Jahama Bridge over river Jhelum	10.87
Total		131.21 crore
<b>Year 2011-12</b>		
Nil		Nil

**Proposals received from Andhra Pradesh**

1038. SHRIMATI GUNDU SUDHARANI :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) whether it is not a fact that 23 proposals have been received in the Ministry from the State of Andhra Pradesh which have to be taken up in 2011-12;

(b) if so, the details of each of the proposals;

(c) the status of each of the above Proposal and how many of them have been completed; and

(d) if any project is not completed; the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) and (b) No, Sir. 45 proposals had

been received from the State Public Works Department (Roads & Buildings) of Andhra Pradesh for Development & Maintenance of NHs under Annual Plan 2011-12. Details are given in the Statement I (See below).

(c) Details of sanctioned proposal are given in the Statement II (See below). The balance works will be considered depending on availability of funds & inter-se priority of works. The sanctioned works are under award by the State.

(d) Does not arise.

**Statement I**

*Proposals Received from Andhra Pradesh for Development and Maintenance of NHs*

S.No.	NH No.	Name of Work	Estimate Amount (Rs. in Lakhs)
1	2	3	4
1.	205	Strengthening road from km 6/00 to 10/0 and 79/2 to 90/6 of Anantapur Chennai Road of NH 205	932.66
2.	205	IRQP in km 171/4 to 181/0 of Anantapur Chennai Road of NH 205	436.50
3.	205	IRQP in km 184/0 to 190/0 and 192/0 to 200/0 of Anantapur Chennai road of NH 205	642.50
4.	205	Providing CC pavement from km 190/0 to 192/0 (in Vayalpad town limits) of Anantapur Chennai road of NH 205	580.00
5.	205	Improvements to Junctions at km 166/640, 174/200 of NH 205 and km 3/245 of NH 219	381.10
6.	205	Improvements to accident spots by widening and reconstruction of culverts in km 10/0 to 24/0 of Anantapur Chennai road of NH 205	781.12
7.	205	Geometrical improvements to km 77/0 to 77/700 and Reconstruction of culverts in km 77/2 of Anantapur Chennai road of NH 205	102.10
8.	205	Reconstruction of bridges at km 41/8, 44/8 and 48/4 & 59/4 of Anantapur Chennai road of NH 205	992.01
9.	214	IRQP in km 192/0 to 200/0, 205/0 to 216/0 and km 225/600 to 226/460 of Kathipudi-Pamaru road of NH 214 (New NH 165)	1050.00

1	2	3	4
10.	214	Reconstruction of Bridge in km 243/4 of Kathipudi-Pamarru road of NH 214 (New NH 165)	381.00
11.	214	Construction of Retaining wall from km 217/900 to 218/130 of Kathipudi-Pamarru road of NH 214 (New NH 165)	105.30
12.	214	Realignment in Kaikalur village (Formation of split road) in NH 214 (New NH 165)	155.20
13.	214A	Providing CC pavement from km 89.472 to 89.683 & km 90.00 to 90.50 of Digamarru-Ongole road of NH 214A (New NH 216) in Machilipatnam town limits	110.00
14.	214	IRQP from km 74/0 to 76/0, km 77/0 to 81/800, km 83/0 to 88/0 and km 96/0 to 98/0 of Kathipudi-Pamarru road of NH 214 (New NH 216)	504.55
15.	18	IRQP from km 7/0 to 14/0 & 19/0 to 32/0 of Chittoor-Kurnool road of NH 18	990.00
16.	18	Reconstruction of Major bridge at km 2/6 of Chittoor-Kurnool road of NH 18	591.00
17.	219	Providing road safety measures from km 0/0 to 140/710 of NH 219	86.50
18.	234	Providing road safety measures from km 553/0 to 576/345 of NH 234	73.10
19.	18	Reconstruction of Minor bridge at km 17/4 (i), 17/4 (ii), 26/6 & 28/6 of NH 18	305.00
20.	P-H section of NH 9	Widening to 6/8 lane from km 524/0 to 527/0 of Pune Hyderabad section of NH 9	778.94
21.	16 (new NH 63)	IRQP from km 85/0 to 96/0 & from km 110/0 to 136/0 of Nizamabad-Jagadapur road of NH63 (Old NH 16)	1797.00
22.	16 (new NH 63)	IRQP from km 136/650 to 147/0 of Nizamabad-Jagadapur road of NH63 (Old NH 16)	464.35

1	2	3	4
23	H-V section of NH 9	Widening to 6/8 lanes from km 13/4 to 25/4 of Hyderabad Vijayawada section of NH9	2999.00
24	205	Providing CC pavement from km 203/6-40 & km 210/4 to 211/8 of Anantapur Chennai road of NH 205	611.00
25	205	IRQP from km 200/00 to 219/00 of Anantapur Chennai road of NH 205	837.00
26.	205	IRQP from km 286/0 to 293/0 of Anantapur Chennai road of NH 205	1110.00
27	219	Strengthening in selected stretches from km 10/0 to 136/0 including reconstruction of minor bridges at km 42/6 & 44/0 of Madanapalli-Krishnagiri road of NH 219	4875.00
28	16 (new NH 63)	Providing Cash barriers, Block spots, studs and signages from km 4/0 to km 93/0 of Nizamabad-Jagadapur road of NH 63 (old NH No. 16)	224.57
29	202 (New NH 163)	Construction of Paved Shoulders with or without strengthening from km 130/5 to 194/4 including Reconstruction of 50 Nos of culverts & widening of Minor Bridge at Km. 142/0-2 to 4 lane carriageway with including the improvements of approaches of NH-163 (Erstwhile NH-202) NH Division Warangal."	5057.00
30.	43	Reconstruction of Major bridge across river Vattigadda @ km 492/2-4 of Raipur-Vishakapatnam section of NH 43 (New NH 26)	729.36
31.	43	IRQP from km 514/0 to 522/0 of Raipur-Vishakapatnam section of NH 43 (New NH 26) (Approved under PR)	269.00
32.	43	Construction of Retaining wall in Tank Bund portion including paved shoulders from km 533/0 to 533/670 of Raipur-Vishakapatnam section of NH 43 (New NH 26)	673.50



1	2	3	4
33.	214	Providing Pedestrial Pathway from Km 182/0 to 241/4 of NH 214 (New NH 165) in selected stretches in Bhujabalapatnam (189/4-198/8) & Mandavally (203/2-205/0) village.	138.10
34.	43	Providing Pedestrian pathways on Raipur-Visakhapatnam section of NH 43 (New NH No. 26)	104.50
35.	221	Formation of Bhadrachalam Bridge approaches in Km 165/0-8 of NH 221	373.00
36.	16 (New NH 63)	Providing pathways at schools & college zones from Km 0/0 to 78/0 of (Selected stretches in Nizamabad, Perkit, Kammarpally, Metpally & Korutla town limits) of New NH 63	116.00
37.	202 (New to NH 163)	Construction of retaining wall from Km 5/310 to 5/900 of NH 202	295.00
38.	214	Providing pedestrian path from Km 141/8 to 181/0 of Kathipudi-Pamarru section	155.53
39.	205	Providing pedestrian pathways from Km 7/0 to 8/8 of NH 205	78.98
40.	205	Providing pedestrial pathways from Km 175/0 to 176/6 of NH 205	68.54
41.	205	Construction of Minor bridge @ Km 224/4 of NH 205	346.50
42.	205	Construction of Minor bridge @ Km 296/8 of NH 205	518.05
43.	205	Reconstruction of Major bridge @ Km 118/8, 132/4 & 136/4 of NH 205	1718.40
44.	205	Reconstruction / widening of bridges at Km 70/4, 71/8 NH 205	965.00
45.	205	Providing CC pavement from Km 210/4 to 211/8 of NH 205	298.00
TOTAL			34800.96

**Statement II***Details of Sanctioned Proposals*

S.No.	NH No.	Name of Work	Cost of Work (Rs. in Lakhs)
1	2	3	4
1.	205	Strengthening road from km 6/00 to 10/0 and 79/2 to 90/6 of Anantapur Chennai road of NH 205	554.00
2.	205	IRQP in km 171/4 to 181/0 of Anantapur Chennai road of NH 205	429.27
3.	205	IRQP in km 184/0 to 190/0 and 192/0 to 200/0 of Anantapur Chennai road of NH 205	847.36
4.	205	Providing CC pavement from km 190/0 to 192/0 (in Vayalpad town limits) of Anantapur Chennai road of NH 205	
5.	205	Improvements to Junctions at km 166/640, 174/200 of NH 205 and km 3/245 of NH 219	
6.	205	Improvements to accident spots by widening and reconstruction of culverts in km 10/0 to 24/0 of Anantapur Chennai road of NH 205	307.20
7.	205	Geometrical improvements of km 77/0 to 77/700 and Reconstruction of culverts in km 77/2 of Anantapur Chennai road of NH 205	83.96
8.	205	Reconstruction of bridges at km 41/8, 44/8 and 48/4 & 59/4 of Anantapur Chennai road of NH 205	479.68
9.	214	IRQP in km 192/0 to 200/0, 205/0 to 216/0 and km 225/600 to 226/460 of Kathipudi-Pamarru road of NH 214 (New NH 165)	679.88
10.	214	Reconstruction of Bridge in km 243/4 of Kathipudi-Pamarru road of NH 214 (New NH 165)	427.06
11.	214	Construction of Retaining wall from km 217/900 to 218/130 of Kathipudi-Pamarru road of NH 214 (New NH 165)	362.35

1	2	3	4
12.	214	Realignment in Kaikalur village (Formation of split road) in NH 214 (New NH 165)	
13.	214A	Providing CC pavement from km 89.472 to 89.683 & km 90.00 to 90.50 of Digamarru-Ongole road of NH 214A (New NH 216) in Machilipatnam town limits	
14.	214	IRQP from km 74/0 to 76/0, km 77/0 to 81/800, km 83/0 to 88/0 and km 96/0 to 98/0 of Kathipudi-Pamarru road of NH 214 (New NH 216)	448.46
15.	18	IRQP from km 7/0 to 14/0 & 19/0 to 32/0 of Chittoor-Kurnool road of NH 18	448.00
16.	18	Reconstruction of Major bridge at km 2/6 of Chittoor-Kurnool road of NH 18	627.75
17.	219	Providing road safety measures from km 0/0 to 140/710 of NH 219	157.38
18.	234	Providing road safety measures from km 553/0 to 576/345 of NH 234	
19.	18	Reconstruction of Minor bridge at km 17/4 (i), 17/4 (ii), 26/6 & 28/6 of NH 18	263.16
20.	P-H section of NH 9	Widening to 6/8 lane from km 524/0 to 527/0 of Pune Hyderabad section of NH 9	542.75
21.	16 (new NH 63)	IRQP from km 85/0 to 96/0 & from km 110/0 to 136/0 of Nizamabad-Jagadapur road of NH63 (Old NH 16)	1424.84
22.	16 (new NH 63)	IRQP from km 136/650 to 147/0 of Nizamabad-Jagadapur road of NH63 (Old NH 16)	452.23
23.	205	IRQP from km 286/0 to 293/0 of Anantapur Chennai road of NH 205	869.15
24.	16 (new NH 63)	Providing Cash barriers, Block spots, studs and signages from km 4/0 to km 93/0 of Nizamabad-Jagadapur road of NH 63 (old NH No. 16)	216.24

1	2	3	4
25.	43	Reconstruction of Major bridge across river Vattigadda @ km 492/2-4 of Raipur-Vishakapatnam section of NH 43 (New NH 26)	748.15
26.	16 (New NH 63)	Providing pathways at schools & college zones from Km 0/0 to 78/0 of (Selected stretches in Nizamabad, Perkit, Kammarpally, Metpally & Korutla town limits) of New NH 63	138.35
27.	205	Providing pedestrian pathways from Km 175/0 to 176/6 of NH 205	75.70
28.	205	Reconstruction of Major bridge @ Km 136/4 of NH 205	433.49
29.	205	Reconstruction/widening of bridges at Km 70/4 NH 205	315.29
30.	43	IRQP from km 514/0 to 522/0 of Raipur-Vishakapatnam section of NH 43 (New NH 26) (Approved under PR)	264.42
GRAND TOTAL			11596.12

### Indian Ports Global for Foreign Ports Acquisitions

1039. SHRI S. THANGAVELU :

Will the Minister of SHIPPING be pleased to state :

(a) whether Government along with private players in shipping sector had formed Indian Ports Global for foreign port acquisitions;

(b) if so, the details thereof and whether the Indian Ports Global will look for national as well as international opportunities and promote the Indian flag in overseas port facilities similar to the model adopted by Port of Singapore Authority and Dubai Ports; and

(c) if so, the details thereof?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN) : (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

**Maritime University in Gujarat**

1040. SHRI NATUJI HALAJI THAKOR :

Will the Minister of SHIPPING be pleased to state :

- (a) whether State Government of Gujarat has asked for establishment of Maritime University in the State;
- (b) whether the permission to Gujarat State has been granted;
- (c) if so, the present status thereof;
- (d) if not, the reasons for the same;
- (e) the progress in establishment of Maritime University in Kandla Port Trust; and
- (f) whether the progress is satisfactory, if so, the present status thereof and if not, the reasons for the same?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN) : (a) No, Sir.

(b) to (d) Do not arise.

(e) and (f) The Indian Maritime University (IMU) commenced its new Extension Centre at Kandla, Gujarat on 22.08.2011. The said Centre is conducting pre-sea maritime training courses in the engineering and nautical disciplines. Kandla Port Trust is providing a fully furnished campus including residential accommodation for students free of cost for three years. This Extension Centre is offering DNS (Diploma in Nautical Science) Course from August 2011. There is 100% pass out in the first batch. The second batch of DNS Course has also commenced.

**Captive Port of POSCO near Paradeep Port**

1041. SHRI PYARIMOHAN MOHAPATRA :

Will the Minister of SHIPPING be pleased to state :

- (a) whether the permission has been granted for a captive port of POSCO India Ltd. within 10 kms of the public sector Paradeep Port;
- (b) if so, the adverse consequences which may accrue to Paradeep Port; and
- (c) whether Government would review their decision in the interest of public sector port including asking POSCO India Ltd. to use Paradeep Port in stead of insisting of a captive port?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN) : (a) In terms of Indian Ports Act, 1908, the development of any other port (Non-Major Port/Private Port) except Major Ports, vests with the respective State Governments. The captive port of POSCO India Ltd. is a non-major port under the jurisdiction of Government of Odisha.

No permission is required from Central Government for setting up of a Non-Major Port/Private Port except necessary statutory clearances from nodal Agencies.

(b) and (c) There will be no diversion of cargo from Paradip to proposed captive port of POSCO India Limited. Paradip Port will have adverse consequences only when proposed captive port of POSCO India Limited starts handling cargo for other users in addition to their own cargo.

#### **Maritime Policy**

1042. SHRI BALWINDER SINGH BHUNDER :

Will the Minister of SHIPPING be pleased to state :

- (a) whether the task of framing the maritime policy is pending for quite sometime;
- (b) since when the policy is pending; and
- (c) how much more time is going to be taken by Government to frame the maritime policy?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN) : (a) to (c) The Ministry of Shipping has come up with a Maritime Agenda 2010-20 which is a comprehensive document encompassing all aspect of Maritime Sector including Shipping and Port Sectors. This Maritime Agenda 2010-20 has a specific chapter on Maritime Policy. As the new comprehensive Maritime Agenda subsumes the proposed policy, it is felt that there is no need to have another policy document.

#### **Development of Inland Waterways**

1043. SHRI BHARATSINH PRABHATSINH PARMAR :

SHRI PARSHOTTAM KHODABHAI RUPALA :

Will the Minister of SHIPPING be pleased to state :

- (a) whether Inland Waterways Authority of India (IWAI) has conducted any survey for development of inland waterways in Gujarat State;
- (b) if so, the details thereof;
- (c) whether Inland Waterways Authority of India explored any possibility to develop inland waterways to connect Hazira, Dahej, Mundra with Mumbai and other important ports of our nation; and
- (d) if not, the reason therefor?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN) : (a) and (b) Inland Waterways Authority of India has conducted phase-1 of techno-economic feasibility of the river Narmada from Hoshangabad to sea for navigation which also included a

portion of the river in Gujarat. Except this survey/study, IWAI has not conducted any other survey/study of any other waterway in Gujarat. The details of the study are given in the Statement (*See* below).

(c) No, Sir.

(d) Coastal shipping is not within the mandate of the Inland Waterways Authority of India.

***Statement***

*Details of Survey Study conducted by IWAI*

1. A techno-economic feasibility study for development of inland water transport from Hoshangabad to sea (near Bharuh) stretch of Narmada river was got conducted by Inland Waterways Authority of India (IWAI) through a consultant which included a portion of the river in Gujarat also. In phase-1 of this study, the most important issue to be addressed was passage of cargo vessels across four major dams on Narmada River namely Indira Sagar, Omkareshwar and Maheshwar in Madhya Pradesh and Sardar Sarovar in Gujarat which do not have ship crossing facility (e.g. navigation lock) therein. On account of these dams there are also issues of interstate sharing of water among Madhya Pradesh, Gujarat and Maharashtra.
2. In view of this, in the terms of reference of phase-1 of this study, it was required that the State Governments concerned with the different stretches of the river in their jurisdiction should concur with the technical proposals put forth by the consultant for navigability before the Phase-2 study is taken up.
3. In the report of the Phase-1, the consultant had not recommended through navigation between Hoshangabad and Sea. They had proposed cargo transfer by way of conveyor belts upstream and downstream of dams at Indira Sagar and Sardar Sarovar and navigational locks at other two dams. This report was forwarded to Narmada Valley Development Authority (NVDA), Sardar Sarovar Narmada Nigam Ltd (SSNNL), Narmada Control Authority (NCA) and Irrigation Department of Government of Maharashtra and comments were received from NVDA, SSNNL and NCA.
4. NVDA of Government of Madhya Pradesh had *inter-alia* observed that it was necessary to provide through navigation from Hoshangabad to Sea and that the agreement of States of Madhya Pradesh and Gujarat in respect of sharing of water should be kept in view while planning the works of navigation below Sardar Sarovar Dam. SSNNL *inter-alia* had observed that the issue of navigation of Narmada River shall be formally put up to the NCA for deliberation and consideration. The comments received from these authorities were forwarded to

the consultant for comments and modification of the report if required which are awaited. In other words, the Government of Madhya Pradesh and Gujarat have so far not concurred with the Phase-1 report. In view of this the decision on taking up of the Phase-2 study is yet to be taken.

#### **Withdrawal of Cabotage Laws**

1044. SHRI N. K. SINGH :

Will the Minister of SHIPPING be pleased to state :

- (a) whether Government is withdrawing the cabotage laws which prevent trans-shipment in India by a foreign vessel;
- (b) if so, the details thereof;
- (c) if not, the reasons therefor;
- (d) whether such a law has curtailed investment in the port sector in the country; and
- (e) whether countries like Sri Lanka and Dubai are benefiting with larger throughput volumes being handled in their ports?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN) : (a) to (c) No, Sir. Cabotage laws are not being withdrawn. However, there are strong interest groups in favour of and against cabotage laws.

- (d) No such information is available.
- (e) Ministry of Shipping has not conducted any study in this regard.

#### **Undue Privileges to Flying Schools**

1045. SHRIMATI KUSUM RAI :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether undue privileges were granted to 28 flying schools which led to a loss of Rs. 128 crore to public exchequer recently;
- (b) if so, the details thereof along with the details of fraudulent flying clubs;
- (c) the details of persons held responsible for granting undue privileges to these flying clubs; and
- (d) the details of action taken by Government to prevent these types of irregularities in future?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (d) Based on the investigation report submitted by the Chief Vigilance Officer in the Directorate General of Civil Aviation (DGCA) regarding alleged irregularities in various flying



schools, the Central Vigilance Commission has directed this Ministry to fix responsibility of officials of the DGCA and Airports Authority of India (AAI) in the matter. The observations of the CVC in the matter have been examined and it has been decided to :

- (i) Suspend three officials of DGCA alleged to have been involved in preparation of the list of flying schools; and to initiate disciplinary proceedings against the three officials; and
- (ii) To request the CVC to let the matter be further investigated by this Ministry as two organisations ie. the DGCA and the AAI are involved in the matter. A list of flying schools is given in the Statement.

***Statement***

*Detail of Flying / Training Institutes / Clubs engaged for training upto SPL/PPL/CPL.*

S.No.	Name of Flying Club	Training Level	Category
1	2	3	4
1.	Andhra Pradesh Aviation Academy, Hyderabad	CPL	Subsidized
2.	Amritsar Aviation Club, Amritsar	PPL	Subsidized
3.	Bihar Flying Instt. Patna	CPL	Subsidized
4.	Bombay Flying Club, Mumbai	CPL	Subsidized
5.	Gujarat Flying Club, Vadodara	CPL	Subsidized
6.	Govt. Aviation Training Instt. Bhubaneswar	Non functional	Subsidized
7.	Govt. of Flying Trg. Instt. Kolkata	Non functional	Subsidized
8.	Govt. Flying Trg. School, Bangalore	Non functional	Subsidized
9.	Haryana Instt. of Civil Aviation, Karnal	CPL	Subsidized
10.	Haryana Instt. of Civil Aviation, Hissar Branch, Hissar	CPL	Subsidized
11.	Haryana Instt. of Civil Aviation, Pinjore Br., Pinjore	CPL	Subsidized
12.	Ludhiana Aviation Club, Ludhiana	Non functional	Subsidized
13.	Madhya Pradesh Flying Club, Indore	CPL	Subsidized
14.	Madhya Pradesh Flying Club, Bhopal	CPL	Subsidized
15.	Madras Flying Club, Chennai	CPL	Subsidized
16.	Rajiv Gandhi Aviation Academy	Non functional	Commercial

1	2	3	4
17.	Patiala Aviation Club, Patiala	CPL	Subsidized
18.	Rajasthan State Flying School, Jaipur	PPL	Subsidized
19.	U.P. Flying Training Institute, Kanpur	Non functional	Subsidized
20.	Andaman & Nicobar Flying Trg. Inst., Port Blair	Non functional	Subsidized
21.	Assam Flying Club, Guwahati	Non functional	Subsidized
22.	Banasthali Vidyapeeth Gliding and Flying Club, Banasthali	Non functional	Subsidized
23.	Coimbatore Aviation Trg. Academy, Coimbatore	Non functional	Subsidized
24.	Delhi Flying Club, New Delhi	Non functional	Subsidized
25.	Northern India Flying Club, Jalandhar (Camp at Patiala)	Non functional	Subsidized
26.	Nagpur Flying Club, Nagpur	Non functional	Subsidized
27.	Jamshedpur Co-operative Flying Club, Jamshedpur	Non functional	Subsidized
28.	Indira Gandhi Rashtriya Urban Akademi Fursatganj, Reabareilly (autonomous body)	CPL	Subsidized

### **Prevention of Atrocities Against the SCs and STs Act**

1046. DR. BHALCHANDRA MUNGEKAR :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) the manner in which the Ministry proposes to deal with very low conviction rate in the cases of atrocities while involving prevention of atrocities against the SCs and STs under SC and ST Act, 1989; and

(b) what specific measures does the Ministry envisages for strict implementation of the Act?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON) : (a) and (b) The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989 is implemented by the respective State Governments and Union Territory Administrations. With a view to

ensure effective implementation of the provisions of the Act, Central assistance is provided to States/Union Territories, mainly for strengthening of the enforcement and judicial machinery, incentive for inter-caste marriages, awareness generation and relief and rehabilitation of the affected persons. The State Governments and Union Territory Administrations are addressed from time to time to implement provisions of the Act, in letter and spirit. A Committee constituted, in 2006, under the Chairpersonship of the Union Minister for Social Justice and Empowerment, has so far held seventeen meetings wherein implementatin of the Act in 24 States and 4 Union Territories has been reviewed, in which the concern of low conviction rate, was *inter-alia* discussed and the concerned States/UTs were advised to take necessary action.

### **Ban on Begging and Rehabilitation of Beggars**

†1047. SHRI RUDRA NARAYAN PANY :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

- (a) whether it is a fact that beggars in large numbers are seen begging at almost all public places like railway stations, bus stops, road-crossings, pilgrimages of the country;
- (b) whether Government like this scene; and
- (c) if not, the measures Government contemplate to ban the begging completely and for the rehabilitation of beggars?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON) : (a) to (c) Beggars generally tend to flourish in cities/towns, religious centres, tourist centres, railway stations and other similar hubs etc.

At present there is no proposal for banning beggary. As the aged, persons with disabilities, orphans/abandoned children, victims of alcoholism and substance abuse are vulnerable to beggary, the Government has implemented a number of Schemes for the welfare of these groups, such as the Schemes of Integrated Programme for Older Persons (IPOP), Assistance to Disabled Persons for Purchase/Fitting of Aids and Appliances (ADIP Scheme), Deendayal Disabled Rehabilitation Scheme to promote Voluntary Action for Persons with Disabilities (DDRS), Scheme of Assistance to Voluntary Organisations for Preventions of Alcoholism and Substance (Drug) Abuse and Integrated Child Protection Scheme (ICPS) etc.

Presently, 20 States and 2 UTs have enacted their own anti-beggary legislations or adopted the legislations enacted by other States.

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† Original notice of the question was received in Hindi

**National Law for Welfare of Senior Citizens**

1048. SHRI KANWAR DEEP SINGH :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

- (a) whether Government has formulated or proposed to formulate any national law for the welfare of senior citizens;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON) : (a) to (c) The Maintenance and Welfare of Parents and Senior Citizens Act, 2007 was enacted on 31st December 2007. The Act makes maintenance of parents / senior citizens by children / relatives obligatory and justiciable through Tribunals and provides for revocation of transfer of property by senior citizens in case of negligence by relatives, penal provision for abandonment of senior citizens, establishment of Old Age Homes for Indigent Senior Citizens and medical care and security for Senior Citizens.

**Financial Assistance to NGOs under DDRS**

1049. SHRI RAMDAS AGARWAL :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

- (a) the details of the amount allocated / financial assistance provided to Non-Governmental Organisations (NGOs) in various States including Rajasthan under the Deendayal Disabled Rehabilitation Scheme (DDRS) during each of the last three years, till date;
- (b) the number of disabled children benefited as a result thereof;
- (c) whether any proposal is under consideration of Government to allocate more funds under the said scheme to the States, particularly to Rajasthan; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON) : (a) and (b) Under the Deendayal Disabled Rehabilitation Scheme (DDRS) grant-in-aid is provided to Non-Governmental Organisations (NGOs) running projects for the welfare of the persons with disabilities, including children. Statement indicating State-wise details of grant-in-aid released during each of the last three year and the current year and the number of beneficiaries is given in the Statement. (*See below*).

- (c) No, Sir.
- (d) Does not arise.

**Statement**

*State-wise details of grant-in-aid released and the beneficiaries in the last three years & current year (upto 20.03.2012) under DDRS*

S.No.	State	Amount released (Rs. in lakhs)				No. of beneficiaries			
		2008-09	2009-10	2010-11	2011-12	2008-09	2009-10	2010-11	2011-12
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	1317.78	1586.81	2063.86	1860.00	30459	19356	29100	20203
2.	Arunachal Pradesh	7.37	6.72	3.36	9.66	1032	231	231	5482
3.	Assam	121.92	87.40	184.57	166.06	2520	1717	3924	3192
4.	Bihar	87.75	45.48	100.57	95.66	1444	520	1430	1262
5.	Chandigarh	0.00	10.50	0.00	0.00	0	377	0	0
6.	Chattisgarh	76.69	31.52	20.07	8.95	1043	485	311	166
7.	Delhi	193.55	170.24	249.67	151.83	5567	3117	6297	4015
8.	Goa	13.09	18.30	14.05	0.00	184	308	175	0
9.	Gujarat	82.20	57.40	50.88	48.16	9796	4133	9243	34966
10.	Haryana	127.92	78.36	107.58	117.92	2016	820	1512	1259
11.	Himachal Pradesh	40.83	17.99	52.39	35.79	1170	691	1748	867
12.	Jammu & Kashmir	27.93	7.19	21.92	15.62	394	103	240	152
13.	Jharkhand	10.06	12.01	24.02	0.00	123	76	193	0
14.	Karnataka	814.66	857.24	1057.62	1058.00	12115	12502	10026	8771
15.	Kerala	378.40	386.96	789.99	888.11	3751	4552	5922	10579
16.	Madhya Pradesh	170.35	99.56	175.81	134.33	2165	932	41167	1439
17.	Maharashtra	254.23	150.51	217.50	228.91	7265	2805	13178	49455
18.	Manipur	196.76	130.14	305.91	182.89	2756	1599	3018	1512
19.	Meghalaya	75.65	25.64	73.60	63.99	1253	466	925	783
20.	Mizoram	19.60	6.58	40.45	22.67	181	60	421	241
21.	Odisha	367.34	448.66	591.15	417.81	9454	5557	10714	3290
22.	Puducherry	15.63	13.36	6.55	12.65	202	104	106	216
23.	Punjab	94.00	35.38	130.28	12.54	2149	814	3576	180

1	2	3	4	5	6	7	8	9	10
24.	Rajasthan	93.14	168.81	179.45	89.92	1617	2518	7811	2910
25.	Tamil Nadu	474.37	366.18	421.49	357.39	10343	27287	12706	17247
26.	Tripura	10.81	21.39	6.20	10.66	179	192	111	102
27.	Uttar Pradesh	700.21	718.82	612.36	516.82	36480	10827	29784	12173
28.	Uttarakhand	63.02	53.60	132.60	63.83	783	559	7083	1638
29.	West Bengal	641.12	543.22	591.74	548.34	51201	10836	29413	38183
<b>TOTAL</b>		<b>6476.38</b>	<b>5155.94</b>	<b>8225.64</b>	<b>7118.51</b>	<b>197642</b>	<b>113544</b>	<b>230365</b>	<b>220283</b>

### Penal Provision for Caste Indicating Words

†1050. DR. PRABHA THAKUR :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether there is any provision of punishment against saying caste indicating words or such other abusing language by anybody to protect the dignity of people belong to SC/ST category;

(b) whether such incidents have come into notice where this law enacted for protection of dignity of SC/ST has been misused;

(c) if so, the preventive measures taken by Government to ensure that no innocent person may be grafted in such cases;

(d) whether it is required to make this law more practical so that it may not be misused; and

(e) if so, Government's views in this regard and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON) : (a) Section 3(1)(x) of the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989, *inter-alia*, stipulates that whoever, not being a member of a SC or a ST, intentionally insults or intimidates with intent to humiliate a member of a SC or a ST in any place within public view, shall be punishable with imprisonment.

(b) to (e) Incidence of false case under the Scheduled Castes and th Scheduled Tribes (Prevention of Atrocities) Act, 1989 was indicated by some agencies. For dealing with specific false cases, relevant Sections of the IPC can be invoked by the concerned agencies.

† Original notice of the question was received in Hindi

**Vocational Training Centres across the Country**

1051. SHRI Y. S. CHOWDARY :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

- (a) the details of fund earmarked for the purpose of vocational training centres across the country, State-wise;
- (b) the details of expenditure incurred, State-wise;
- (c) whether the objectives and targets have been achieved; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON) : (a) and (b) State-wise details of funds earmarked and released by the Ministry of Labour and Employment under the following Schemes is given in the Statement (*See* below).

- (i) Upgradation of Government ITIs into Centres of Excellence.
- (ii) World Bank assisted Vocational Training Improvement Project.
- (iii) Upgradation of 1396 ITIs in Public Private Partnership.
- (iv) Skill Development Initiative.

(c) and (d) The objectives and targets are being continuously monitored at National and State levels and are being achieved.

***Statement***

*(A) Releases to the State Government / UTs under the Scheme of Upgradation of Government ITIs into Centres of Excellence*

(Rs. in lakhs)

Sl. No.	State / UT	No. of ITIs allotted	Total Fund Earmarked*	Total funds Released/ utilised*
1	2	3	4	5
1.	Andhra Pradesh	5	800	798.53
2.	Bihar	2	320	292.47
3.	Chandigarh	1	160	102.22

1	2	3	4	5
4.	Chhattisgarh	4	640	640.00
5.	Delhi	1	160	150.68
6.	Goa	2	320	319.41
7.	Gujarat	8	1280	1279.95
8.	Haryana	5	800	790.61
9.	Himachal Pradesh	3	480	449.59
10.	Jharkhand	1	160	158.73
11.	Karnataka	6	960	959.99
12.	Kerala	5	800	764.75
13.	Madhya Pradesh	8	1280	1278.76
14.	Maharashtra	12	1920	1920.00
15.	Orissa	2	320	320.00
16.	Punjab	8	1280	1279.17
17.	Pondicherry	1	160	98.05
18.	Rajasthan	5	800	530.84
19.	Tamil Nadu	5	800	797.61
20.	Uttaranchal	3	480	249.41
21.	Uttar Pradesh	10	1600	1599.99
22.	West Bengal	3	480	475.89
TOTAL		100	16000	15256.66

**Scheme closed on 31.03.2010**

\* includes Central and State funding in the ratio of 75 : 25.



*(B) Releases to the State Government / UTs under the Scheme of Vocational Training Improvement Project*

(Rs. in lakhs)

Sl.No.	Name of State	No. of ITIs (Vocational) Training) Covered in VTIP	Total Fund Earmarked in VTIP	Total Fund released Central & State Share	Total Expenditure incurred upto Dec. 2011 as indicated in IUFRR * by States
1	2	3	4	5	6
1.	Andhra Pradesh	25	8727.93	6988.12	4123.89
2.	Andaman & Nicobar	1	237.67804	164.01	127.94
3.	Arunachal Pradesh	1	219.09	185.38	157.04
4.	Assam	7	2529.13	1829.55	1496.97
5.	Bihar	8	2743.33	2038.02	669.14
6.	Chhattisgarh	18	5135.94	4053.42	2533.31
7.	Daman & Diu	1	203.92	144.64	66.34
8.	Delhi	3	954.47	692.52	452.04
9.	Goa	7	2477.32	2051.13	1405.29
10.	Gujarat	29	11665.43	10373.42	9205.03
11.	Haryana	16	5178.21	4205.53	3701.05
12.	Himachal Pradesh	11	2409.76	3058.15	2804.34
13.	J&K	10	2266.97	1413.40	755.30
14.	Jharkhand	3	1093.88	1016.88	660.99
15.	Karnataka	30	11131.62	9902.04	7178.95
16.	Kerala	7	2431.69	2055.13	1746.94
17.	Lakshadweep	1	76.68	34.41	20.13
18.	Maharashtra	87	29602.24	27313.28	26111.43
19.	Manipur	2	411.59	315.13	276.29
20.	Meghalaya	1	309.09	223.74	36.42

1	2	3	4	5	6
21.	Mizoram	1	262.68	197.13	111.98
22.	MP	28	7925.92	7064.99	6796.16
23.	Nagaland	1	269.33	251.94	173.45
24.	Orissa	9	3339.01	2818.35	1780.76
25.	Puducherry	1	224.83	189.05	126.01
26.	Punjab	27	9690.67	7677.07	5459.53
27.	Rajasthan	10	2934.34	2046.37	1248.11
28.	Sikkim	1	231.42	227.76	239.14
29.	Tamil Nadu	17	5637.06	3716.92	2821.78
30.	Tripura	1	372.83	352.75	334.96
31.	Uttar Pradesh	16	5532.18	5025.98	4254.77
32.	Uttarakhand	10	2541.38	1942.62	1742.35
33.	West Bengal	10	3132.41	2526.58	1737.82
G. TOTAL		400	132900.02	112095.43	90355.64

\* IUFR : Interim Unaudited Financial Report

(C) Scheme "Upgradation of 1396 Government ITIs through PPP"  
State-wise status of ITIs covered, fund released and Fund Utilized 15.03.2012

(Rs. in crore)

Sl. No.	Name of State / UTs	Total allocation of ITIs	Total No. of ITIs covered	Fund released till date including 2011-12	Total fund utilized
1	2	3	4	5	6
1.	A.P.	61	61	152.50	65.08
2.	Ar. P.	4	4	10.00	2.22
3.	Assam	20	16	40.00	6.40
4.	Bihar	17	12	30.00	1.97
5.	Chhattisgarh	58	41	102.50	18.52
6.	Chandigarh	1	1	2.50	0.60

1	2	3	4	5	6
7.	Delhi	12	9	2.50	3.04
8.	Gujarat	99	81	202.50	37.76
9.	Haryana	53	52	130.00	17.77
10.	HP	33	33	82.50	19.78
11.	J&K	35	28	70.00	9.93
12.	Jharkhand	13	7	17.50	2.45
13.	Karnataka	76	76	190.00	20.04
14.	Kerala	26	26	65.00	18.55
15.	MP	98	70	175.00	7.47
16.	Maharashtra	277	243	607.50	89.85
17.	Orissa	15	14	35.00	2.56
18.	Punjab	76	75	187.50	21.52
19.	Rajasthan	110	99	247.50	23.73
20.	Tamil Nadu	32	32	80.00	19.15
21.	Tripura	7	7	17.50	3.72
22.	UP	160	111	277.50	62.54
23.	Uttarakhand	63	40	100.00	8.64
24.	West Bengal	30	28	70.00	17.47
25.	Nagaland	7	5	12.50	2.06
26.	Goa	1	1	2.50	0.31
27.	DNH	1	1	2.50	0.00
28.	Mizoram	2	2	5.00	2.16
29.	Puducherry	4	4	10.00	0.00
30.	Daman & Diu	0	0.00	0.00	0.00
31.	Manipur	2	0.00	0.00	0.00
32.	Meghalaya	3	1	2.50	0.00
TOTAL		1396	1180	2950.00	485.28

*(D) Skill Development Initiative (SDI) Scheme**Fund Released by DGE&T During FY 2007-12*

(Rs. in lakhs)

Sl.No.	State	Total Fund Released
1	2	3
1.	Andaman & Nicobar Island	29.6695
2.	Andhra Pradesh	6263.57
3.	Bihar	1155.13
4.	Chandigarh	27.19
5.	Chhattisgarh	443.42
6.	Dadra & Nagar Haveli	0
7.	Daman & Diu	0
8.	Delhi	125.755
9.	Goa	37.97
10.	Gujarat	670.935
11.	Haryana	354.645
12.	Himachal Pradesh	419.51
13.	Jammu & Kashmir	1020
14.	Jharkhand	462.22
15.	Karnataka	2293.115
16.	Kerala	474.28
17.	Lakshwadweep	0
18.	Madhya Pradesh	976.89
19.	Maharashtra	2346.135
20.	Orissa	928.5
21.	Pondicherry	48.165
22.	Punjab	640.375
23.	Rajasthan	129
24.	Tamil Nadu	1129.17

1	2	3
25.	Uttar Pradesh	2692.32
26.	Uttarakhand	216.225
27.	West Bengal	1346.195
(A)	TOTAL	24230.3845
<b>North East States</b>		
1.	Arunachal Pradesh	49.73
2.	Assam	656.06
3.	Manipur	56.65
4.	Meghalaya	40.39
5.	Mizoram	36.785
6.	Nagaland	58.15
7.	Sikkim	13.01
8.	Tripura	101.5
(B)	TOTAL	1012.275
GRAND TOTAL (A + B)		25242.6595

**Action against ISRO Scientists**

1052. SHRI M.P. ACHUTHAN :  
SHRI D. RAJA :

Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that the action taken recently against certain ISRO scientists in connection with the Antrix-Devas agreements has demoralized the ISRO scientific community and one eminent aerospace scientist has already resigned as a member of the space commission in protest against this action; and

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

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY) : (a) The action taken recently against four former ISRO scientists in connection with the Antrix-Devas agreements has not demoralized the ISRO scientific community. The action in no way affected the space programme. Prof. R. Narasimha who has been a member of Space Commission has recently requested

Hon'ble Prime Minister for permission to relinquish his position as a member of the Space Commission.

- (b) Prof. R. Narasimha continues as a member of the Space Commission.

#### **Development of Majuli Island of Assam**

1053. SHRI BIRENDRA PRASAD BAISHYA :

Will the Minister of TOURISM be pleased to state :

- (a) whether Government proposes to develop Majuli Island of Assam as a national site for heritage tourism;
- (b) if so, whether any action plan has been formulated in this regard;
- (c) if so, the details thereof; and
- (d) the financial assistance provided to the State Government for the same?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED) : (a) to (d) Development and promotion of tourism is undertaken primarily by the State Governments/ Union Territory Administrations. The Ministry of Tourism, Government of India, extends financial assistance to the State Governments / Union Territory Administrations for tourism related projects which are identified in consultation with the State/Union Territories. Proposals which are complete in all respects as per guidelines, are processed on inter-se priority basis and funds released subject to availability under the respective head.

There is no proposal before the Government of India to develop Majuli Island of Assam as a national site for heritage tourism. However, Ministry of Tourism, Government of India has sanctioned a project "Development of Heritage & Eco tourism Resort at Majuli" for Rs. 3.82 crore to the Government of Assam in the 10th plan.

Ministry of Tourism has sanctioned Rs. 89.09 crore during the 11th five year plan to the Government of Assam for various tourism projects. (upto 31st December, 2011).

#### **Promotion of Tourism in the International and Domestic Markets in the Country**

1054. SHRI NAND KUMAR SAI :

Will the Minister of TOURISM be pleased to state :

- (a) whether Government has released campaigns in the international and domestic markets to promote various tourism destinations and products;
- (b) if so, the details in this regard;
- (c) the details of funds allocated for the said purpose during 2010-11 and 2011-12;

(d) the name of the countries where campaign has been organised during these years; and

(e) the extent to which foreign tourists increased after such campaign in the country?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED) : (a) and (b) The Ministry of Tourism, Government of India, as part of its on-going activities releases media campaigns in the print, electronic, online and outdoor media campaigns in the international and domestic markets, under the Incredible India brand-line, to promote various tourism destinations and products of the country.

(c) The expenditure on campaigns released in the International and Domestic Markets is incurred from funds allocated under the "Restructured Scheme of Overseas Promotion and Publicity including Marketing Development Assistance (OPMD)" and "Domestic Promotion and Publicity including Hospitality (DPPH)" heads respectively. Details of funds allocated under these heads during 2010-11 and 2011-12 are given below :

(Rs. in crore)		
	OPMD Allocation	DPPH Allocation
2010-11	249.00	74.75
2011-12	238.50*	60.00*

\* As on 29.02.2012

(d) The International media campaigns have been released globally in important and potential tourist generating markets, covering the Americas, Europe, Africa and Asia-Pacific regions.

(e) Details of foreign tourist arrivals during the years 2010, 2011 and the first two months of the year 2012 are given below :

Year	Foreign Tourist Arrivals	% increase over previous year
2010	5775692	11.8%
2011 @	6290319	8.9%
Jan-Feb 2012 @	1359000	7.9%

(as compared to Jan-Feb 2011)

@ Provisional Estimates

**Efforts under incredible India**

1055. SHRI HUSAIN DALWAI :

Will the Minister of TOURISM be pleased to state :

- (a) whether promotional efforts under the 'Incredible India' campaign have taken care of tourist spots in Konkan region of Maharashtra;
- (b) if so, the details thereof;
- (c) the infrastructural facilities proposed to be developed in the Sindhudurg district of Maharashtra;
- (d) whether any time bound programme has been launched in this district to exploit tourist potential;
- (e) if so, the details thereof; and
- (f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED) : (a) and (b) The Ministry of Tourism, Government of India, as part of its on-going activities, releases print, electronic and online media campaigns, under the 'Incredible India' brand-line, to promote India as a holistic destination in the domestic and international markets, including its various tourism products as well as tourist destinations and areas with tourism potential in the different States / Union Territories of the country.

(c) to (f) Development and promotion of tourism, with the objective of exploiting the tourism potential of different tourist sites and destinations, is primarily the responsibility of the State Governments / Union Territory Administrations. The Ministry of Tourism, however, provides Central Financial Assistance to State / Union Territories for tourism projects which are prioritized based on discussions held with them, subject to availability of funds, *inter-se* priority and adherence to scheme guidelines.

A project for "Development of Sindhudurga" was sanctioned by the Ministry of Tourism in the year 2002-03, for an amount of Rs. 102.00 lakh, under Integrated Development of Western Circuit (Konkan Riviera Circuit) Bombay-Alibagh (Mandva) - Murud Janjira - Ganapatipule - Vijaydurg - Mithibad - Kunkeshwar - Mochetmad - Sindhudurg - Tarkali - Shiroda - Savantwadi - Amboli - Goa - Coastal Karnataka - Bekal.

**Upgradation of Gandhi Ashram**

1056. SHRI NATUJI HALAJI THAKOR :

Will the Minister of TOURISM be pleased to state :

- (a) whether a proposal for development and upgradation of the Gandhi Ashram and its surrounding area at Ahmedabad is pending with Union Government;



- (b) if so, the reasons therefor; and
- (c) by when the Union Government will give sanction for this project?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED) : (a) to (c) Development, promotion and implementation of various tourism infrastructure projects is primarily the responsibility of the respective State Government / Union Territory (UT) Administration. The Ministry of Tourism, however, provides Central Financial Assistance (CFA) for tourism infrastructure development projects identified in consultation with them, subject to availability of funds, *inter-se*-priority and adherence to Scheme Guidelines.

The project Development and Upgradation of Gandhi Ashram and its surrounding areas in Ahmedabad has not been prioritized for grant of CFA during the current financial year i.e. 2011-12.

**Inter-Ministerial Coordination Committee on issues relating to Tourism**

1057. SHRI R.C. SINGH :

Will the Minister of TOURISM be pleased to state :

- (a) whether it is not a fact that many departments and Ministries are not cooperating with the Ministry on issues relating to tourism;
- (b) if so, whether the Prime Minister has constituted an inter-Ministerial Coordination Committee to address the issues relating to tourism sector; and
- (c) the details of issues flagged of to address the same?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED) : (a) to (c) Tourism is multi-sectoral activity. For the development of tourism, co-operation from all concerned Ministries/Departments/Organisations is required.

An Inter-Ministerial Coordination Committee has been constituted under the Chairmanship of the Principal Secretary to the Prime Minister to facilitate resolution of Inter-Ministerial issues involved in the development of tourism in the country as well as issues raised by industry association. The Committee includes the Member Secretary, Planning Commission, Chairman, Railway Board, Secretaries from the Ministries of Home, Defence, External Affairs, Road Transport and Highways, Civil Aviation, Rural Development, Environment and Forest, Urban Development and Secretaries from the Departments of Revenue, Expenditure, School Education and Literacy, Ministry of Labour and Employment and Ministry of Culture. Secretary, Ministry of Tourism is the Member Convener of the Committee.

The First Meeting of the Committee was held on 19th January, 2012. Issues discussed in the meeting related to facilitation of issue of visas to foreign tourists, tourist visa on arrivals, broadbasing of hospitality education, etc.

**Recruitment and Promotion Rules in NCHMCT**

1058. DR. CHANDAN MITRA :

Will the Minister of TOURISM be pleased to state :

(a) whether Government proposes to amend the Recruitment and Promotion Rules, 2003 of the National Council for Hotel Management and Catering Technology (NCHMCT) in order to regularise the services of contractual faculty working in the Central Institutes of Hotel Management (CIHMs) affiliated to the NCHMCT;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the steps taken by Government to have a centralised system for recruitment of Assistant Lecturers in CIHMs on the line of UPSC and SSC in order to ensure transparency?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED) : (a) to (c) No, Sir. There is no proposal at present to amend the Recruitment and Promotion Rules 2003 of the National Council for Hotel Management and Catering Technology (NCHMCT) for regularizing the services of contractual faculty working in the Central Institutes of Hotel Management (CIHMs) affiliated to the NCHMCT.

(d) Since all central IHMs are independent autonomous bodies with separate Board of Governors, these IHMs do not have any connection with each other. All these IHMs have their own R&P Rules based on which all recruitment and promotions are made. As such, there is no possibility of having a centralized system for recruitment.

**Medical Tourism in India**

1059. SHRI SABIR ALI :

Will the Minister of TOURISM be pleased to state :

(a) the prospects of Medical Tourism in India;

(b) the existing infrastructure for Medical Tourism; and

(c) whether Government proposes to increase Medical Tourism?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED) : (a) to (c) Ministry of Tourism has initiated several measures to promote Medical Tourism. This includes promotion and overseas markets and production of publicity materials like brochure, CD and films etc. and their distribution in target markets.

Under the Market Development Scheme of Ministry of Tourism financial support is provided only to approved Medical Tourism Service Providers, *i.e.* representatives

of hospitals accredited by Joint Commission International (JCI) and National Accreditation Board for Hospitals and Healthcare Providers (NABH) and Medical Tourism facilitators (Travel Agents/Tour Operators) approved by Ministry of Tourism, Government of India and engaged in Medical Tourism subject to adherence to scheme guidelines and availability of funds. The Medical Tourism activity is mainly driven by private sector. The Ministry of Tourism only plays the role of facilitator in terms of marketing and promoting this in key markets.

### **Displacement of tribal people**

1060. SHRI T. K. RANGARAJAN :

Will the Minister of TRIBAL AFFAIRS be pleased to state :

- (a) whether it is a fact that the mining policy of Government is leading to large scale alienation of tribal land and displacement of the tribal people;
- (b) if so, the details of land acquired and number of Scheduled Tribes displaced in the last six years, State-wise; and
- (c) the details of corporate that were given the mining contracts?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEV S. KHANDELA) : (a) Ministry of Mines has informed that :

Mining operations often involve acquisition of land held by individuals therefore the National Mineral Policy provides for social impact assessment and also adequate provisions for Relief and Rehabilitation. The National Mineral Policy, 2008 (For non-fuel and non-coal minerals) in para 7.11 provides that "in so far as indigenous (tribal) populations are concerned the Sustainable Development Framework shall incorporate models of stakeholder interest for them in situations where the weaker sections like the local tribal populations are likely to be deprived of their means of livelihood as a result of the mining intervention. In areas in which minerals occur and which are inhabited by tribal communities and weaker sections it is imperative to recognize resettlement process of the affected zone. Thus all measures proposed to be taken will be formulated with the active participation of the affected persons, rather than externally imposed. A careful assessment of the economic, environmental and social impact on the affected persons will be made."

Accordingly, the draft Mines and Minerals (Development & Regulation) Bill, 2011 has been introduced in the Lok Sabha on 12th December, 2011, presently referred to the Standing Committee on Coal and Steel.

- (b) Details on land acquired and number of Scheduled Tribes be displaced are not maintained centrally.
- (c) Mining leases and mining contracts are granted by State Governments.

**Awareness about Health Scheme among Tribal Women**

1061. SHRI DILIPBHAI PANDYA :

Will the Minister of TRIBAL AFFAIRS be pleased to state :

(a) whether Government has taken note of the low level of awareness about health schemes among the tribal people particularly amongst the women;

(b) if so, whether the Ministry of Tribal Affairs coordinates with Ministry of Health and Family Welfare on health issues of tribal women particularly disorders like sickle cell etc.;

(c) if so, the details thereof; and

(d) the steps taken by the Ministry in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS  
(SHRI MAHADEV S. KHANDELA) : (a) Yes, Sir.

(b) to (d) There is a Coordination Committee for monitoring the planning and progress of the schemes/programmes being implemented for overall development of Scheduled Tribes. This Coordination Committee is chaired by Secretary, Tribal Affairs. During the Coordination Committee meeting held in September, 2011, the problems of Sickle Cell anemia, Malaria and TB in tribal areas were taken up with the Ministry of Health and Family Welfare. The issues of tribal health particularly TB and Malaria control in tribal areas were discussed again in the meeting of the Coordination Committee held in February, 2012. As per the information received from the Ministry of Health and Family Welfare, a Plan of Action of Genetic Blood Disorders including Sickle Cell Disease has been submitted to the Planning Commission.

**Sexual exploitation of Jarwa women by police personnel**

†1062. SHRI KAPTAN SINGH SOLANKI :

SHRIMATI HEMA MALINI :

SHRI PRABHAT JHA :

Will the TRIBAL AFFAIRS be pleased to state :

(a) the action taken by Government on the report 'sub group of Experts on the Jarwa' issued by the Central Government;

(b) whether it is a fact that it has been clearly mentioned at page No. 10 of this report that police personnel themselves sexually exploit some Jarwa young women who live near the police posts;

(c) if so, details thereof; and

(d) whether Government has fixed any responsibility in this matter?

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† Original notice of the question was received in Hindi

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEV S. KHANDELA) : (a) The Sub-Committee of the Expert Committee to review the existing policy on Jarawa tribe of Andaman Islands constituted by the Central Government has not submitted any report to the Central Government. However, a 'Group of Experts' to get perceptions of Jarawa tribe, constituted by the A&NI Administration had submitted its report. The report of Group of Experts was considered by the 'Sub-Committee of the Expert Committee' in its meeting held on 14-10-2011. It was decided that at present there is no need for a change in the policy.

(b) to (d) There is no mention at page No. 10 of this report that police personnel themselves sexually exploit some Jarwa young women who live near the police posts. However, some objectionable video footage about the Jarawa tribes were shown in the media on 11-01-2012 and 05-02-2012. The A&NI Administration have informed that two cases have been filed under section 292 IPC r.w.s. 67 IT Act, 2000, 3(1)(iii) of Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act, 1989 and 7/8 of Andaman and Nicobar Islands (Protection of Aboriginal Tribes) Regulation, 1956. Four persons have been arrested in this connection, including two policemen. The Policemen have been placed under suspension for dereliction in the discharge of their duties and departmental enquiry has been initiated against them. Other measures taken by the UT Administration includes reduction of the number of convoys from 8 to 4 on each side on the Andaman Trunk Road (ATR) which passes through the Jarawa Reserve and strict regulation of traffic on ATR; cautioning tour operators to desists from promoting Jarawa tourism conducting awareness programmes among settlers and ATR users from time to time; display on signboards DO's and DON'Ts and strengthening Andaman Adim Jati Vikash Samiti (AAJVS) for protection of aboriginal Tribes including Jarawas.

#### **Criminal activities against Scheduled Tribes**

1063. SHRIMATI T. RATANA BAI :

Will the Minister of TRIBAL AFFAIRS be pleased to state :

(a) the steps Government is taking to counter the rising incidence of criminal activities against Scheduled Tribes in the country, specifically in Andhra Pradesh where 13.7 per cent of all such crimes occur;

(b) the details thereof;

(c) the percentage of the crimes reported against Scheduled Tribes communities that are resolved conclusively; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEV S. KHANDELA) : (a) and (b) As informed by Ministry of Home Affairs and National Crime Records Bureau :

As per Seventh Schedule, 'Police' and 'Public Order' are State Subjects under the Constitution, and as such the primary responsibility of prevention, detection, registration, investigation and prosecution of crimes, including crimes against SC/ST Women lies with the State Governments and Union Territory Administrations. However, the Union Government attaches highest importance to the matter of prevention and control of crime against SC/ST. Ministry of Home Affairs has sent a detailed advisory dated 01.04.2010 on crimes against SC/ST respectively to all States/UTs.

The advisory on SC/ST has enumerated various steps, viz; vigorous and conscientious enforcement of the statutory provisions and the existing legislations; sensitizing the law enforcement machinery towards crimes against SCs/STs by way of well-structured training programmes, conferences and seminars etc.; improving general awareness about legislations on crimes against SCs/STs, develop a community monitoring system to check cases of violence, abuse and exploitation; no delay in the registration of FIR in cases of crimes against SCs/STs; identification of the economic and social atrocity-prone areas for taking preventive measures; adequate measures rehabilitation of the victims of atrocities etc. During 2010 out of 5885 cases of crime against STs reported in the country 807 cases were reported from Andhra Pradesh which accounts for 13.7 percent.

(c) and (d) Out of 5761 cases of crime against STs investigated, 4341 cases were charge-sheeted during 2010 in the country which accounts for 96.0%.

#### **Welfare of tribal communities in Andhra Pradesh**

1064. SHRIMATI T. RATNA BAI :

Will the Minister of TRIBAL AFFAIRS be pleased to state :

- (a) whether there are still any tribal communities in Andhra Pradesh that have not been brought under either the Fifth or Sixth Schedules of the Constitution;
- (b) the details thereof;
- (c) the measures that have been taken to ensure the welfare and development of such areas in the interim period; and
- (d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEV S. KHANDELA) : (a) The Fifth Schedule or Sixth Schedule of the Constitution does not deal with the inclusion of tribal communities. However, the communities as scheduled tribes are notified under Article 342 of the Constitution.

(b) Does not arise.

(c) and (d) All schemes/programmes being implemented by this Ministry for the welfare and development of the scheduled tribes are applicable to the scheduled tribes residing in the Scheduled Areas and outside Scheduled Areas in the State of Andhra Pradesh.

**Relief in displaced tribals in Manipur and Jharkhand**

1065. SHRI VIJAY JAWAHARLAL DARDA :

Will the Minister of TRIBAL AFFAIRS be pleased to state :

(a) whether adequate relief and rehabilitation measures were adopted for the displaced tribals in Manipur due to building of hydroelectric dams there and similarly of Santhal Adivasis in Jharkhand where mining activities were taken up;

(b) if so, whether movement by tribals to defend their rights against State authorities was dealt with severely through threats and intimidations, arbitrary arrests or even criminalisation by their protests;

(c) whether effective measures, through legislation or otherwise, are being adopted for acceptance of collective rights of Tribals; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEV S. KHANDELA) : (a) and (b) As reported by Government of Manipur, under Irrigation and Flood Control Department, 6 (six) villages namely (i) Louphong (Tangkhul), (ii) Phayeng (Kuki), (iii) Chandong (Tangkhul), (iv) Lamlai Khunnou (Tangkhul), (v) Lamlai Khullen, (vi) Lallai Mongbung (Kuki) are to be submerged/displaced due to the construction of Dam of Thoubal Multipurpose project. Adequate relief and rehabilitation measures on (i) Land Compensation, (ii) Physical Rehabilitation and (iii) Economic Rehabilitation were adopted as per R.R. Plan 1998. Government of Jharkhand has reported that compensation was given to the displaced tribals as per existing law and the State Governments have also informed that movement by tribals to defend their rights were not dealt with through threats and intimidations, arbitrary arrests or criminalization.

(c) and (d) As reported by Department of Land Resources, the Land Acquisition Rehabilitation and Resettlement Bill, 2011 has been introduced in the Parliament on 7th, September 2011. The Bill envisages comprehensive rehabilitation and resettlement benefit for the affected families which *inter-alia* include housing units, Land for land, Annuity policies, Jobs, Subsistence grant and waiver on stamp duty and registration fee etc. Further, there are special provisions for Scheduled Castes/Scheduled Tribes in the Bill.

**Livelihood for tribals in naxal affected States**

1066. SHRI GOVINDRAO ADIK :

Will the Minister of TRIBAL AFFAIRS be pleased to state :

(a) whether it is a fact that Government is going to set up a foundation to provide a livelihood to tribals in naxal-affected districts in various States; and

(b) if so, the details thereof, source of funding and new opportunities for the youth?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEV S. KHANDELA) : (a) and (b) As per the information received from Ministry of Rural Development (Department of Rural Development) there is a proposal to establish a Bharat Livelihoods Foundation of India through Aajeevika. The Foundation would support and scale up civil society initiatives and interventions particularly in the tribal regions covering around 170 districts. Private trusts and philanthropic organizations would be encouraged to partner with the autonomous body that will be managed professionally.

**Tribals ejected from their ancestral house in Andhra Pradesh**

1067. SHRI SYED AZEEZ PASHA :

Will the Minister of TRIBAL AFFAIRS be pleased to state :

(a) whether Government is aware that hundreds of tribals living in Khammam district of Andhra Pradesh along the river Godavari are being ejected from their ancestral homes and occupations by the Forest Department;

(b) whether any study team has been sent by Government to study the eviction of such tribals due to the recent expansion of the area under Papikonda Game sanctuary;

(c) the steps proposed to protect the livelihood of tribals in that area; and

(d) the financial aid which would be given to those who have lost their jobs due to declaration of new areas as coming under the Papikonda Game Sanctuary in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEV S. KHANDELA) : As informed by Government of Andhra Pradesh :

(a) The tribals are not evicted in Khammam district of Andhra Pradesh along river Godavari by the Forest Department of Andhra Pradesh so far.

(b) Does not arise. The tribals are not evicted due to recent expansion of area under Papikonda National Park. Hence, no study team has been sent by Government so far.

(c) The tribals are not evicted or being evicted at present. Forest Department is taking many steps to provide livelihood to tribals in this area by engaging them as Protection Watchers, Animal trackers and taking them in base camps, strike force etc. They are involved in management of the Protected Area by forming Eco-Development Committees.

(d) Does not arise.



**Abuse of orphan children in India**

1068. SHRI MAHENDRA MOHAN :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

- (a) the number of orphan children in India and the number of Government orphanages;
- (b) the average occupancy of Government orphanages;
- (c) the frequency of regulatory checks at Government and private orphanages;
- (d) the number and nature of cases of abuse of children in orphanages reported in the last three years; and
- (e) the steps taken to ensure a respectable life for the residents of orphanages after achieving adulthood?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) and (b) There is no authentic data regarding the number of orphan children in India. Orphanages can be set up under one of the three Acts, namely, Women's and Children Institution (Licensing) Act, 1956; Orphanages and Other Charitable Homes (Supervision and Control) Act, 1960 as may be applicable in the States/UTs or under Juvenile Justice (Care and Protection of Children) Act, 2000 (JJ Act). The Government, in the Ministry of Women and Child Development is providing financial assistance, under the Integrated Child Protection Scheme (ICPS), to State Government/UT Administrations for setting up and maintenance of Homes and Specialised Adoption Agencies (SAAs) under the JJ Act for children in need of care and protection, including orphans. The number of Government run Homes, including Children's Home and Specialised Adoption Agencies (SAAs) assisted under the Integrated Child Protection Scheme (ICPS) are 558 and 53 respectively. The numbers of children benefited under these Homes are 24, 150 and 560 respectively.

(c) Section 35 of the Juvenile Justice (Care and Protection of Children) Act, 2000 (JJ Act) and Rule 63(1) of the Model Rules thereunder, provide for appointment of inspection committees by the State Governments for the State, a district and city, as the case may be, for the Children's Homes. As per Rule 63(5) of the Model Rules, inspection is required to be carried out at least once in every three months.

(d) National Commission for Protection of Child Rights has received 5, 7 and 10 complaints of abuse in Children's Homes/Observation Homes under the JJ Act, in the years 2008-09, 2009-10 and 2010-11 respectively. The details are given in the Statement (*See* below).

(e) Section 44 of the JJ Act requires the State Government / UT Administrations to have 'after care programmes' for taking care of children, for a

period of three years, after they leave Homes to enable them to lead an honest, industrious and useful life. The Government in the Ministry of Women and Child Development is implementing a Centrally Sponsored Scheme, namely Integrated Child Protection Scheme (ICPS), under which financial assistance is provided to State Government / UT Administrations, *inter-alia* for after care services for such children to help sustain them during the transition from institutional to independent life. The services include housing facilities, vocational training, help to gain employment, counselling and stipend etc.

**Statement**

*Complaints received by National Commission for Protection for  
Child Rights (NCPDR) in Children's Homes / Observation Homes*

Sl.No.	Nature of Abuse	2008-09	2009-10	2010-11	Total
1.	Physical Abuse	0	4	6	10
2.	Exploitation	2	3	3	8
3.	Harassment	2	0	0	2
4.	Rape	1	0	1	2
TOTAL :		5	7	10	22

**ICDS to fight with malnutrition**

1069. SHRI PRASANTA CHATTERJEE :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

(a) whether Government is of opinion that ICDS continues to be our most important tool to fight malnutrition; and

(b) if so, Government opine that half-fed Anganwadi Workers and helpers are quite capable to combat National disaster like malnutrition?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) Malnutrition is manifestation of several underlying factors & causes and is complex, multi-dimensional and inter-generational in nature. The causes are varied and include inadequate consumption of food, frequent infections, lack of availability of safe drinking water and proper sanitation, illiteracy specially in women, poor access to health services, low purchasing power, socio-cultural factors such as early marriages of girls, lack of care during pregnancy and infancy, ignorance about nutritional needs of infants and young children etc.

The approach to dealing with the nutrition challenges has been two pronged: Multi-sectoral approach for accelerated action on the determinants of malnutrition in targeting nutrition in schemes / programmes of all the sectors. As the multi-sectoral approach takes sometime to show results and when implemented together, have a trickle down and horizontal effect to benefit the population over a period of time, other part of the approach is direct and specific interventions targeted towards the vulnerable groups such as children below 6 years, adolescent girls, pregnant and lactating mothers. ICDS Scheme and Anganwadi platform continue to be one of the most important schemes and platform for addressing challenges of malnutrition.

(b) The package of six services are dispensed through the support systems of Anganwadi Centres. ICDS Scheme envisages the Anganwadi Workers (AWWs) and Helpers (AWHs) as "honorary workers" who are appointed preferably from the local community, on a part-time basis. AWWs, AWHs and Workers of Mini-AWCs are paid monthly honorarium @ Rs. 3000/- and Rs. 1500/- respectively. In addition, they are extended facilities such as paid absence on maternity, Casual Leave, Uniform, Badges and insurance cover under the Anganwadi Karyakartri Bima Yojana. There is also a reservation of 25% of the vacant posts of Supervisors for AWWs and reservation of 25% of vacancies of AWWs for AWHs. Various State Governments have been giving additional benefits as honoraria or other facilities out of their own resources. Besides this, they also get the benefits of supplementary nutrition on the same scale as pregnant and nursing mothers.

#### **Slash in daily food intake of children**

1070. SHRI SANJAY RAUT :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

(a) whether it is fact that the report prepared by international NGO, Save the Children, has revealed that rising cost of essential commodities has forced nearly 30 per cent of families to slash their daily food intake;

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

(c) whether 24 per cent of the families said their children had to go without food for an entire day while 27 percent India could never afford to buy meat, milk and vegetables each week; and

(d) the steps that Government is taking to alleviate the sufferings to the people?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) to (d) The surmise mentioned in (a) to (c) is as per a survey undertaken in India among other 4 countries, by an organisation Save the Children, and is based on a very limited sample of 1057 people only.

Government is giving priority to the issue of increasing the availability of food through agricultural and economic measures towards improvement in yield, storage, and marketing. There are major schemes/programmes in the agriculture sector such as the National Food Security Mission (NFSM), National Horticulture Mission (NHM), Rashtriya Krishi Vikas Yojana (RKVP), Integrated Scheme of Oilseeds, Pulses, Oil Palm and Maize (ISOPM), and effort towards augmenting Animal Husbandary, Dairying and Fisheries.

Another approach adopted is to provide the supplementary nutrition / meal through the targeted schemes / programmes such as Integrated Child Development Services Scheme (ICDS), Rajiv Gandhi Scheme for Empowerment of Adolescent Girls (RGSEAG), namely, SABALA, and the Mid-day Meal (MDM).

The proposed National Food Security Bill, introduced in the Lok Sabha on 22 December 2011 will also contribute towards food security.

#### **Failure of ICDS in fighting malnutrition**

1071. SHRI JAI PRAKASH NARAYAN SINGH :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

- (a) whether it is a fact that 42 per cent of children in India are under-weight having bleak health future;
- (b) if so, complete details in this regard;
- (c) whether Government agency Integrated Child Development Service (ICDS) have failed miserably to gihit malnutrition among children below sex years of age; and
- (d) if so, the steps being taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) and (b) As per NFHS-3 Survey, the level of malnutrition amongst children below 5 years is 42.5%. The level of malnutrition amongst children below 3 years has declined from 42.7% in 1998-99 (NFHS-2) to 40.4% in 2005-06 (NFHS-3).

(c) and (d) The problem of malnutrition is complex, multi-dimensional and inter-generational in nature and cannot be tackled by a single sector / programme alone. The determinants of malnutrition include household food insecurity; illiteracy specially in women; poor access to health service; lack of availability of safe drinking water; poor sanitation and environmental conditions and low purchasing power etc.

Since there are multiple determinants of malnutrition, this cannot be addressed by single sector scheme or intervention alone. This requires multi sectoral, direct and indirect interventions. Among the various schemes / programmes of different Ministries,

one of the programmes being implemented by the Government is the Integrated Child Development Service (ICDS) Scheme as a direct targeted intervention.

ICDS is primarily a Child Development Scheme. It is a Centrally Sponsored Scheme which provides a package of six services to children below 6 years and pregnant and lactating mothers in which supplementary nutrition is one of them. It is not a full nutrition programme. The supplementary nutrition is meant to bridge the gap between the Recommended Dietary Allowance (RDA) and the Actual Dietary Intake (ADI).

The ICDS Scheme is a self selecting scheme. It is open to all children below six years of age and pregnant and lactating mothers. As on 31.12.2011, 786.30 lakh children and 181.10 lakh pregnant and lactating mothers are registered for availing the benefit of nutrition at Anganwadi Centres under ICDS.

As per the National Family Health Survey, the prevalence of underweight children below 3 years of age has declined from 42.7% in 1998-99 (NFHS-2) to 40.4% in 2005-06 (NFHS-3).

As per the National Family Health Survey, the prevalence of underweight children below 3 years of age has declined from 42.7% in 1998-99 (NFHS-2) to 40.4% in 2005-06 (NFHS-3).

The Government has accorded priority to the issue of malnutrition and is implementing several schemes/programmes of different Ministries / Departments through State Governments / UT Administrations. The schemes / programmes include the Integrated Child Development Services (ICDS) Scheme, National Rural Health Mission (NRHM), Mid-Day Meal Scheme (MDM), Rajiv Gandhi Schemes for Empowerment of Adolescent Girls (RGSEAG) namely SABLA, Indira Gandhi Matritva Sahyog Yojana (IGMSY) as Direct targeted interventions. Besides, indirect Multi-sectoral interventions include Targeted Public Distribution System (TPDS), National Horticulture Mission, National Food Security Mission, Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Total Sanitation Campaign, National Rural Drinking Water Programme etc. All these schemes have potential to address one or other aspect of Nutrition. Several of the existing schemes/ programmes have been expanded in recent years to provide for increased coverage and improved services to the people and these would further improve the nutrition status of the children.

#### **Construction of houses under Swadhar Scheme**

1072. SHRI BIRENDRA PRASAD BAISHYA :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

(a) whether the State Government of Assam has forwarded proposals for construction of houses under Swadhar Scheme for current financial year including number of pending proposals yet to be sanctioned;

(b) if so, the details thereof along with their present status; and

(c) the list of organizations in Assam, received financial assistance under Swadhar Scheme including NGO-wise amount released, utilized for the last three years and their present status?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) and (b) No, Sir. The State Government of Assam has not forwarded any proposals for construction of houses under Swadhar Scheme during current financial year.

(c) The NGO-wise and year-wise financial assistance released in Assam during the last three years and current year under Swadhar Scheme is given in the Statement.

**Statement**

*Details of organization in Assam for which grants were released during last three years and current financial year*

(in Rupees)

Sl. No.	Name of Organization & Address	Released during 2008-09	Released during 2009-10	Released during 2010-11	Released during 2011-12 upto 19.03.2012
1	2	3	4	5	6
1.	Rogurtook Club & Library, P.O. Ashalkandi, Distt. Karimganj, Assam-788723	908475 (01.03.07 to 28.02.08)	1086506 (01.03.08 to 31.03.09)	2021938 (01.04.09 to 31.03.11)	999033 (01.04.11 to 31.03.12)
2.	Woodwichee, PO - Lakshirbond, District Haikand, Assam-788155	1022560 (01.11.07 to 31.10.08)	1025180 (01.11.08 to 31.10.09)	1485261 (01.11.09 to 31.03.11)	1035030 (01.04.11 to 31.03.12)
3.	Global Organization and Life Development (GOLD), Pub Sarania, 1st Bye Lane (West), House No. 14, Guwahati-781003, Assam	-	887250 (01.02.08 to 31.03.09)	1817975 (01.04.09 to 31.03.11)	#
4.	Woodwichee, PO Lakshirbond, Distt. Haikandi, Assam - 788155	1028467 (01.03.08 to 28.02.09)	-	2125100 (01.03.09 to 31.03.11)	1006594 (01.04.11 to 31.03.12)
5.	Gram Vikas Parishad, Rangaloo, P.O. Jumarpur, Via - Kathiatoli, Dist. Nagaon - 782427, Assam	-	1289915 (01.11.07 to 31.03.09)	2004598 (01.04.09 to 31.03.11)	1050874 (01.04.11 to 31.03.12)
6.	Fulkumari Bapuji Club, Vill. & Post Falimari, District Dhubri, Assam - 783325	-	-	2068273 (01.09.08 to 31.03.11)	#

1	2	3	4	5	6
7.	Indian Institute of Social Development (IISD), Flat No. 205, Amar Apartment, Ashok Path, Bashista Road, Guwahati, Assam - 781028	509000 (01.02.09 to 31.07.09 1st instalment)	587617 (01.08.09 to 31.03.10)	-	876500 (01.04.10 to 31.03.11)
8.	Golaghat Nirman Mahila Got, Bengana Khuwa, Near Railway Gate, Law College Rd, Golaghat-785621, Assam	588940 (01.03.09 to 31.08.09 1st instalment)	-	583304 (01.09.09 to 31.3.10)	827180 (01.04.10 to 31.03.11)
9.	North-East Vol. Association of Rural Dev., Life line Clinical Hospital & Research Centre, Dakhingaon, Kahilipara, Guwahati-19, Assam	509000 (01.03.09 to 31.08.09 1st instalment)	-	1361988 (01.09.09 to 31.03.11)	400845 (01.04.11 to 30.09.11)
10.	Rural Org. for Agro Dev. Service (ROADS), Vill. + P.O. Laharighat-782127, Distt. Morigaon, Assam	479324 (01.03.09 to 31.08.09 1st instalment)	-	395157 (01.09.09 to 31.03.10)	#
11.	Society of Total Social Educational & Economical Development, Post & Village - Kaliabor, Kuwaritol, District Nagaon, Assam	-	509000 (01.06.09 to 30.11.09 1st instalment)	1160033 (01.12.09 to 31.03.11)	#
12.	Sankalpa, Village Kathpar, P.O. Banmukh, District Sivasagar, Assam	-	482444 (01.06.09 to 30.11.09 1st instalment)	1047573 (01.12.09 to 31.03.11)	773144 (01.04.11 to 31.03.12)
13.	AALO, ACMS Office, Subhashini Road, Tinsukhiya-786125, Assam	-	892000 (01.08.09 to 31.01.10 1st instalment)	1702053 (01.02.10 to 31.03.11)	@
14.	North Eastern Buddhist Cultural Association, Niz Kodomoni, P.O. - Boiragimath, District Dibrugarh, Assam - 786003	-	-	509000 (01.10.10 to 31.03.11 1st instalment)	403640 (01.04.11 to 30.09.11)

1	2	3	4	5	6
15.	Jan Shikha, Nalbari Town (Ward No. 11, P.O. & District - Nalbari, Assam - 781335)	-	-	490514 (01.11.10 to 30.04.11 1st instalment)	@
16.	Dhalcherra Women Society, Vill. Lamargaon, P.O. Basudeb Nagar, Dist. Karimaganj, Assam	-	-	509000 (01.11.10 to 30.04.11 1st instalment)	739268 (01.05.11 to 31.03.12)

# Recommendation for the year 2011-12 has been received from the State Govt. of Assam and the action already initiated for release of grant.

@ Recommendation has not been received from the State Govt. of Assam so far.

Note : The period for which grant has been released is shown in brackets.

### Status of SABLA

1073. DR. T. SUBBARAMI REDDY :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

- (a) the status/criteria followed for implementation of Rajiv Gandhi Scheme for Adolescent Girls (SABLA)
- (b) the number of districts including backward districts covered under the SABLA and amount allocated/spent during the current financial year, State-wise; and
- (c) the details of other schemes implemented by the Ministry of development and financial empowerment of women and children in rural areas to improve their health?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) and (b) **Sabla** is being implemented by the State Government / UT Administration through ICDS platform in 200 selected districts including 88 backward districts. (Backward districts identified under Backward Regions Grant Fund Program of the Planning Commission) across the country. Rs. 558.55 crore have been released to States / UTs under **Sabla** in 2011-12. State-wise amount released / utilised under **Sabla** during the current financial year is given in the Statement. (See below).

- (c) Other schemes being implemented by the Ministry for development and financial empowerment of women and children in rural areas to improve their health are :
  - i. Integrated Child Development Services (ICDS)
  - ii. Rajiv Gandhi National Creche Scheme for the Children of Working Mothers.
  - iii. Schemes for Welfare of Working Children in Need of Care and Protection.
  - iv. Indira Gandhi Matritva Sahyog Yojana (IGMSY)
  - v. Support to Training and Employment Programme for Women (STEP)
  - vi. Swadhar - A scheme for Women in Difficult Circumstances.



**Statement***Statement amount released / utilised under SABLA*

(Rs. in lakhs)

Sl.No.	States / UTs	Funds released (as on date)	Utilised (as reported by States/UTs as on 19.03.2012)
1	2	3	4
1.	Andhra Pradesh	3259.70	1963.30
2.	Arunahcal Pradesh	79.56	106.40
3.	Assam	1592.98	979.79
4.	Bihar	5081.73	1470.15
5.	Chhattisgarh	1472.72	0
6.	Goa	188.97	173.15
7.	Gujarat	2647.22	1731.37
8.	Haryana	701.44	264.15
9.	Himachal Pradesh	550.34	379.48
10.	Jammu & Kashmir	453.64	194.086
11.	Jharkhand	1493.32	342.151
12.	Karnataka	2828.03	3289.75
13.	Kerala	1284.66	202.33
14.	Madhya Pradesh	4069.18	3612.33
15.	Maharashtra	3957.22	1318.08
16.	Manipur	152.76	142.88
17.	Meghalaya	306.76	206.08
18.	Mizoram	78.24	0.37
19.	Nagaland	147.49	110.36
20.	Orissa	2382.68	50.00
21.	Punjab	874.8	0

1	2	3	4
22.	Rajasthan	3369.05	2932.05
23.	Sikkim	66.05	68.58
24.	Tamil Nadu	2686.32	2527.22
25.	Tripura	455.06	363.92
26.	Uttar Pradesh	11749.87	10120.21
27.	Uttaranchal	511.48	NR
28.	West Bengal	2758.74	NR
29.	Andaman & Nicobar	40.72	25.70
30.	Chandigarh	48.78	23.56
31.	Daman & Diu	16.44	9.49
32.	D&NH	24.98	NR
33.	Delhi	496.36	311.50
34.	Lakshdweep	8.94	NR
35.	Pondicherry	19.02	8.56
TOTAL		55855.55	32927.00

#### Incidents of Ship Hit Boat accidents

1074. SHRI K. N. BALAGOPAL :

Will the Minister of SHIPPING be pleased to state :

- (a) whether the Ministry has noticed about the recurring incidents of Ship Hit Boat accident in the coast of Kerala;
- (b) if so, measures taken by Government to avoid such incidents;
- (c) the number of ships that are travelling daily near Kerala Sea Coast on an average basis; and
- (d) the details of the directions and steps taken by Government to restrict Ships from irrational practices?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN) : (a) Yes, Sir.

(b) and (d) Directorate General of Shipping has issued a notice on 07/03/2012 for the safe navigation of merchant ships on Indian coast and advising all merchant vessels to take note of dense fishing traffic on Indian coast as well as the possibility that they may be approached by these boats for safeguarding their nets/lines and that these fishing boats should not be mistaken for pirate skiffs. Merchant Ships have been advised to navigate with extreme caution when approaching upon 50 nautical miles from the Indian coast. Indian Coast Guard has also issued a warning on 23/02/2012 in which all vessels have been warned that fishing is carried out upto 50 nautical miles from the coast and vessels should not mistake fishing boats as skiffs and Piracy armed groups (PAGs).

(c) As per Long Range Identification and Tracking (LRIT) data, on an average, about 50 ships transit through waters at any given time within 50 nautical miles from the Keala Coast.

#### **Vacant Post of Anganwadi Workers**

1075. SHRIMATI KONIMOZHI :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

- (a) whether it is a fact that 73,000+ anganwadi workers posts are lying vacant across the country and details thereof;
- (b) if not, the number of Anganwadi workers posts vacant currently; and
- (c) the reasons for that Government not filling up these posts, when malnutrition continues to be a national issue?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) to (c) There are 13,70,718 Anganwadi Centres (AWCs) sanctioned by Govt. of India of which 13,03,300 AWCs operationalised by States/UTs. One post of Anganwadi worker (AWW) has been sanctioned by the Govt. of India for each AWC. As per information available, 56,889 posts of Anganwadi Workers (AWWs) were vacant as on 31.12.2011 in operational AWCs. State-wise details of vacant posts of Anganwadi Workers is given in the Statement (*See below*). The reasons for non-filling these posts are largely administrative, procedural and legal delays at State Government / UT Administration level. Ministry of Women & Child Development has repeatedly requested the State Government / UT Administrations to take all required measures for early filling-up of the vacant posts.

**Statement**

*Number of posts of Anganwadi Workers (AWWs) sanctioned  
and in-position as on 31.12.2011*

Sl. No.	State / UT	AWCs sanctioned by GoI	AWCs operational by States	AWWs In-position	Vacancies against operational AWCs
1	2	3	4	5	6
1.	Andhra Pradesh	91307	85946	81681	4265
2.	Arunachal Pradesh	6225	6028	6028	0
3.	Assam	62153	57656	57656	0
4.	Bihar	91968	80211	80211	0
5.	Chhattisgarh	64390	47133	47133	0
6.	Goa	1262	1262	1258	4
7.	Gujarat	52137	50134	48490	1644
8.	Haryana	25962	24988	17445	7543
9.	Himachal Pradesh	18925	18651	18185	466
10.	Jammu and Kashmir	28577	26400	25954	446
11.	Jharkhand	38296	38186	36278	1908
12.	Karnataka	64518	63376	61148	2228
13.	Kerala	33115	33080	33013	67
14.	Madhya Pradesh	90999	90999	88877	2122
15.	Maharashtra	110486	106231	101186	5045
16.	Manipur	11510	9883	9883	0
17.	Meghalaya	5156	5113	5113	0
18.	Mizoram	1980	1980	1980	0
19.	Nagaland	3455	3455	3455	0
20.	Orissa	72873	69038	65983	3055
21.	Punjab	26656	26656	26202	454
22.	Rajasthan	61119	58393	57256	1137

1	2	3	4	5	6
23.	Sikkim	1233	1213	1198	15
24.	Tamil Nadu	55020	54439	47444	6995
25.	Tripura	9911	9906	9906	0
26.	Uttar Pradesh	187517	186447	177775	8672
27.	Uttarakhand	23159	17165	16794	371
28.	West Bengal	117170	116390	106002	10388
29.	A & N Islands	720	697	697	0
30.	Chandigarh	500	420	420	0
31.	Delhi	11150	10560	10517	43
32.	Dadra and Nagar Haveli	267	267	246	21
33.	Daman and Diu	107	102	102	0
34.	Lakshadweep	107	107	107	0
35.	Puducherry	788	788	788	0
TOTAL		1370718	1303300	1246411	56889

#### **Pitiable Life of Single Women**

†1076. SHRI PRABHAT JHA :  
SHRIMATI HEMA MALINI :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

- (a) whether it is a fact that a large number of single women in the country are forced to live pitiable life due to low income;
- (b) if so, the details thereof, State-wise;
- (c) whether Government is operating any scheme to bring improvement in the standard of living of single women;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) to (e) The Government does not have any data to suggest that large number of single women in the country are forced to live pitiable life due to low income.

† Original notice of the question was received in Hindi.

However, Government implements several schemes / programmes for the welfare of working women, widows, deserted women, which can also be availed by single women on meeting the specific requirements prescribed thereunder. These provisions / schemes include :

- (i) Swadhar and Short Stay Homes for relief and rehabilitation of women in difficult circumstances.
- (ii) Support for Training and Employment Programme (STEP) under which skill upgradation training is provided to assetless and below poverty line women.
- (iii) Scheme of Working Women Hostel under which assistance is provided for the construction/expansion of hostel building with the objective of providing safe accommodation to single working women who are unmarried, widowed, divorced or separated as well as to the married women whose husband or immediate family does not reside in the same area.
- (iv) Indira Gandhi National Widow Pension Scheme (IGNWPS) under which pension is provided to the widow in the age group of 40-64 years who is living below poverty line.
- (v) integrated Programme for Older Persons under which financial assistance is given to voluntary organizations for running and maintenance of old age homes, mobile medical units etc. for the destitute senior citizens and for setting up of Multi Facility Care Centre for Older Widow Women to provide full time shelter, care, training in income generating activities, conduct of religious programmes, yoga etc. to older widows.

#### **Upliftment of Malnourished Children**

†1077. SHRIMATI BIMLA KASHYAP SOOD :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

- (a) whether it is a fact that according to a survey conducted in different States of the country, 73,000 households are still victim of malnutrition; and
- (b) if so, the steps being taken for the upliftment of these malnourished children by the Government and the complete details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) As per National Family Health Survey-3 (2005-06), 42.5% children under 5 years are underweight and 69.5% (children 6-59 months) are anaemic in the country.

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† Original notice of the question was received in Hindi

The referred 73,000 households as victims of malnutrition are as per the HUNGaMA survey coordinated by an NGO and it indicates a reduction in the prevalence of child underweight which has decreased from 53 per cent (DLHS, 2004) to 42 per cent representing a 20.3 per cent decrease over a 7 year period.

(b) Malnutrition is manifestation of several underlying factors and causes and is complex, multi-dimensional and inter-generational in nature. The causes are varied and include inadequate consumption of food, frequent infections, lack of availability of safe drinking water and proper sanitation, illiteracy specially in women, poor access to health services, low purchasing power, socio-cultural factors such as early marriages of girls, lack of care during pregnancy and infancy, ignorance about nutritional needs of infants and young children etc.

The Government has accorded priority to the issue of malnutrition and is implementing several schemes / programmes of different Ministries / Departments through State Governments / UT Administrations. These programmes include the Integrated Child Development Services (ICDS) Scheme, National Rural Health Mission (NRHS), Mid-Day Meal Scheme, Rajiv Gandhi Schemes for Empowerment of Adolescent Girls (RGSEAG) namely SABLA, Indira Gandhi Matritva Sahyog Yojna (IGMSY) as Direct targeted interventions. Besides, indirect Multi-sectoral interventions include Targeted Public Distribution System (TPDS), National Horticulture Mission, National Food Security Mission, Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Total Sanitation Campaign, National Rural Drinking Water Programme etc.

All these schemes have potential to address one or other aspect of nutrition. Along with the new schemes / programmes, several existing schemes / programmes have been expanded / universalized just before or during the Eleventh Five Year Plan. Government has accorded priority to the issue and the results of these interventions would be visible after sometime.

The responsibility of implementation of most of the above schemes lies with State Governments / UT Administrations who have been advised from time to time to set up State Nutrition Council and other mechanisms to address the issue.

#### **Allocation for SABLA Scheme**

1078. SHRIMATI SMRITI ZUBIN IRANI :

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state :

(a) the number of States and district where the SABLA scheme has been implemented; and

(b) the State-wise allocation for the same?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH) : (a) SABLA is being implemented on pilot basis in 200 districts across all the States/UTs.

(b) Statement indicating State-wise funds released under SABLA in 2011-12 is given in the Statement.

*Statement*

*State-wise funds released under SABLA*

Sl.No.	States / UTs	Funds released (as on date) (Rs. in lakh)
1	2	3
1.	Andhra Pradesh	3259.70
2.	Arunachal Pradesh	79.56
3.	Assam	1592.98
4.	Bihar	5081.73
5.	Chhattisgarh	1472.72
6.	Goa	188.97
7.	Gujarat	2647.22
8.	Haryana	701.44
9.	Himachal Pradesh	550.34
10.	Jammu and Kashmir	453.64
11.	Jharkhand	1493.32
12.	Karnataka	2828.03
13.	Kerala	1284.66
14.	Madhya Pradesh	4069.18
15.	Maharashtra	3957.22
16.	Manipur	152.76
17.	Meghalaya	306.76
18.	Mizoram	78.24
19.	Nagaland	147.49
20.	Orissa	2382.98
21.	Punjab	874.80



1	2	3
22.	Rajashtan	3369.05
23.	Sikkim	66.05
24.	Tamil Nadu	2686.32
25.	Tripura	455.06
26.	Uttar Pradesh	11749.87
27.	Uttaranchal	511.48
28.	West Bengal	2758.74
29.	Andaman and Nicobar	40.72
30.	Chandigarh	48.78
31.	Daman and Diu	16.44
32.	Dadra and Nagar Haveli	24.98
33.	Delhi	496.36
34.	Lakshadweep	8.94
35.	Pondicherry	19.02
TOTAL		55855.55

**Funds / amounts spent by Ministry in Bihar**

1079. SHRI SABIR ALI :

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

- (a) the details of funds/amounts given/spent in Bihar by the Ministry and its various organisations during the last three years and the current year so far;
- (b) the purposes for which these amounts were given/spent; and
- (c) the steps being taken to increase those funds?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN) : (a) The details of funds / amounts given / spent in Bihar by the Ministry and its various organizations during the last three years and the current year so far is given in the Statement (*See* below).

(b) The funds were given/spent for carrying out programmes and activities relate to Youth Club, Youth Club Exchange Programmes, Sports Tournaments, Work Camps, Skill Up-gradation programme for women, Organizing National Integration Camp for regular activities and special camping programmes of National Services

Schemes, Scheme of Sports and Games for Persons with Disabilities and procurement of sports equipment and engagement of Coaches on contract basis and expenditure on SAI Trainees towards boarding and lodging, competition, Insurance Coverage, Education, Sports Kits/Sport goods etc.

(c) The funds are being released as per norms of the Scheme and on the basis of strength of the volunteers and trainees.

**Statement**

*Details of funds given and spent by the Ministry and its organizations in Bihar during 2008-09, 2009-10, 2010-11 and current year 2011-12*

(Rs. in lakh)

Sl. No.	Scheme/Programmes/ Activities	2008-09	2009-10	2010-11	2011-12 (till December, 2011)	Total
1.	Nehru Yuva Kendra Sangathan	415.00	589.00	706.00	435.00	2145.00
2.	National Programme for Youth and Adolescent Development	Nil	1.88	1.77	Nil	3.65
3.	National Service Scheme	103.00	103.00	119.00	58.00	383.00
4.	Scheme of Sports and Games for Persons with Disabilities	Nil	Nil	4.72	7.09	11.81
5.	Sports Authority of India	45.99	50.46	72.74	Nil	169.19
6.	Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA)	522.00	502.00	Nil	Nil	1024.00
TOTAL						3736.65

**Implementation of Tenure Cap for National Sports Bodies**

1080. SHRI V. HANUMANTHA RAO :

SHRI OM PRAKASH MATHUR :

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

(a) whether Government proposed to implement tenure cap for office bearers/administrators of national sports federations/sports bodies;

(b) if so, the details thereof; and

(c) the measures taken by Government to increase transparency and accountability in the working of national sports bodies?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN) : (a) and (b) Yes, Sir. Government has issued guidelines for assistance to all national sports federations/sports bodies, which *inter alia* includes tenure limits for office bearers. The guidelines relating to age and tenure of the office bearers were already a part of the Scheme for assistance to National Sports Federations but were kept in abeyance due to resistance from Indian Olympic Association and other National Sports Federations. The Hon'ble Delhi High Court, *vide* their Order dated 02.03.2010 in Writ Petition No. 7868/2005 in the matter of Indian Hockey Federation observed that the Government guidelines governing the National Sports Federations were valid, binding and enforceable, and the tenure clause is not in violation of the International Olympic Committee's Charter. The Hon'ble Court also observed that the Government of India was fully competent to make regulations on National Sports Federations and Indian Olympic Association. On the basis of the said Order as well as consulting the Charter of International Olympic Committee and some other International Federations, the Government issued revised guidelines, *vide* order dated 01.05.2010, containing the age and tenure restrictions of office bearers of National Sports Federations including office bearers of Indian Olympic Association. No National Sports Federation has been given annual recognition by the Government which has not adhered to these instructions for the elections held after the issue of these guidelines of 01.05.2010. The salient features of these guidelines are as under :

- (i) The President of any recognized National Sports Federation, including the Indian Olympic Association can hold the office for a maximum period of twelve years with or without break.
  - (ii) The Secretary (Secretary General / General Secretary) and the Treasurer of any recognized National Sports Federation, including the Indian Olympic Association, may serve a maximum of two successive terms of four years each after which a minimum cooling off period of 4 years will apply to seek fresh election to either post.
  - (iii) The President, the Secretary and the Treasurer of any recognized National Sports Federation, including the Indian Olympic Association, shall cease to hold that post on attaining the age of 70 years.
  - (iv) The above conditions are subject to the proviso that it does not disturb the current tenure of any member, provided, he/she has been properly elected to the post. In other words, the tenure condition will become operative for all future elections as they may be conducted in future in their normal course.
- (c) In order to bring transparency and accountability in the functioning of the national sports bodies, Government has formulated a regulatory framework with the

objective of promoting good governance among sports bodies. The Draft of the National Sports Bill has been placed in the public domain for pre-legislative stakeholders consultations, the salient features of which are as under :

- (i) Central Government support for development and promotion of sports including financial and other support for preparation of National teams, athletes' welfare measures and promotion ethical practices in sports including elimination of doping practices, fraud in age and sexual harassment in sports, Rights and obligations of the Indian Olympic Association and National Sports Federations (including adoption of basic universal principles of good governance and professional management of sports).
- (ii) Participation of athletes in the management/decision making of the concerned NSF and the Indian Olympic Association through the Athletes Advisory Council.
- (iii) Duties and responsibilities of the Sports Authority of India and the Government of India, which have been clearly defined.
- (iv) Mechanism for sports dispute settlement and establishment of a Dispute Settlement and Appellate Tribunal.
- (v) Greater autonomy to National Sports Federations and dilution of control of Government over the National Sports Federations.
- (vi) Bring National Sports Federations under Right to Information Act, 2005 with certain exclusion clauses for protecting personal/confidential information relating to athletes.
- (vii) Specific provision has been inserted in the anti-doping clause to exclude the administering by the National Anti Doping Agency of those provisions of the World Anti Doping Agency Code to which the International Federation of the Sport is not subject.
- (viii) A duty has been enjoined upon the coaches, guardians and other support personnel to prevent unethical practices in sports such as doping and fraud of age.
- (ix) Specific provisions have also been made to ensure that National Sports Federation, the National Olympic Committee, the Sports Authority of India adopt or undertake measures not only to prohibit sexual harassment at workplace for sports but also provide appropriate conditions for women in respect of work, leisure, health and hygiene. Other measures have been provided for setting up a complaint mechanism for redressal of complaints with a committee headed by a woman, or a special counselor, whilst adhering to the principle of confidentiality.

**Skill Development Plan for youth in the naxal hit areas**

1081. DR. T. SUBBARAMI REDDY :

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

- (a) whether Government has prepared any plan for skill development and creation of employment opportunities for the youth in the naxal hit, insurgency dominated areas of the country;
- (b) if so, the details thereof;
- (c) whether the Ministry has sought any financial assistance from the Ministry of Finance to implement the proposed plan;
- (d) if so, the details thereof along with the reasons of the Finance Ministry; and
- (e) the steps taken by Government to tap the potential of the youth and channelling their energy towards nation building?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN) : (a) Yes, Sir.

(b) The Government of India through its youth based flagship organisation Nehru Yuva Kendra Sangathan has initiated a Pilot project namely Youth Employability Skill (YES) Project with the objective to enhance the employability of youth by running a variety of employable skill based training courses through recognized Vocational Training Providers (VTPs) for rural youth and youth club members in the States of North Eastern Region. The skill training is being provided by the National Skill Development Corporation (NSDC) through its partner agency. The pilot project has been successfully completed in the State of Manipur and Meghalaya under which youth have been imparted training of three months duration in Rural Retail Sales and Marketing with Information Technology and Personality Development. It has started generating employment in North-East Region. Out of 138 youth trained under Youth Employability Skill (YES) Project, 118 youth have got placements. Another 1063 youth of North-East and Jammu and Kashmir are undergoing training under Youth Employability Skill (YES) Project. The National Skill Development Corporation (NSDC), the training partner has assured 70% job guarantee for the trained volunteers.

Nehru Yuva Kendra Sangathan has capacity and capability to undertake training programmes for skill development and creation of employment opportunities for the youth. After success of the pilot project, it proposed to expand the Youth Employability Skill (YES) Project all over the country specially naxal hit and insurgency dominated areas of the country. In the background a proposal has been referred to Planning Commission for allocation of Rs. 5065 crore during 12th Plan Period (2012-2017) for training of 30,474 volunteers engaged under National Youth Corps (NYC) Scheme

and 16,88,628 youth club members including 12,891 volunteers and 3,99,668 youth club members from naxal hit areas. The project is to be expanded in a phased manner on the availability of funds.

(c) and (d) As mentioned above the Ministry has sought financial assistance through Twelfth Plan Proposal. As of now the expenditure on the implementation of Youth Employability Skill (YES) Project is being met from the Annual budget of the Ministry.

(e) NYKS provides one time Grants-in-Aid to establish sports specific youth clubs across the country. Gradually, they have become self supporting for promotion and organization of sports activities in their areas and also motivating others for sporting activities. NYKS for supplementing such youth club's endeavour, facilitates them by providing sports materials to 50,000 youth clubs. These youth clubs now take active part in Panchayat Yuva Khel aur Krida Abhiyan (PYKKA) sponsored Sports competitions at different levels.

There has been significant development of youth who have been associated with NYKs across the country. The developments are in terms of improvement in their organizational behaviour, managerial capacities, assuming local leadership for addressing local social and welfare issues, active participation and advocacy for nation building processes and issues confronting village community in general and youth in particular.

As a step in this direction, 10,000 active youth clubs are being graduated to become Mentor Youth Clubs, two in each 5000 Blocks of the country. 20,000 youth identified as youth leaders of these clubs are being oriented and trained to spearhead youth club movement in the country so that they become pivot for rural youth development, empowerment and sustainability.

20,000 youth volunteers and motivators those who have excelled in different fields of development have been assigned the responsibility to assume leadership at grassroots level throughout the country to act as National Youth Corps (NYCs) volunteers.

For the welfare of youth, NYKS is also implementing projects in the field of prevention of drug abuse and alcoholism in Punjab and Manipur. Impact assessment of - Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) in 10 States; Tribal Youth Exchange Programme; Youth Employability Skill (YES) Project; Adolescents Development and Empowerment; National Programme for Youth and Adolescents Development; Jammu and Kashmir Youth Exchange Programme; Youth Initiative for the Publicity of Message of Development and Peace in North Eastern States; Voter Awareness programme through Election Commission; Environment Protection Awareness against AIDS and Sanitation Programme (Nirmal Bihar).

The capacity building, leadership and skills enhancement initiatives have empowered rural youth in a manner that they have started generating awareness and taking active part in the process of implementation of sports, recreation, development and social welfare activities and programmes in their respective villages with the spirit of volunteerism, cooperation and self-help. As per the study conducted, rural youth associated with NYKS have been successful in social and public life. They are highly successful and now representing local Panchayats, local governing bodies, Members of Legislative Assembly and Members of Parliament.

A statement indicating schemes/activities undertaken for development of youth during last 2 years and current financial year is given in the Statement. (*See below*). A State-wise statement showing targets and achievements of different programmes/activities undertaken for the welfare of youth is given in the Annexure. [See Appendix 225 Annexure No. 6].

***Statement***

*State-wise schemes / activities undertaken for development of youth during last 2 years and current financial year.*

S.No.	Name of Programme	2009-10		2010-11		2011-12	
		Physical	Financial	Physical	Financial	Physical	Financial
		(Rs. in crores)		(Rs. in crores)		(Rs. in crores)	
1	2	3	4	5	6	7	8
1.	Youth Awareness Campaign	1915	1.53	-	-	-	-
2.	Meeting of Youth Leaders	2551	0.50	2601	0.52	-	-
3.	Capacity Building of Youth for Employability	As per project proposal	4.50	As per project proposal	5.01	-	-
4.	Incentive to Youth Clubs	8751	5.83	-	-	-	-
5.	Youth Club Contact & Feedback Programme	-	-	300000	1.00	-	-
6.	Mentor Youth Club Project	-	-	-	-	10000	10.00
7.	Capacity Building of Mentor Youth Club members	-	-	-	-	20000	5.00
8.	Youth Club Exchange Programme (YCEP)	-	-	251	1.75	251	1.77
9.	Provision of Sports Material for Youth Clubs	50018	5.00	50058	10.01	50058	10.01

1	2	3	4	5	6	7	8
10.	Work Caps	20100	4.02	2601	5.02	1503	3.00
11.	Youth Employability Skill (YES) Project	-	-	-	-	1000	3.00
12.	Skill Up-gradation Training Programme for Women in 200 Border/Tribal/Backward Districts (Short Term & Long Term)	-	1.00	-	2.00	66000	2.00
13.	Skill Development Training Programme under NCVT Scheme for 100 Districts not covered under SUTP and YES Project	-	-	5000	5.76	8000 (80 youth from each selected district)	4.00
14.	Block Folk Cultural Programme	-	-	2601	2.60	2601	2.60
15.	District Folk Cultural Programme	501	1.00	501	1.00	501	1.00
16.	Block Sports Tournament	2016	2.02	2601	3.90	-	-
17.	District Sports Tournament	501	1.00	501	2.00	-	-
18.	Purchase of Sports Material for Tournament	501	1.00			-	-
19.	District Youth Awards (Individual)	1002	0.50	1002	0.50	1002 (2 youth from each district)	0.50
20.	Grant in Aid to Youth Clubs (RSC, FAYC, YDC, RITYDC & AOYC)	As per project proposal	4.90	As per project proposal	2.66	-	-
21.	Celebration of Important National/International Days/week	5010	2.10	5010	2.10	5010	2.10
22.	Celebration of National Youth Day & week	4008	0.80	4008	0.80	4008	0.80
23.	District Youth Convention	501	1.00	501	1.00	501	1.25
24.	Meetings of District Advisory Committee on Youth Programmes (DACYP)	2004	0.20	2004	0.20	2004	0.20
25.	Documentation	501	0.25	501	0.25	501	0.25
TOTAL			37.16		48.28		47.50



**Revenue from Formula One Race**

1082. SHRI R.C. SINGH :

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

- (a) whether it is a fact that Formula One Race has started in India in October, 2011;
- (b) if so, whether it is an annual event or a one-time event;
- (c) if it is an annual event, whether Government of India would get any revenue from the above event; and
- (d) if so, the amount that it has got through 2011 race and the expected revenue from 2012 onwards?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN) : (a) Yes, Sir.

(b) The Federation of Motor Sports Clubs of India has informed that they plan to make it an annual event.

(c) and (d) The Government granted permission for holding the event at no cost to Government, subject to following conditions :

- (i) All requisite approvals for the use of the venue for the holding of the event.
- (ii) Approval of the State Government for holding of the event.
- (iii) Clearance from the Ministry of External Affairs.
- (iv) Approval of the Ministry of Home Affairs from security angle for the participation of foreign teams and other foreign participants.
- (v) Compliance with applicable regulations governing imports, including payment of custom duty.
- (vi) Requisite approvals for all foreign exchange remittances related to the event and compliance of all requirements under Foreign Exchange Management Act, 1999.
- (vii) No advertisement or promotion of Tobacco and liquor in the tournament.
- (viii) No claim for customs duty or tax exemption or any other exemption as a sporting event.
- (ix) No foreign participant associated to or connected with the event to visit any restricted or prohibited area in India without prior approval of Government of India.
- (x) Fulfilment of commitments made in respect of sports promotion, including annual contribution of Rs. 10.00 crores (Rupees ten crores) per annum to

National Sports Development Fund for the entire duration of the agreement *i.e.*, upto 2015, extendable by another five years. The contribution for 2010 and 2011 to be made upfront.

- (xi) All other clearances concerning the event, including necessary permission, clearances/approval from FMSCI, FIA and FOA.
- (xii) That no foreigner will be permitted to visit any restricted/prohibited area in India without prior permission of the Government.

Department of Revenue, Ministry of Finance has informed that the Government would collect the tax revenue since no specific income-tax exemption has been granted to organizers of the Formula One Car Race recently held for the first time in Greater Noida (UP). Also, no Customs Duty exemption was given to the organizers. Taking into account the sensitivity of the items, facility of on-site examination of goods by the Customs Officers was extended on payment of merchant overtime fee. The goods were escorted by Customs Officers to the site of examination.

#### **Rejection of Indian Olympic Association demand**

1083. SHRI D. RAJA :

SHRI R.C. SINGH :

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

- (a) whether it is a fact that the International Olympic Committee (IOC) has rejected the demand of the Indian Olympic Association as well as the activist groups in UK to terminate Dow Chemicals sponsorship of the 2012 London Olympics; and
- (b) if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN) : (a) and (b) Indian Olympic Association and other organizations within the country and abroad have urged the International Olympic Committee to remove Dow Chemicals from the sponsorship of London Olympics as the association of Dow Chemicals militates against the fundamental ethical principles of Olympic Committee. IOA has informed that the International Olympic Committee has not accepted the demand for terminating Dow Chemicals sponsorship of the 2012 London Olympics stating that Dow Chemicals did not have any ownership stake in Union Carbide until 16 years after the accident and 12 years after the US \$ 470 million compensation agreement was approved by the Supreme Court of India. IOC further stated in their reply that they only enter into partnerships with organizations they believe work in accordance with the values of Olympic Movement.

The Ministry took up the matter directly with IOC urging them to go beyond lesser considerations, and in the larger interests of the ideals of human rights, compassion and solidarity, cancel the sponsorship of DOW Chemicals for the London

Olympics, 2012, thereby apart from assuaging the feelings of millions of people, send a strong message the world over, for upholding the noble ideals of the Olympic Movement. However, IOC has reiterated their earlier stand on the issue.

**Aims and Objectives of PYKKA**

1084. SHRI UPENDRA KUSHWAHA :

DR. K.P. RAMALINGAM :

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

(a) the aims and objectives of Pachayats Yuva Krida Aur Khel Abhiyan (PYKKA) and whether Government has achieved the intended aim and objectives, the details thereof;

(b) the details of sports infrastructure created in rural areas under PYKKA, State/UT-wise;

(c) the details of sports competition etc. conducted in rural areas during the last three years, sports-wise and how many sportspersons participated in those competitions;

(d) the measures taken for the growth of sports and sportspersons in rural areas; and

(e) how many sport camps were organized in rural and tribal areas to hunt sportsman/sportswoman of national calibre?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN) : (a) Aims of the PYKKA scheme are :

To encourage and promote sports and games among rural youth by providing them with access to basic sports infrastructure and equipment at the panchayat level, and opportunity to participate in sports competitions at the block and district levels, leading to further opportunities for talented sportsperson emerging from this process to receive advanced training and exposure, and participate and excel in state, national and international tournaments.

Objectives of the PYKKA scheme are :

(i) To provide universal access to sports in rural areas and promote a sports culture among both boys and girls;

(ii) To harness available and potential sporting talent among rural youth through a well designed competition structure from the block level;

(iii) To put in place effective mechanism to identify and nurture sporting talent in rural areas;

- (iv) To make focused efforts to give adequate training and exposure under existing schemes of the Ministry of Youth Affairs & Sports (MoYAS) and Sports Authority of India (SAI), to promoting sportspersons coming out of this process;
- (v) To promote both indigenous and modern games; and
- (vi) To create integration between the competition structure right from the panchayat level through to the National level in order to facilitate exponential growth in the number of high performing sportspersons.

Achievements of aims and objectives of the PYKKA scheme: Grants-in-aid under the PYKKA scheme is provided to States/UTs for development of playfields in all the village and block panchayats in a phased manner and conduct of annual sports competitions including tribal areas across the country. The annual sports competitions provide a huge base for talent identification besides opportunity of sports participation to rural youth. 51,633 Village/block panchayats have been covered under the PYKKA Scheme, for the last three years (2008-09 to 2010-11) and current financial year upto 29.02.2012. Annual sports competitions are conducted at block, district, state and national level. More than 43 lakh rural men and women participated in the annual sports competitions held in 2010-11.

(b) The State-wise details of number of village panchayats and block panchayats covered under the PYKKA scheme for playfields development are given in Statement-I (*See below*).

(c) Rural sports competitions are conducted annually at block, district, state and national level. Women Championship are conducted at district, state and national level. North East Games are organized at district, state and national level. The State-wise details of number of participants in the annual sports competitions held from 2008-09 to 2010-11 are given in the Statement-II (*See below*).

(d) and (e) As stated in reply to part (a) and (c) of the question.

#### **Statement I**

*State-wise coverage of village panchayats and block panchayats under PYKKA for the last three years 2008-09 to 2010-11 and current year upto 29.02.2012.*

Sl.No.	Name of the State/UT	Coverage of village/block panchayats under PYKKA scheme	
		No. of village panchayats	No. of block panchayats
1	2	3	4
1.	Andhra Pradesh	6570	339
2.	Arunahcal Pradesh	1065	96

1	2	3	4
3.	Assam	333	22
4.	Bihar	847	53
5.	Chhattisgarh	982	14
6.	Goa	19	04
7.	Gujarat	1975	44
8.	Haryana	1857	36
9.	Himachal Pradesh	1296	32
10.	Jammu Kashmir	413	14
11.	Jharkhand	403	21
12.	Karnataka	1694	54
13.	Kerala	200	30
14.	Madhya Pradesh	4608	62
15.	Maharashtra	5441	70
16.	Manipur	79	04
17.	Meghalaya	166	16
18.	Mizoram	409	13
19.	Nagaland	660	30
20.	Orissa	1869	93
21.	Punjab	3699	42
22.	Rajasthan	869	24
23.	Sikkim	96	60
24.	Tamil Nadu	1261	38
25.	Tripura	936	36
26.	Uttar Pradesh	9696	164
27.	Uttarakhand	2250	29
28.	West Bengal	335	33

1	2	3	4
	UTs		
29.	Andaman & Nicobar Islands	60	06
30.	Lakshadweep	02	09
31.	Pondicherry	50	05
	TOTAL	50,140	1,493

**Statement - II**

*State-wise details of participants in the annual sports competitions held under PYKKA during 2008-09, 2009-10 and 2010-11.*

Sl.No.	Name of the State/UT	2008-09	2009-10	2010-11*
1	2	3	4	5
1.	Andhra Pradesh	1,34,097	1,35,211	6,58,819
2.	Arunachal Pradesh	29,310	46,832	2,808
3.	Assam	1,39,900	#21	15,212
4.	A&N Islands	-	-	296
5.	Bihar	#143	#161	1,71,166
6.	Chhattisgarh	#134	88,885	1,00,400
7.	Chandigarh	-	-	1,368
8.	Delhi	-	-	8,183
9.	Dadar and Nagar Haveli	-	-	1,126
10.	Goa	#156	-	3,285
11.	Gujarat	#164	1,54,359	16,735
12.	Daman & Diu	-	-	933
13.	Haryana	#167	76,227	1,71,994
14.	Himachal Pradesh	5,140	21,329	45,215
15.	Jammu & Kashmir	-	-	60,484
16.	Jharkhand	#140	-	15,057
17.	Karnataka	#168	1,13,584	2,00,686
18.	Kerala	#149	1,75,487	64,900

1	2	3	4	5
19.	Madhya Pradesh	#159	1,48,303	2,06,582
20.	Maharashtra	#166	2,05,749	3,22,073
21.	Manpur	-	#190	7,657
22.	Meghalaya	-	-	35,586
23.	Mizoram	19,992	21,758	47,962
24.	Nagaland	-	22,253	28,421
25.	Orissa	64,367	64,896	2,43,540
26.	Puducherry	-	-	4,088
27.	Punjab	1,20,418	1,15,484	1,38,005
28.	Rajasthan	-	1,44,491	98,575
29.	Sikkim	-	15,568	2,497
30.	Tamil Nadu	#168	3,97,235	7,90,796
31.	Tripura	16,859	15,516	32,464
32.	Uttarakhand	-	16,723	1,45,825
33.	Uttar Pradesh	1,89,585	3,02,708	5,79,690
34.	West Bengal	#86	65,773	92,326
35.	Delhi	#51	-	-
TOTAL		7,21,519	22,48,944	43,14,754

\*This includes participants of rural, inter-school, north east and women competitions;

\$ Only participants of national level competitions.

(-) - Nil

### Sponsorship of Dow Chemicals

1085. SHRI BAISHNAB PARIDA :

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

(a) whether it is a fact that the Dow Chemicals is associated with the London Olympics;

(b) whether Government has taken up the issue with the International Olympic Committee to cancel the sponsorship of Dow Chemical for the London Olympics; and

(c) if so, the reaction of the IOC to the request?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN) : (a) Yes, Sir.

(b) and (c) The Ministry of Youth Affairs & Sports has taken up the matter with the International Olympic Committee urging it to go beyond lesser considerations and in the larger interests of ideals of human rights, compassion and solidarity, cancel the sponsorship of Dow Chemicals for the London Olympics, 2012, thereby apart from assuaging the feelings of millions of people, send a strong message the world over, for upholding the noble ideals of the Olympic Movement. International Olympic Committee has replied that the IOC and London Organizing Committee of the Olympic Games (LOCOG) were aware of the Bhopal tragedy when discussing the partnership with Dow Chemicals and that the Company did not have any ownership stake in Union Carbide until 16 years after the accident and 12 years after the US \$ 470 million compensation agreement was approved by the Supreme Court of India. IOC has further mentioned that they only enter into partnerships with organizations that they believe work in accordance with the values of the Olympic Movement.

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#### SHORT NOTICE QUESTION

##### Electricity Generated by NPCIL

1. SHRI PARSHOTTAM KHODABHAI RUPALA :

Will the PRIME MINISTER be pleased to state :

(a) the action taken by Government to chalk out a plan to increase electricity generated by Nuclear Power Corporation of India Ltd. (NPCIL) as recently it has been seen that some of the foreign NGOs are misguiding local people against Nuclear Power Plants as some foreign countries desire to derail our economical growth; and

(b) the reasons for Government not identifying such anti-social activities and take criminal action against persons of our country who are participating in this activity?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY) : (a) and (b) A Statement is laid on the Table of the House.

##### *Statement*

(a) In the recent past apprehensions have been generated among the people about safety of nuclear power plants following the Fukushima accident in Japan. The national and international groups ideologically opposed to nuclear power exploited the situation by spreading misinformation. Recognising this, the Government and Nuclear Power Corporation of India Limited (NPCIL) have scaled up the public outreach activities manifold through structured awareness campaigns. The outreach programmes will be continued in a sustained manner. The public outreach programme



comprises of regular visits by the senior officials to surrounding areas and enhanced interaction with locals, visits of villagers, students and other members of public etc., to nuclear power plants, organizing awareness campaigns on nuclear power for various target groups – press & media, policy and decision makers, people's representatives, students & teachers and the public at large.

India cannot do away with the nuclear option considering its growing energy needs and the limited energy resources available in the country. Nuclear power is a clean energy option that can provide long term energy security to the country and address climate change concerns. Nuclear power is thus an important component of our energy mix and will be pursued, with full regard to safety, security and livelihood of the people. The Government/NPCIL have an ambitious plan for nuclear power expansion and will pursue it taking all the stake holders into confidence.

(b) Preliminary report indicate that NGOs from certain foreign countries are funding some NGOs in the country especially to NGOs working in and around Kudankulam area who are involved in the agitation against the nuclear power plants. Detailed investigation will reveal the source of funding and expenditure pattern of these NGOs who are opposing the Kudankulam nuclear power project. CBI enquiry against two NGOs has been ordered. Two criminal cases have been referred to Tamil Nadu Police for investigation.

**श्री पुरुषोत्तम खोडाभाई रूपाला :** नमस्कार। उपसभापति महोदय, मैं आपके माध्यम से एक बहुत ही गम्भीर इश्यू पर सरकार से कुछ जानकारी लेना चाहूंगा और जानना चाहूंगा कि केन्द्र की सरकार इसके बारे में क्या कर रही है? पिछले दिनों परमाणु ऊर्जा विभाग के माध्यम से बताया गया कि एक अणु ऊर्जा संयंत्र स्थापित किया जा रहा है। इसको लेकर हमारे प्रधान मंत्री जी ने यह बयान दिया था कि कोई विदेशी एनजीओ है, जो इसमें गतिरोध पैदा कर रही है और हमारे लोगों को उकसा रही है। इसके लिए वह फंडिंग भी कर रही है।

माननीय उपसभापति जी, मुझे यह उम्मीद थी, प्रधान मंत्री साहब यहाँ आए थे तो वे बताते कि वह कौन सी विदेशी एजेंसी है, जो यह काम कर रही है? क्या उसका नाम केन्द्र की सरकार घोषित करेगी?

दूसरा, मैं यह जानना चाहूंगा कि वह एजेंसी यहाँ के किन लोकल लोगों के साथ जुड़ कर काम कर रही है, क्योंकि यह पूरे देश की कठिनाई का सवाल है। बाहर वाले तो हमारे देश की खराबी करने के काम में जुटे ही हैं, मगर मैं जानना चाहूंगा कि इनको यहाँ के कौन लोग आश्रय दे रहे हैं और किनके साथ उनका जुड़ाव है, उनके नाम की घोषणा की जानी चाहिए? सर, एक बहुत ही दुःख की बात यह है ...(व्यवधान)...

**श्री उपसभापति :** ठीक है, सवाल हो गया, यह क्वेश्चन आवर है ...(व्यवधान)...

**श्री पुरुषोत्तम खोडाभाई रूपाला :** नहीं, सर, मगर इसमें तो ...(व्यवधान)...

**श्री उपसभापति :** अभी आपने जो पूछा है, उसका जवाब तो आने दीजिए ...(व्यवधान)...

**श्री पुरुषोत्तम खोडाभाई रूपाला :** सर, विदेश में ...(व्यवधान)...

**श्री उपसभापति :** एक साथ कितने सवाल पूछेंगे?

**श्री पुरुषोत्तम खोडाभाई रूपाला :** सर, यह बात इसी से जुड़ी हुई है। इंटरनेशनल चर्च की जो गतिविधियाँ रहती हैं, उनके माध्यम से जो रूपया यहाँ आता है, वह हमारे देश के विकास के खिलाफ लगाया जाता है। क्या ऐसी कोई साजिश सही रूप में केन्द्र सरकार के नोटिस में है? मेरा एक प्रश्न और भी है, जिसे मैं बाद में पूछूंगा।

**SHRI V. NARAYANSAMY :** Sir, the Hon. Member has made a point that this is a ploy to destabilise our country. I would like to state that this is not true. The Hon. Prime Minister in his interview to the Science magazine had said, and I quote, "There are NGOs often funded from the United States and Scandinavian countries, which are not fully" - and I would like to underline these words - "appreciative of the development challenges that our country faces", and he had mentioned, for example, what was happening in Kudankulam, in southern India, where a local was leading protests against the commissioning of two 1000 MW nuclear power reactors, that the atomic energy programme had got into difficulties because of this NGO. So, the Hon. Prime Minister had said it very clearly that the NGOs from other countries such as the United States of America and the Scandinavian countries were sending money to various NGOs here and people who are operating as NGOs were involved in protests. Sir, it has not been proved so far whether that money is being used for the protests. Investigation is on in the matter. But the NGOs which are getting money from those countries are actively involved in these protests. That is what the Hon. Prime Minister had said.

Sir, I would like to say that this falls in the domain of the Home Ministry. The permission to receive money from abroad is given by the Home Ministry. We have mentioned in our reply that the accounts of the four NGOs that have received money from abroad were not clear. Therefore, the Hon. Home Minister, in a public statement, had said that accounts of these agencies have been frozen and they have been barred from receiving money from abroad. There are not only these organizations but also several other NGOs - be it from Orissa or from other States. Whenever the Home Ministry finds that the money has not been properly spent, then their operations are stopped by the Ministry of Home Affairs. It is a routine matter. We do not want to take revenge of any kind on anybody. We requested the NGOs which have been operating there to stop their agitation. I am grateful to the Hon. Chief Minister of Tamil Nadu. They are cooperating with the Central Government in starting the Kudankulam project. The State Government Cabinet decided two days back to support the Central Government on this issue. Now, we are in the process of opening the Kudankulam project. Till the investigations are complete, we cannot say anything about it here.

**MR. DEPUTY CHAIRMAN :** The second supplementary, please.

**SHRIMATI VASANTHI STANLEY :** Mr. Minister, would you not acknowledge the efforts made by our leader? ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN : Mrs. Stanley, you cannot get up like this . ...(*Interruptions*)...

SHRI V. NARAYANASAMY : Also, Sir, we appreciate the support of the former Chief Minister of Tamil Nadu, Shri Karunanidhi, to the project. I was mentioning about the approval of the Cabinet of the State Government. I would like to put on record the support of the entire State of Tamil Nadu. The former chief Minister of Tamil Nadu also supported the project. ...(*Interruptions*)...

श्री पुरुषोत्तम खोडाभाई रूपाला : सर, माननीय मंत्री जी ने बताया कि वह पैसों का जो मामला है, उसमें गृह मंत्रालय की निगरानी में उनकी जाँच होती है, जो विदेश से आया-जाया करते हैं। प्रधान मंत्री जी ने जिन पर्टिकुलर एन.जी.ओज़. की बात की है, क्या उनके बारे में गृह मंत्रालय ने कोई जाँच की है और इनके बारे में क्या कोई प्रगति हुई है, यह हम जानना चाहेंगे? इसके साथ ही जो कम्पनी यह काम कर रही है, वह कम्पनी अमेरिकन नहीं है और इसकी वजह से यह कोई साजिश चल रही है, यदि ऐसी भी कोई बात है, तो माननीय मंत्री जी बताने की कृपा करें।

SHRI V. NARAYANASAMY : Sir, I do not see any conspiracy in that. I would like to say that I have only mentioned about the NGOs which are getting money from those countries - the U.S. and the Scandinavian countries. I read the statement given by the Hon. Prime Minister; it is a very carefully worded one. For the information of the Hon. Member, I would also like to mention what the Hon. Home Minister said in public. He said that the four NGOs against whom the MHA had found that they had not kept their accounts properly, the MHA had recommended the CBI inquiry into the affairs of the two NGOs. He also said that the MHA had requested the State Government to conduct inquiry into the other two organizations. That is what the Hon. Home Minister had said. To get further details about those organizations, I would like to say that it is for the Home Ministry to respond.

SHRI P. RAJEEVE : Sir, in the answer, the Minister has stated that apprehensions had been generated among the people about the safety of nuclear power plants following the Fukushima accident in Japan. There were some reports to say that the Government was not considering the reports of several Commission on the safety of the nuclear power plants. I would like to know from the Hon. Minister, through you, Sir, whether the Ministry or the Corporation has conducted any survey or study on the safety of the existing nuclear power plants. If so, I would like to know the status report on the action taken by the Government on the proposals of the Commissions.

SHRI V. NARAYANASAMY : Sir, on the Fukushima accident, the Hon. Prime Minister assured on the floor of the House that a Review Committee had been constituted by our Government, that a Task Force had been constituted by the Nuclear Power Corporation of India. Sir, four committees have been constituted for the purpose of going into the safety aspect of the nuclear power plants in the country. They have submitted the reports. Also, Sir, the Atomic Energy Regulatory Authority also has

constituted a committee; it has also gone into the question. It has submitted the report. The reports submitted by these committees have been placed on the websites of the Department of Atomic Energy and the Nuclear Power Corporation of India for the public to see. According to the decision taken by the Hon. Prime Minister, these reports have been placed on the websites. They gave nine recommendations; action in respect of six has been completed. For some small recommendation like keeping the water source, it has been done; keeping the alternative energy source has also been done. Sir, we have upgraded our safety system up to seven layers in all the nuclear power plants. As far as the Kudankulam Nuclear Power Plant is concerned, I would like to say that Generation-3 Safety System has been adopted in that. Therefore, Sir, the issue of safety of nuclear power plants in India has been amply addressed.

MR. DEPUTY CHAIRMAN : The question is not on safety; it is on a different thing.

SHRI V. NARAYANASAMY : Yes, Sir; but he has put the question about safety. ...*(Interruptions)*...

श्री श्रीगोपाल व्यास : धन्यवाद, उपसभापति महोदय। माननीय प्रधान मंत्री जी के वक्तव्य को गंभीरता से लिया जाना चाहिए। मैं कुछ दिन पहले कन्याकुमारी में था, वहाँ भी मुझे कुछ लोगों से बातचीत करने का मौका मिला। मुझे ध्यान में आ रहा है कि वहाँ आज नहीं, बल्कि 10-20 वर्षों से ऐसे तत्व काम कर रहे हैं, जो भारत के विरोध में हैं। मैं माननीय मंत्री जी से जानना चाहता हूँ कि क्या ये वही लोग हैं, जिन लोगों ने विवेकानन्द का शिला स्मारक बनने का विरोध कन्याकुमारी में किया था?

SHRI V. NARAYANASAMY : Sir, I don't call any of them anti-national. Demonstrations by the people are allowed in our country. In a democracy, we have to respect their views also. Therefore, our Government heard their views. In order to allay the fears of the people living in and around the Kudankulam area, the Hon. Prime Minister constituted a 15-member scientists committee. The Tamil Nadu Government also constituted a four-member committee, which included the agitating groups. They went into it. They held five meetings; then, they submitted a report. In their report, they said that it is very safe; it will withstand even tsunami and earthquake. Apart from that, the safety measures have been complied with ...*(Interruptions)*... One minute, please ...*(Interruptions)*...

श्री पुरुषोत्तम खोडाभाई रूपाला : सर, यह सवाल ही नहीं है। ...*(व्यवधान)*... यह सवाल सेप्टी का नहीं है। ...*(व्यवधान)*...

श्री वी. नारायणसामी : मैं उस पर आ रहा हूँ। ...*(व्यवधान)*...

श्री अनिल माधव दवे : सर, सवाल कुछ है और मंत्री जी जवाब कुछ और दे रहे हैं। ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN : The simple question is whether some organisations which have protested are involved in it or not.

SHRI V. NARAYANASAMY : I am coming to that. Sir, as far as the NGOs are concerned, in that area, they are spending a lot of money. Therefore, the Home Ministry has been investigating the matter. Unless and until the Home Ministry gives its view, we cannot say anything on that.

SHRI S.S. AHLUWALIA : Sir, the question is very important and relevant at this juncture. The Hon. Prime Minister's interview of 24th February, 2012 appeared in the Science Magazine. The core of that is this. His assessment was, "Over the past few decades, India's relative position in the world of science had been declining, and we have been overtaken by countries like China." He confessed it to this Magazine. Later, he said, "It is not only in our nuclear development programme, but, simultaneously on biotechnology programme also, there are agencies..."

SHRI SITARAM YECHURY : This is his speech to the National Science Academy.

SHRI S.S. AHLUWALIA : This is not only his speech but also his interview to the Science Magazine.

SHRI SITARAM YECHURY : This was also his inaugural speech to the Science Academy.

SHRI S.S. AHLUWALIA : That is the point. He further said, "The biotechnology, genetic engineering, genetically modified seeds and our nuclear programme are being stopped or hurdled by some NGOs funded by foreign countries." My point is, if the Hon. Prime Minister is aware, why the Home Minister is not aware or why our learned friend, Shri Narayanasamy, is not aware that money is coming. The FCRA is regulated under the Home Ministry. The CBI always keeps a serious scrutiny and monitors the funds coming to India. Our country is so soft that the money is coming from abroad, stopping our project...

MR. DEPUTY CHAIRMAN : What is your question? Please put your question.

SHRI S.S. AHLUWALIA : What have they done so far, and what are they going to do? Please inform the House as to how you are going to overcome this. ...(*Interruptions*)... Which are the agencies involved in it? Mr. Narayanasamy, it cannot be an individual who is stopping this. There must be some State-sponsored agencies which are working behind it so that India cannot develop. That is the reason.

SHRI V. NARAYANASAMY : Sir, the question is about the NGOs. ...(*Interruptions*)... Sir, I would like to submit to this House very humbly as far as NGOs are concerned, I made it very clear, Mr. Ahluwalia also asked about it, that the entire information relating to this is available with the Home Ministry. But I am quoting from the Hon. Home Minister's statement made in public. Hon. Home Minister clearly said that they have identified four NGOs who are very active near the Nuclear Power

Plant at Kudankulam. They are getting money from abroad especially from the United States and Scandinavian countries. These NGOs are agitating against this Nuclear Power Plant ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN : You give notice of a for Half-an-Hour discussion ...*(Interruptions)*... This cannot be allowed. ...*(Interruptions)*... Three supplementaries are over. ...*(Interruptions)*...

SHRI V. NARAYANASAMY : Action was taken against, according to the Home Minister, four NGOs and investigation is going on. Therefore, what those NGOs are and what their names are, all this information is to be given by the Home Ministry as we are not the Ministry concerned. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN : You give Half-an-Hour Notice. ...*(Interruptions)*... I cannot allow ...*(Interruptions)*... Papers to be laid in the next item. ...*(Interruptions)*... Please give a notice. ...*(Interruptions)*... It is a big subject ...*(Interruptions)*... It is a long subject ...*(Interruptions)*... Please have some patience ...*(Interruptions)*... This is not possible ...*(Interruptions)*... I have taken up another subject ...*(Interruptions)*... Nothing will go on record.

SHRI BALBIR PUNJ : \*

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## PAPERS LAID ON THE TABLE

### Notifications of the Ministry of Shipping

THE MINISTER OF SHIPPING (SHRI G.K. VASAN) : Sir, I lay on the Table, under sub-section (4) of Section 124 of the Major Port Trusts Act, 1963, a copy each (in English and Hindi) of the following Notifications of the Ministry of Shipping :-

- (1) G.S.R. 6(E), dated the 26th December, 2011, publishing the Mumbai Port Trust (Leave) Amendment Regulations, 2011.
- (2) G.S.R. 11 (E), dated the 5th January, 2012, publishing the Visakhapatnam Port Employees (Leave) Amendment Regulations, 2012. [Placed in Library. *See No. L.T. 6192/15/12*]

### Notification of the Ministry of Social Justice and Empowerment

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MUKUL WASNIK) : Sir, I lay on the Table, under sub-section (2) of Section 23 of the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989, a copy (in English and Hindi) of the Ministry of Social Justice and Empowerment Notification No. G.S.R. 896 (E), dated the 23rd December, 2011, publishing the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) (Amendment) Rules, 2011. [Placed in Library, *See No. L.T. 6185/15/12*]

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\* Not recorded

**Report of the Public Enterprises Survey**

SHRI G.K. VASAN : Sir, on behalf of Shri Praful Patel, I lay on the Table, a copy (in English and Hindi) of the Fifty-first Annual Report of the Public Enterprises Survey (Volumes I and II), for the year 2010-11. [Placed in Library. *See* No. L.T. 6238/15/12]

**Report and Accounts (2010-11) of the NSTFDC, New Delhi and Related Papers**

THE MINISTER OF TRIBAL AFFAIRS AND THE MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO) : Sir, I lay on the Table :

- I. A copy each (in English and Hindi) of the following papers, under sub-section (1) of Section 619A of the Companies Act, 1956,
  - (a) Tenth Annual Report and Accounts of the National Scheduled Tribes Finance and Development Corporation (NSTFDC), New Delhi, for the year 2010-11, together with the Auditor's Report on the Accounts and comments of the Comptroller and Auditor General of India thereon.
  - (b) Review by Government on the working of the above Corporation.
- II. Statement (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (I) above. [Placed in Library. *See* No. LT 6452/15/12]

**I. Report and Accounts (2010-11) of the IITTM, Gwalior****II. Report and Accounts (2010-11) of Institute of Hotel Management, Catering Technology and Applied Nutrition, Srinagar and related papers****III. Report and Accounts (2010-11) of IGMCTAN, Srinagar and NCHMCT, Noida and related papers**

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED) : Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers :-

- I.
  - (a) Twenty-ninth Annual Report and Accounts of the Indian Institute of Tourism and Travel Management (IITTM), Gwalior, for the year 2010-11, together with the Auditor's Report on the Accounts.
  - (b) Review by Government on the working of the above Institute.
  - (c) Statement giving reasons for the delay in laying the papers mentioned at (i) (a) above. [Placed in Library. *See* No. L.T. 6487/15/12]
- II.
  - (a) Annual Report and Accounts of the Institute of Hotel Management, Catering Technology and Applied Nutrition, Srinagar, for the year 2010-11, together with the Auditor's Report on the Accounts.

- (b) Review by Government on the working of the above Institute.
  - (c) Statement giving reasons for the delay in laying the papers mentioned at (ii) (a) above. [Placed in Library. See No. L.T. 6490/15/12]
- III. (a) Annual Report and Accounts of the National Council for Hotel Management and Catering Technology (NCHMCT), NOIDA, for the year 2010-11, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Council.
  - (c) Statement giving reasons for the delay in laying the papers mentioned at (iii) (a) above. [Placed in Library. See No. L.T. 6491/15/12]

#### **MOU between Govt. of India and ALIMCO**

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON) : Sir, I lay on the Table, a copy (in English and Hindi) of the Memorandum of Understanding between the Government of India (Ministry of Social Justice and Empowerment) and the Artificial Limbs Manufacturing Corporation of India (ALIMCO), for the year 2011-12. [Placed in Library See No. L.T. 6299/15/11]

#### **REPORTS OF THE DEPARTMENT RELATED PARLIAMENTARY STANDING COMMITTEE ON RURAL DEVELOPMENT**

सुश्री अनुसुइया उइके (मध्य प्रदेश) : महोदय, मैं विभाग संबंधित ग्रामीण विकास संबंधी संसदीय स्थायी समिति (2011-12) के निम्नलिखित प्रतिवेदनों की एक-एक प्रति (अंग्रेज़ी तथा हिन्दी में) सभा पटल पर रखती हूँ :

1. Twenty-third Report on action taken by the Government on the recommendations contained in the Nineteenth Report (Fifteenth Lok Sabha) on 'Demands for Grants (2011-12)' of the Ministry of Drinking Water and Sanitation;
2. Twenty-fourth Report on action taken by the Government on the recommendations contained in the Twentieth Report (Fifteenth Lok Sabha) on 'Demands for Grants (2011-12)' of the Ministry of Rural Development (Department of Rural Development);
3. Twenty-fifth Report on action taken by the Government on the recommendations contained in the Twenty-first Report (Fifteenth Lok Sabha) on 'Demands for Grants (2011-12)' of the Ministry of Rural Development (Department of Land Resources); and
4. Twenty-sixth Report on action taken by the Government on the recommendations contained in the Twenty-second Report (Fifteenth Lok Sabha) on 'Demands for Grants (2011-12)' of the Ministry of Panchayati Raj.



**RESIGNATION BY MEMBER**

MR. DEPUTY CHAIRMAN : A letter has been received from Shri Kalraj Mishra, Member, representing the State of Uttar Pradesh, resigning his seat in the Rajya Sabha. The Chairman has accepted his resignation with effect from the 21st of March, 2012.

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**LEAVE OF ABSENCE**

MR. DEPUTY CHAIRMAN : Hon. Members are informed that a letter has been received from Dr. Bharkumar Raut stating that due to severe head injury sustained by him in an accident on Mumbai - Pune Expressway on the 22nd January, 2012 he is unable to attend the House. He has, therefore, requested for grant of Leave of Absence from 12th to 30th" March 2012 of the current (255th) Session of the Rajya Sabha.

Does he have the permission of the House for remaining absent from 12th to 30th March, 2012 of the current (225th) Session of the Rajya Sabha?

*(No Hon. Member dissented)*

MR. DEPUTY CHAIRMAN : Permission to remain absent is granted.

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**REFERENCE BY THE CHAIR****INTERNATIONAL WORLD WATER DAY**

MR. DEPUTY CHAIRMAN : The United Nations Conference on Environment and Development (UNCED) recommended in 1992 to celebrate International Water Day. Pursuant to this recommendation, the UN General Assembly designated 22nd March, 1993 as the first World Water Day. Since then, 22nd March is celebrated the world over as International World Water Day. The day intends to focus our attention on the importance of freshwater and promoting the sustainable management of sources of freshwater. The day, this year, aims at drawing attention on the relationship between water and food security. I hope the whole House will support the concept of preserving fresh water and providing food security.

SHRI PRASANTA CHATTERJEE (West Bengal) : Human rights violation is taking place in West Bengal since Assembly elections. ...*(Interruptions)*... About 60 Left leaders and workers have been killed ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN : I have not allowed you ...*(Interruptions)*...

SHRI PRASANTA CHATTERJEE : Sir, 41 Left workers have committed suicide ...*(Interruptions)*... Women have been molested. ...*(Interruptions)*... 23 rapes have taken place ...*(Interruptions)*... 885 people had to be hospitalized for treatment of injuries suffered by them ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN : Mr. Prasanta Chatterjee, please give a notice for it ...*(Interruptions)*... Now we take up further discussion on the Railway Budget. We will now take further discussion on the Railway Budget. ...*(Interruptions)*... Please ...*(Interruptions)*...

SHRI PRASANTA CHATTERJEE : Sir, there have been ...*(Interruptions)*... a number cases of arson and lotting of houses. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN : Mr. Prasanta Chatterjee, you have to give notice under the rules and then we will take it up.

SHRI PRASANTA CHATTERJEE : Eleven thousand and eighty one persons were evicted from the place of living ...*(Interruptions)*...

SHRI SITARAM YECHURY (West Bengal) : Sir, let it be on record ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN (West Bengal) : Sir there is serious human rights violation. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN : You have to give notice under the rules to take up any subject in this House. You know about it. ...*(Interruptions)*...

SHRI SITARAM YECHURY : Sir, I just want your attention. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN : Mr. Yechury, you have to give notice. I go according to the rules. Then, we will take it up. You give the notice. ...*(Interruptions)*... We will discuss it. ...*(Interruptions)*...

SHRI SITARAM YECHURY : No, Sir. In protest we are walking out.

*(At this stage some Hon. Members left the Chamber.)*

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### THE BUDGET (RAILWAYS) 2012-13 *(Contd.)*

श्री शान्ता कुमार (हिमाचल प्रदेश) : माननीय उपसभापति महोदय, भारतीय रेल इस देश की जीवन रेखा है। आम आदमी, जिसकी बात आज सब करते हैं, उस आम आदमी का जीवन चलाने के लिए एक महत्वपूर्ण योगदान रेलवे करती है। भारतीय रेल, केवल आने-जाने के लिए ही नहीं, भारत की आर्थिक व्यवस्था की भी रीढ़ की हड्डी है। मैं समझता हूँ कि पूरे देश के करोड़ों लोग इस देश की सरकार को

[श्री शान्ता कुमार]

और इस देश को हमेशा धन्यवाद देते हैं, क्योंकि उनका जीवन चलाने के लिए प्रति पल, प्रति क्षण भारत की रेल योगदान देती है।

[उपसभाध्यक्ष (श्री तारिक अनवर) पीठासीन हुए]

बहुत सी कमियाँ रहने के बाद भी भारतीय रेल का भारत के जीवन में जो योगदान है, उससे इंकार नहीं किया जा सकता। इस बार का जो बजट पेश हुआ, मुझे लगा कि कुछ साहस दिखाने की कोशिश हुई है, कुछ नई बातें करने की कोशिश हुई है और वे जो नई बातें करने की कोशिश हुई थीं, बजट पास होने तक वे बातें कितनी रहेंगी, कहना कठिन है। लेकिन मैं कुछ बातों की प्रशंसा करना चाहता हूँ। कुछ साहस के कदम लिए गए, कुछ नई बातें करने की कोशिश की गई, कुछ अर्थो रिटी बनाने की कोशिश की गई। उन सब बातों के बारे में मैं यह चाहता हूँ कि अच्छे-अच्छे जो निर्णय रेल बजट में सदन के सामने रखे गए हैं, वे निर्णय पारित होने चाहिए, उन पर देश में काम होना चाहिए।

यहाँ बहुत जिक्र हुआ कि रेल बजट पेश करने के बाद रेल मंत्री जी का क्या हुआ। मैं इतना कहना चाहता हूँ कि भारत दुनिया का सबसे बड़ा लोकतंत्र है और उस देश में रेलवे बजट पर जो तमाशा हुआ, दुर्भाग्यपूर्ण है। इससे लोकतंत्र की गरिमा पर आंच आई है, मंत्रिपरिषद की सामूहिक जिम्मेदारी पर आंच आई है और इस देश के लोकतंत्र की वह पहली इस प्रकार की दुर्घटना है, जिस पर हम केवल अफसोस जाहिर कर सकते हैं। वह किसी गठबंधन, किसी पार्टी का केवल आंतरिक मामला नहीं है, उसका असर पूरे देश पर, पूरे लोकतंत्र पर पड़ा है। अगर वह बात न होती तो बहुत अच्छा था इस बार के रेलवे बजट में।

इस बजट को काव्यमय किया गया था। रेल मंत्री महोदय ने बजट पेश करते समय शायद नौ बार विभिन्न स्थानों पर कविताएँ पढ़ीं। सदस्यों ने भी बहुत कविताएँ पढ़ी हैं। मैं रेल मंत्री जी का एक फोटो देख रहा था, शायद वह त्याग पत्र देकर लौट रहे थे। इस पर मैं सोच रहा था कि अब वे कौन सी कविता पढ़ रहे होंगे। त्याग पत्र देने के बाद जाते समय उनके मन में क्या होगा, जो होगा वह कवि की दो पंक्तियों में प्रकट करना चाहता हूँ वे शायद ममता जी को याद करके कह रहे होंगे :

"दोस्तों ने गम दिए, जितने हमारी जान को,  
दुश्मनों की दुश्मनी के, सब गिले जाते रहे।"

उपसभाध्यक्ष जी, मैं रेलवे के संबंध में एक बात बड़े दुख और गहराई के साथ कहना चाहता हूँ कि इस देश में विकास की प्राथमिकताएँ तय करने में बहुत बड़ी गलती हुई है। अभी एक महीने पहले सुप्रीम कोर्ट में एक चर्चा चल रही थी और उस चर्चा में यह तथ्य सामने आया था कि केवल महाराष्ट्र में लड़कियों के 16 हजार स्कूलों में शौचालय नहीं हैं। उपसभाध्यक्ष जी, पूरे देश में लगभग यही हालत है। दूसरी ओर हमारे देश की कुछ सरकारों ने उन्हें लैपटॉप देने की बात कही है। हम बच्चों को लैपटॉप दे रहे हैं, लेकिन उन स्कूलों की हालत यह है कि वहाँ शौचालय तक नहीं हैं। हमारी रेलवे के अंदर भी सबसे परेशान करने वाली बात मुझे यह लगती है कि उसमें अच्छे शौचालयों की व्यवस्था नहीं है। हमें जब सफर में शौचालय का प्रयोग करना पड़ता है तो वहाँ भयंकर बदबू का सामना करना पड़ता है और वह बदबू केवल मन को ही परेशान नहीं करती बल्कि हमारे सिर को भी झुका देती है कि आजादी के 60 साल के बाद भी हम अपनी रेलवे के अंदर अच्छे शौचालयों का निर्माण नहीं कर सके हैं। उपसभाध्यक्ष जी, लगभग 1 लाख 72 हजार शौचालय हैं। मैं इनका बजट देख रहा था जिसमें इन्होंने अगले साल 2500 शौचालयों को ठीक करने की बात कही है। इसका अर्थ यह है कि बीस साल तक हमें उसी बदबू को

बर्दाश्त करते हुए सफर करना होगा। महोदय, मैं विपक्ष के सभी साथियों से यह अपील करना चाहता हूँ कि अगर सरकार और रेल मंत्रालय यह भरोसा दिलाए कि कम-से-कम 6 महीने या एक साल के अंदर उन शौचालयों की बदबू खत्म हो जाएगी, हमें वहाँ इस शर्मनाक बदबू का सामना नहीं करना पड़ेगा तो आप जो रेल किराया बढ़ाने की बात कर रहे हैं, वह भी हमें मंजूर होगी, लेकिन इस शर्मनाक बदबू से हमें निजात मिलनी चाहिए। उपसभाध्यक्ष जी, यह एक बुनियादी समस्या है जोकि खत्म होनी चाहिए और यह कोई ऐसी समस्या भी नहीं है जोकि खत्म नहीं की जा सकती है। आज दुनिया के बड़े-बड़े काम भारत कर रहा है, लेकिन 60 साल बीत जाने के बाद भी हम भारत के आम आदमी के लिए सफर के समय शौचालयों से आ रही बदबू रोकने का काम नहीं कर सके हैं, यह अत्यंत दुर्भाग्यपूर्ण है।

महोदय, मैं सुरक्षा के संबंध में इतना ही कहना चाहता हूँ कि देश में बने 34000 रेलवे क्रॉसिंग्स में से 16000 ऐसे हैं जो **unmanned** हैं। आप उनका प्रबंधन क्यों नहीं कर सकते? आप ने सुरक्षा के मद में जो 34000 करोड़ रूपए रखे थे, उस में से सिर्फ 21000 करोड़ ही खर्च हुए और पिछले सात साल के अंदर इस मद में से बहुत सा पैसा खर्च नहीं हुआ। मैं रेल मंत्री जी से जानना चाहूँगा कि सुरक्षा के मद में जो पैसा रखा गया था, वह खर्च क्यों नहीं हुआ? आप कम-से-कम इन **unmanned** रेलवे क्रॉसिंग्स को सुधार दें, क्योंकि अधिकतर **accidents** इन्हीं क्रॉसिंग्स पर होते हैं। उपसभाध्यक्ष जी, इन **unmanned railways crossings** को **manned crossings** बनाने में कोई बहुत बड़ी **technology** involve नहीं है बल्कि इसमें कई लोगों को रोजगार मिलता है। मगर दुख की बात है कि इतना छोटा सा काम भी हम नहीं कर सके हैं।

मैं मुख्य रूप से हिमाचल प्रदेश की बात करना चाहता हूँ। हिमाचल प्रदेश छोटा सा प्रदेश है, पहाड़ी प्रदेश है, लेकिन सीमा का प्रदेश है। मैं सदन को अवगत कराना चाहता हूँ कि 1921 में एक अंग्रेज इंजीनियर कर्नल बैटी मोटर साईकिल पर सैर करते-करते जोगिंदर नगर, हिमाचल पहुंचा था। उसने देखा कि ऊपर एक उहल नदी बहती है। उस पर पनबिजली की योजना बनी और उस पनबिजली की योजना के लिए 163 किलोमीटर रेलवे लाइन पठानकोट से जोगिंदर नगर तक बनायी गयी। उसके बाद 83 साल हो गए हैं, लेकिन वह रेलवे लाइन एक इंच भी आगे नहीं बढ़ी है। महोदय, हिमाचल प्रदेश के साथ रेलवे के संबंध में बड़ा अन्याय होता रहा है। मुझे ऐसा लगता है कि रेलवे बजट में हिमाचल प्रदेश का कहीं नाम ही नहीं है। अंग्रेज की बनाई हुई रेलवे लाइन न तो ब्रोडगेज हुई, न एक इंच आगे बढ़ी। हिमाचल में एक उद्योग नगरी परवाणू बनी। ...**(व्यवधान)**...

**DR. CHANDAN MITRA (Madhya Pradesh) :** Sir, there is no representative of the Railway Ministry sitting in the House. What kind of seriousness is this?

**THE VICE-CHAIRMAN (SHRI TARIQ ANWAR) :** Mr. Vasan is there. ...**(Interruptions)**...

**DR. CHANDAN MITRA :** He is not the Railway Minister, Sir. ...**(Interruptions)**...

**THE VICE CHAIRMAN (SHRI TARIQ ANWAR) :** He is noting down. ...**(Interruptions)**...

**श्री शान्ता कुमार :** रेलवे मंत्रालय के मंत्री के बिना चर्चा कैसे करें? ...**(व्यवधान)**...

DR. CHANDAN MITRA : But, Sir, he is not the Railway Minister, he is Shipping Minister. ...(*Interruptions*)...

THE VICE CHAIRMAN (SHRI TARIQ ANWAR) : It is a joint responsibility. ...(*Interruptions*)... He will take care, don't worry. ...(*Interruptions*)...

DR. CHANDAN MITRA : There is a procedure. The Railway Minister has to be here. ...(*Interruptions*)...

श्री शान्ता कुमार : अच्छा हो, मंत्री महोदय को आप बुलवा लीजिए। ...(*व्यवधान*)...

THE VICE CHAIRMAN (SHRI TARIQ ANWAR) : It is a joint responsibility. ...(*Interruptions*)... Please allow him to speak. ...(*Interruptions*)...

SHRI P. RAJEEVE (Kerala) : If it is a joint responsibility, then, why was the former Minister compelled to resign. ...(*Interruptions*)...

PROF. P. J. KURIEN (Kerala) : The voting is going on in the Lok Sabha. That's why the concerned Minister is not here. ...(*Interruptions*)... But one Cabinet Minister is enough. ...(*Interruptions*)...

THE MINISTER OF SHIPPING (SHRI G. K. VASAN) : They are Lok Sabha Members that's why they are there for voting. Till such time, I am noting. ...(*Interruptions*)...

उपसभाध्यक्ष (श्री तारिक अनवर) : ठीक है। ...(*व्यवधान*)...

PROF. P. J. KURIEN : It is a fixed strategy. They will press for division there. That's why they are there. ...(*Interruptions*)...

SHRI RAVI SHANKAR PRASAD (Bihar) : Let the Hon. Minister of Shipping also go on the rails so that we have a better ...(*Interruptions*)... because he belongs to our House.

श्री शान्ता कुमार : वैसे अच्छा होता, ऐसी व्यवस्था होती कि जब रेल बजट पर यहाँ चर्चा हो रही है, तो कम से कम एक मंत्री तो यहाँ पर होते।

उपसभाध्यक्ष (श्री तारिक अनवर) : मंत्री जी नोट कर रहे हैं। The Shipping Minister is noting down.

श्री शान्ता कुमार : तो मैं यह कह रहा था कि हिमाचल प्रदेश के अंदर अंग्रेजों के समय की 163 किलोमीटर रेल लाइन एक इंच भी आगे नहीं बढ़ी। हिमाचल प्रदेश में सबसे अधिक उद्योग परवाणू में लगे, जहाँ से कालका तीन किलोमीटर है। यह तीन किलोमीटर रेलवे लाइन भी वहाँ पर नहीं बनी। घनोनी से बद्दी, बद्दी-नालागढ़, जगाधरी-देहरादून, ऊना-होशियारपुर, कितने प्रस्ताव हिमाचल ने कई बार भेजे, लेकिन छोटे से हिमाचल, जिसमें पर्यटन की अपार संभावनाएं हैं और यातायात के और कोई साधन नहीं हैं, उसके प्रति अन्याय हमेशा होता रहा है।

उपसभाध्यक्ष जी, एक सबसे बड़ी बात यह है कि चीन की सीमा के साथ जो क्षेत्र है, हिमाचल प्रदेश ने कई बार यह प्रस्ताव किया कि बिलासपुर-जोगिंदर नगर, मनाली-लेह-लद्दाख रेलवे लाइन अति शीघ्र बनाई

जाए। कारगिल के युद्ध के समय हमको उस रास्ते से मुश्किल पड़ी थी, इस रास्ते की सड़क ही हमारे काम आई थी। वहाँ रेल लाइन होना पर्यटन की दृष्टि से ही नहीं, डिफेंस की दृष्टि से भी अत्यंत महत्वपूर्ण है, लेकिन वहाँ पर यह भी नहीं हुआ। हिमाचल की हालत तो यह है कि शताब्दी ट्रेन चलाने के लिए कई बार हिमाचल की सरकार ने, लोगों ने प्रार्थना की, मगर नहीं चली। एकमात्र स्टेशन 30 प्रतिशत हिमाचल का पठानकोट है। वहाँ से शताब्दी चले, यह मांग भी स्वीकार नहीं हुई। अब हमने एक मांग की है कि आपने एक शताब्दी जो लुधियाना तक चलाई है, मंत्री महोदय से मेरा निवेदन है कि उस शताब्दी को अगर आप लुधियाना से पठानकोट तक बढ़ा दें, तो उससे हिमाचल प्रदेश को बहुत बड़ा फायदा हो सकता है। पठानकोट से धौलाधार एकमात्र ट्रेन हफ्ते में तीन दिन चलती है। कई बार हिमाचल ने यह प्रार्थना की कि उस तीन दिन चलने वाली ट्रेन को प्रति दिन कर दिया जाए, उसको भी आपने आज तक स्वीकार नहीं किया है। मैं बड़े दुख के साथ कहना चाहता हूँ कि एक शांत हिमाचल, छोटा सा पहाड़ी प्रदेश उससे रेलवे ने हमेशा इतना बड़ा अन्याय किया है। छोटी-छोटी बातें हमने कही हैं, उनको भी आपने स्वीकार नहीं किया है। इतना ही नहीं डिफेंस की दृष्टि से तो वहाँ पर बहुत लापरवाही की जा रही है।

उपसभाध्यक्ष महोदय, मैं दो-तीन तथ्य आपके सामने रखना चाहता हूँ। हिमाचल और हिमालय की परली तरफ जो चीन है, उस चीन ने रेलवे लाइन का जाल बिछा दिया, छावनियां बन गईं, हवाई अड्डे वहाँ पर बन गए, 1990 से 2007 के सत्रह साल के अंदर चीन ने बीस हजार किलोमीटर रेल लाइन बिछा दी। इस अवधि में भारत ने केवल 960 किलोमीटर रेल लाइन बिछाई है। चीन की 20,000 किलोमीटर रेल लाइन के मुकाबले में हमारी उपलब्धि केवल 960 किलोमीटर है। चीन की रेल लाइन अब सिक्किम और अरुणाचल प्रदेश के निकट पहुंच गई है। चीन अधिकृत कश्मीर से पाक अधिकृत कश्मीर को जोड़ने वाली रेल लाइन भी चीन ने शुरू कर दी है। गोलमुंड-ल्हासा की 1,142 किलोमीटर रेल लाइन 5 सालों में पूरी हो चुकी है। अब वे उसको नोगची से मिला रहे हैं, जो अरुणाचल प्रदेश के बिल्कुल निकट है। ल्हासा-काठमांडू रेल लाइन भी बन रही है।

उपसभाध्यक्ष जी, मैं ये सब बातें इसलिए कह रहा हूँ क्योंकि 1962 की शर्मनाक हार हमें अभी भी याद है। 1962 के घाव अभी तक गहरे हैं। चीन इतना कुछ कर रहा है, लेकिन भारत कुछ भी करने के लिए तैयार नहीं है। मैं यह निवेदन करना चाहता हूँ कि 1962 की लड़ाई को 50 साल हो गए हैं, लेकिन हमने इतिहास से कुछ नहीं सीखा है। हिमालय के उस पार चीन पूरी तैयारी कर रहा है, लेकिन हमारे यहाँ किसी किस्म की कोई तैयारी नहीं है।

हिमाचल सरकार ने प्रस्ताव भेजा है कि बिलासपुर-मनाली-लेह-लद्दाख रेलवे लाइन जल्दी बिछाई जाए। इस पर रेल मंत्रालय ने हिमाचल सरकार से कहा कि वह इसके निर्माण के लिए धन दे। हमारा छोटा सा राज्य हिमाचल इसके लिए धन नहीं दे सकता है। यह रेल लाइन केवल हिमाचल प्रदेश के लिए नहीं बननी है, यह रेल लाइन भारत के डिफेंस के लिए बननी है, 1962 की शर्मनाक हार दोबारा न हो, इसके लिए बननी है। देश के पर्यटन और देश की सुरक्षा के प्रति इस प्रकार की लापरवाही चिंताजनक है और मुझे लगता है कि 50 सालों के बाद भी हमने इतिहास से कुछ नहीं सीखा है। मैं यह निवेदन करना चाहता हूँ कि इस महत्वपूर्ण रेल लिंक को युद्ध स्तर पर बनाने की कोशिश की जाए, ताकि देश की सुरक्षा की दृष्टि से यह काम हो सके।

अंत में मैं केवल यह कहना चाहता हूँ कि आप हिमाचल प्रदेश के साथ अन्याय खत्म करिए। ये छोटी-छोटी मांगें हैं, जिनके लिए मैंने कई बार पत्र लिखे हैं। मैंने पत्र लिखा कि कम से कम धौलाधार ट्रेन को आप रोज चलाइए, लेकिन जवाब तक नहीं आता, मैंने कहा कि लुधियाना तक उसको बढ़ा दीजिए, लेकिन जवाब तक नहीं आता। हिमाचल प्रदेश की 30 प्रतिशत आबादी के लिए एकमात्र रेलवे स्टेशन पठानकोट है। वहाँ पर 5-6 आर्मी के कैम्प हैं, जहाँ जवानों को जाना होता है। छोटे से हिमाचल प्रदेश के साथ

[श्री शान्ता कुमार]

आप किसी प्रकार का न्याय नहीं कर रहे हैं। मेरा आपसे निवेदन है कि हिमाचल प्रदेश की सरकार ने आपसे जो-जो मांगें की हैं, आप उनको पूरा करने की कोशिश करिए। इन्हीं शब्दों के साथ, मैं आपको धन्यवाद देता हूँ।

**श्री नंदी येल्लैया** (आन्ध्र प्रदेश) : उपसभाध्यक्ष महोदय, मुझे इस सदन में और लोकसभा में भी देखने का मौका मिला कि जब कभी जनरल बजट या रेल बजट प्रस्तुत होता है, तो उस वक्त कभी **walk out** होता है, कभी हंगामा होता है, हल्ला-गुल्ला होता है, लेकिन इस बार हमारे त्रिवेदी जी ने जो बजट पेश किया है ...(व्यवधान)...

**THE VICE-CHAIRMAN (SHRI TARIQ ANWAR) :** Please address the Chair.

**श्री नंदी येल्लैया :** उपसभाध्यक्ष जी, मैंने देखा कि उनका बजट बहुत अच्छा था। बहुत से लोग बजट प्रस्तुत करते समय शेरों-शायरी करते हैं और गालिब की मिसालें देते हैं, लेकिन त्रिवेदी जी ने रेल मंत्रालय के ऊपर ही शेरों-शायरी की है। मैं उनके रेल बजट का समर्थन करता हूँ।

उपसभाध्यक्ष जी, लोक सभा और राज्य सभा के चुनाव में बहुत अंतर है। लोक सभा में **direct election** होता है, लेकिन राज्य सभा में **indirect election** होता है। हमारे बुजुर्ग नेता श्री मोतीलाल वोरा जी एक बार **AICC** में बात कर रहे थे, किसी ने उनसे राज्य सभा के बारे में जिक्र किया। उन्होंने कहा कि राज्य सभा में घुसना बहुत कठिन है, लेकिन बाहर निकलना आसान है। इस राज्य सभा में हमने बड़े-बड़े **industrialists** को, बड़े-बड़े पूंजीपतियों को देखा। ऐसे-ऐसे महान लोगों का मुकाम यहाँ पर था। हमारी पार्टी अध्यक्ष श्रीमती सोनिया गांधी ने ऐसे लोगों को राज्य सभा में आने का मौका दिया, जैसे मैं एक दलित हूँ, "हनुमंत राव" बी.सी. हैं, "खान" **minority** से हैं और "श्रीमती रत्नाबाई" महिला हैं। तो यह अवसर हमें दिया गया। मैं बहुत खुशानसीब हूँ कि जब श्रीमती इंदिरा गांधी प्राइम मिनिस्टर थीं, मुझे पांच बार लोक सभा चुनाव लड़ने का मौका मिला। उसके बाद राज्य सभा में मेरी यह **second term** चल रही है और सोनिया जी की मेहरबानी से एक दलित, एक शेड्यूल्ड कास्ट के व्यक्ति को इस सभा में भाग लेने का मौका मिला है।

सर, जब लालू प्रसाद जी रेल मंत्री थे, उन्होंने **Manoharabad to Kothapalli** रेलवे लाइन का ऐलान किया था। तकरीबन छः साल गुज़र गए हैं, लेकिन **Manoharabad to Kothapalli**, जो 149 किलोमीटर है, जिसका सर्वे पूरा हो चुका है और प्लानिंग कमीशन ने जिसको क्लीयर भी कर दिया है, अभी तक यह स्टार्ट नहीं हुआ है। मैं यह चाहता हूँ कि यह **project**, जो बहुत **important** है, **Manoharabad to Nacharam, Gajwel, Kodaknadla, Lakdaram, Duddeda, Gurralongondi, Sircilla**, यह दो **backward districts** - मेदक और करीमनगर को कवर करता है। आज से बीस साल पहले श्रीमती इंदिरा गांधी ने एक बार **Medak** से **contest** किया था। वह **backward area** है और तेलंगाना रीजन में आता है। मैंने कई बार इस सवाल को यहाँ, इस सदन में और रेलवे की स्टैंडिंग कमेटी में भी उठाया। उपसभापति जी, मैं रेल मंत्री जी से अनुरोध करूंगा कि किसी काम के सैंक्शन होने के बाद उसका कोई एक टाइमटेबल तो होना चाहिए। तीन साल, छः साल या सात साल, उसके लिए कोई समय-सीमा होनी चाहिए। साथ ही ममती बनर्जी ने जो "प्रधान मंत्री रेल विकास योजना" की घोषणा की थी, वह आज तक शुरू नहीं हुई है। मैं चाहता हूँ कि "प्रधान मंत्री रेल विकास योजना" **backward areas** को दी जाए। वहाँ खर्च करने से फायदा हो सकता है।

सर, MMTC Phase-II में अभी जो Lingampally to Patancheru है, मैं चाहता हूँ कि यह extend होकर Patancheru to Sangareddy हो जाए। आज पूरे आंध्र प्रदेश में एक ही मेदक डिस्ट्रिक्ट है, जहाँ Sangareddy में रेल लाइन नहीं है। वह Patancheru से 22 किलोमीटर है। Sangareddy मेदक का district headquarter है, इसके लिए 99 करोड़ phase-II में सैंक्शन हुए हैं, मैं चाहता हूँ कि इसको 22 किलोमीटर तक extend किया जाए। मैं समझता हूँ कि वहाँ जो BHEL है, Ramachandrapuram है और बहुत सी इंडस्ट्रीज़ लगी हुई हैं, जिनमें काम करने वालों को 22 किलोमीटर से आना पड़ता है, इससे उनको लाभ मिलेगा।

सर, हमारे आंध्र प्रदेश में 28 नई रेलों का ऐलान किया गया है, इसके लिए मैं मंत्री जी का शुक्रिया अदा करता हूँ। सर, आज भारत में 17 Railway Zones हैं। पहले ये 6 थे, एक मंत्री आया, उसने बढ़ा दिया। दूसरे मंत्री आया, तो उसने एक और बढ़ा दिया। अब तकरीबन 17 Railway Zones हैं और 38 divisions हैं, जो भी मंत्री आया, वह अपने हिसाब से बढ़ाता गया।

फिर Construction of the New Railway Hospital at Tirupati की बात मैं कहना चाहता हूँ। हम स्टैंडिंग कमेटी में तिरुपति गए, वहाँ की सारी पोलिटिकल पार्टिज़, including Communist Party, Socialist Party, कांग्रेस वाले, उन्होंने कहा कि वहाँ पर daily एक लाख यात्री बालाजी के दर्शन के लिए आते हैं। There is no hospital, Sir. वहाँ पर Renigunta नामक स्थान पर एक रेलवे अस्पताल है, जो वहाँ 14 किलोमीटर दूर है। अगर अचानक आदमी बीमार हो जाए या उसकी तबियत खराब हो जाए तो उसे 14 किलोमीटर दूर जाना पड़ता है। मैं मंत्री महोदय से कहना चाहता हूँ कि प्रॉपर तिरुपति में मेडिकल सुविधा उपलब्ध होनी चाहिए। वहाँ पर आपके रेलवे के लोग भी काम करते हैं। ऐसा करने में उनको तथा दूसरे लोगों को भी फायदा मिल सकता है।

सर, बहुत दिनों से वहाँ के लोगों की ओर से रेलवे मंत्री से एक अनुरोध है। Waltair डिवीज़न साउथ ईस्ट उड़ीसा के अंदर जोन है। लोग चाहते हैं कि Waltair को डिवीज़न बनाकर साउथ सेंट्रल रेलवे के अंदर इन्क्लूड किया जाए। हमारे डॉ. टी. सुब्बाराजी रेड्डी जी ने भी कई बार इस संबंध में रीप्रेजेंटेशन दी है। इसके अलावा माननीय मंत्री महोदय, श्रीमती डी. पुरन्देश्वरी जी भी वहाँ से आती हैं। काफी समय से इस संबंध में डिमांड की जा रही है, यह लॉग पेंडिंग इश्यु है। इसलिए मेरा अनुरोध है कि इस संबंध में कार्यवाही की जाए तो हम आपके आभारी होंगे।

महोदय, अब मैं काजीपेट, वारंगल डिस्ट्रिक्ट, तेलंगाना के बारे में कहना चाहता हूँ। काजीपेट में एक रेलवे वैगन फैक्टरी लगाने का ऐलान किया गया। इस प्रोजेक्ट की अनुमानित लागत 1680 करोड़ रुपए है। अगर यह प्रोजेक्ट लग जाता है तो इससे 20,000 लोगों को काम मिल सकता है। आप जानते हैं कि आज हमारे देश के अंदर बेरोजगारी का बहुत बड़ा मसला है। इस प्रोजेक्ट के आने से कई लोगों को रोजगार मिल सकता है। लास्ट ईयर इस संबंध में घोषणा की गयी थी, लेकिन आज तक यह प्रोजेक्ट पेंडिंग है। मेरा अनुरोध है कि इसको शुरू करना चाहिए।

इसके अलावा सिकंदराबाद से जितनी भी रेलवे लाइनें चलती हैं, वे जब वहाँ से वापस आती हैं, उस समय रास्ते में एक स्टॉपेज होना चाहिए। अगर पांच मिनट के लिए भी ट्रेन Moulali रेलवे स्टेशन पर रुक जाए तो अच्छा होगा। इससे ECL, Malkajgiri, Nacharam, Uppal, Ramachandrapuram and Kapra - इन तमाम जगहों के लोगों को 11 किलोमीटर कम दूरी पर जाना पड़ेगा। महोदय, Secunderabad and Bhoiguda के रेलवे स्टेशनों पर काफी रश होता है। बीच में हॉल्ट देने से 11 किलोमीटर रेलवे का फायदा हो सकता है।



[श्री नंदी येल्लैया]

महोदय, पिछले साल रेलवे बजट के अंदर सिकंदराबाद में मेडिकल एंड नर्सिंग कॉलेज बनाने के बारे में कहा गया था। वहाँ पर 86000 काम करने वाले जो वर्कर्स हैं, उन तमाम लोगों के लिए यह मेडिकल कॉलेज लाभकारी होगा। पिछले साल आपके बजट में इसका ऐलान किया गया था।

इसके अतिरिक्त मैं आरपीएफ और सीआरपीएफ के बारे में कहना चाहता हूँ। इसके संबंध में मैंने कमेटी में भी रेज़ किया है कि ट्रेन चलते समय गुंटूर और विजयवाड़ा में न जाने आरपीएफ वाले किधर रहते हैं, वहाँ पर चलती ट्रेन में लूटपाट की घटनाएँ हुईं, चोरी हुई। वहाँ पर लोगों की सेफ्टी की ओर ध्यान नहीं दिया जाता। मेरा अनुरोध है कि सेफ्टी को ध्यान में रखते हुए इसके लिए कुछ अमाउंट रखी जाए।

महोदय, फेयर बढ़ाने की बात हुई। अखबार में रेलवे के जो कर्मचारी हैं, उनमें से पांच ट्रेड यूनियनों के नेताओं का स्टेटमेंट आया। सब चाहते हैं कि रेलवे की नयी लाइनें डालनी चाहिए, पॉपुलेशन बढ़ती जा रही है। इसलिए, इसके लिए आपको फाइनेंशियली सोचना पड़ेगा। हरेक आदमी कहता है कि मेरे क्षेत्र में गाड़ी चलायी जाए। कॉमन आदमी को थोड़ी परेशानी होगी, लेकिन यह भी देखना होगा कि आठ साल से रेलवे का फेयर नहीं बढ़ा है। जो हकीकत है, वह मैं आपको बता रहा हूँ। मैंने एक डॉक्टर से इस बारे में पूछा, एक एजुकेशनिस्ट से पूछा कि **What is your opinion on the fares?** उन्होंने कहा कि फेयर बढ़ना चाहिए। कब तक रेलवे वाले फेयर नहीं बढ़ाएंगे? बहुत सा डेवलपमेंट का काम भी करना है। इसीलिए पब्लिक का ओपिनियन भी है कि फेयर बढ़ा दिया जाए।

अब मैं साउथ सेंट्रल रेलवे के फंड के बारे में कुछ कहना चाहता हूँ। मैंने इसके फिगर्स देखे हैं। साउथ सेंट्रल रेलवे में 6 डिवीज़ंस हैं, लेकिन रेल भवन से, मिनिस्टरी से या रेलवे बोर्ड से जब बजट एलोकेट किया जाता है, उस समय साउथ सेंट्रल रेलवे को बहुत कम आंका जाता है। महोदय, हम लोग 33 एमपीज़ लोक सभा में चुनकर आते हैं, लेकिन मैं यह महसूस करता हूँ कि जहाँ से रेल मंत्री बनता है, वहीं पर कुछ डेवलपमेंट होता है। आमतौर पर लोगों की यह शिकायत रहती है। कुछ लोग इस बारे में बोल देते हैं, कुछ लोग नहीं बोलते हैं, लेकिन मैं खुल्लम-खुल्ला बोल रहा हूँ कि ऐसा नहीं होना चाहिए। सर, हम राज्य सभा के लिए चुनकर आए हैं।

**उपसभाध्यक्ष (श्री तारिक अनवर) :** अब आप समाप्त करिए।

**श्री नंदी येल्लैया :** लोग हमसे पूछते हैं कि आपने क्या किया, हमने आपको राज्य सभा में भेजा है। क्या आपने कभी बात की, बजट पर बात की, कभी लेटर लिखा या खाली खामोशी अख्तियार की है? इसीलिए हमारा फर्ज़ हो जाता है कि हम जिस क्षेत्र से चुनकर आते हैं, जिस डिस्ट्रिक्ट से आते हैं, वहाँ के बारे में बात करें, क्योंकि वहाँ पर प्लानिंग बोर्ड की मीटिंग होती है, वहाँ रिव्यु होता है, तो वहाँ पर लोग बोलते हैं कि पार्लियामेंट के मेम्बर क्या कर रहे हैं? क्यों रेलवे लाइन नहीं लाये? क्या आपकी ताकत नहीं है? क्यों आपने हमारी **voice** को नहीं उठाया? आमतौर पर इस तरह की बातें होती हैं।

**उपसभाध्यक्ष (श्री तारिक अनवर) :** धन्यवाद।

**श्री नंदी येल्लैया :** सर, एक मिनट का समय दे दीजिए। जब कर्णाटक और आंध्र प्रदेश बना था, बोदन से बीदर, पाटनचेरू से आदिलाबाद, संगारेड्डी एंड जोगीपेट, ये लोक सभा के क्षेत्र, उसी क्षेत्र में आते हैं। सर, मैं आपके माध्यम से रेल मंत्री जी के जरिए प्रधान मंत्री जी से अपील करता हूँ कि आपके नाम से 50,000 करोड़ रुपए एलाट किए गए, उसके लिए क्या गाइडलाइन्स हैं, उनको कौन से एरिया

में खर्च करना है, वह बैकवर्ड एरिया है या फॉरवर्ड एरिया है, उसका कुछ तो नाम रहना चाहिए। मैं माननीय मंत्री जी से गुजारिश करूंगा कि मनोहराबाद-कोत्तपल्लि बैकवर्ड एरिया है, इसी क्षेत्र से मैडम ने कंटेस्ट किया था, आज तक 20 साल हो गए, क्या इसकी कोई सीमा है या नहीं है, क्या इसकी भी 20 साल, 30 साल की योजना हो जाएगी? आज जिसको अलाट करते हैं, आप जिसको सैंक्शन करते हैं, उसमें फौरन एक-दो साल के अंदर काम होना चाहिए।

**उपसभाध्यक्ष (श्री तारिक अनवर) :** धन्यवाद। श्रीमती गुन्दु सुधारानी।

**SHRIMATI GUNDU SUDHARANI (Andhra Pradesh) :** Sir, at the outset, I have no hesitation to say that never in the history since Independence that a Railway Minister commends his Budget and loses command over that very document which gives direction to one of the largest transportation networks of the world.

I welcome setting up of a Railway Safety Authority as a statutory regulatory body to focus on tracks, bridges, signalling, etc. I suggest that recommendations of the Authority be made binding, not persuasive. Otherwise, it would be like any other authority which only makes recommendation without implementation.

Secondly, Sir, the Minister projects Rs. 39,100 for signalling and telecom works in the next five years. But, money given for 2012-13 is just Rs. 2,002 crore. At this rate, you would provide only Rs. 10,000 crore. From where is he going to get the remaining Rs. 20,000 crore? I request the Minister to explain this.

Sam Pitroda Committee recommended for providing Rs. 5.6 lakh crore for modernisation in five years, but the Ministry has provided only Rs. 63,000 crore. With no special budgetary support from Finance Minister, how the Minister is planning to pool the resources may kindly be explained. Railways have thousands of acres of prime land. I suggest that this land can be commercially exploited even through PPP mode to mobilize resources to complete not only the on-going projects but also the newly announced ones. Like Nizamuddin station, the same thing can be done in Tirupati.

Sir, the Minister announced that 6,500 kms would be electrified with an estimated cost of Rs. 6,872 crore, fill up one lakh vacancies, construct 1,000 new stations, would modernise 19,000 kms, take up doubling works of 750 kms, 100 stations would be modernised like airports, but is silent from where he is going to get money. Last year, the Ministry has not spent even 50 per cent of what was allocated. With only Rs. 24,000 crore as budgetary support against the demand for Rs. 40,000 crore, I ask how the Minister would complete all these projects. Sir, the maintenance of Operating Ratio is the key for the well-being of the Railways. The Operating Ratio was 92.3 per cent in 2010-11, but shot up to 95 per cent. The Budget sets a target of 84.9 per cent and wants to break the record of 74.7 per cent recorded in 1963-64. I ask the Hon. Minister as to how he will achieve this, as the people are opposing the fare hike.

[Shrimati Gundu Sudharani]

Sir, my party and I oppose the hike in fares which ranges from 20 per cent to 150 per cent. Secondly, the Railways have already done a revision in the name of rationalisation of freight traffic before the Budget to earn Rs. 20,000 crores. So, I request the Hon. Minister to roll back the hike which has hit the poor and the common man who are already suffering due to price rise and inflation.

Sir, the South-Central Railway is one of the top three revenue-earning zones for the Railways which earns more than Rs. 9,000 crores. But, it has been neglected in the successive Railway Budgets. I will give an example which will show how deeply South-Central Railway has been neglected. In 1997-98, the survey was completed for Akkannapeta-Medak railway line. Now, after 14 years, it has been included in the Budget. Like that, surveys for 39 railway lines were completed about 40 years ago and they are still pending. We don't know when they will get *Moksha*.

Sir, if you look at the allocation to the on-going railway lines in Andhra Pradesh, it is going down. Normally, the allocations would go up, but in the case of Andhra Pradesh, they have come down. For example, allocation in 2010-11 was Rs. 423 crores for 15 on-going projects. In 2011-12, allocation came down to Rs. 350 crores, and in the present Budget, the Minister has given just Rs. 223.5 crores. I fail to understand as to why the Railways are giving step-motherly treatment to Andhra Pradesh. I demand that, at least, Rs. 1000 crores be provided to these 15 on-going railway line projects. In the same way, for six doubling projects, in 2011-12, Rs. 186 crores were allocated and now, this amount has come down to Rs. 116 crores. So, I also request the Railway Minister to provide sufficient funds to these projects.

The Government of Andhra Pradesh has proposed 23 trains, but the Minister has announced only six trains for the reasons best known to him. We are not sure that even these would start running in the current year. Secondly, the Minister has announced some of the stations in Andhra Pradesh as Aadarsh stations. But, will the Hon. Minister please tell us as to what is the fate of already declared Aadarsh stations? For example, Warangal was declared as Aadarsh station earlier, but still, the work has not been completed. In the same way, Secunderabad was proposed to be upgraded to the international level, but nothing tangible has been done so far. Warangal is a historical city and is one of the largest cities in Telangana. So, the demand for facilities at Warangal station is genuine, as they yield more revenue for the railways. I request the Hon. Minister to take up the following works immediately in my district.

The Chief Minister of Andhra Pradesh, in a meeting with the MPs and the Railway Minister, had assured that land would be given for a coach factory at Kazipet because in the last Budget, they had declared a coach factory. Telangana is a backward region

and a coach factory is very much needed. But, there is no mention about the same in this Budget. The Chief Minister had also promised this. It is a long-pending demand. I do not know why it has not been taken up. There is Congress Government both, at the Centre and in the State. So, the Railway Minister should pursue the issue with the State, get the land and start the work for setting up a coach factory immediately, which is very important for the people of Telangana region.

Three pit lanes should be added in the Kazipet Junction to cope with heavy traffic.

Like Secunderabad station, Warangal station requires another entry on the rear side to bring down the pressure on the front side.

Then, there is another demand. Kazipet Junction is the main link between South and North regions of India. It is the main research centre. It is a long-pending demand and a wish of the people to see Kazipet as a Railway Division. It is an old demand and everyone expects this to be done. But, there is no mention about this in the Budget. I request the Minister to announce this.

There is no sufficient staff strength at all the 11 loco sheds at Kazipet. I request to increase the same.

I request for sanction of a periodical overhauling shed at Kazipet which would facilitate quick overhauling of locomotives.

I request the Hon. Minister to consider the demand to upgrade Kazipet Railway Hospital to the level of a sub-divisional hospital. Sir, in the absence of a Foot-over Bridge at Warangal, the passengers and people are facing a lot of problems. I request that a Foot-over Bridge, which does not require much money, be immediately sanctioned for Shivnagar to be built from the front side of Warangal station. An ROB was sanctioned over railway gate, but work has not commenced. Sir, I request that this may be started this year itself. One more ROB is very much required at Shivnagar in Warangal because only one ROB is there and the traffic has grown manifold in the Warangal city. Sir, lift and escalator facility has to be provided at Warangal and Kazipet railway stations for aged and handicapped people.

Sir, I welcome the third line between Kazipet and Vijayawada, but it is incomplete without the inclusion of Kazipet and Secunderabad stretch as it helps the trunk route. So, I request the Minister to approve even this small stretch.

I request the Minister to add one ladies compartment in trains which pass through Warangal as there are thousands of ladies who shuttle between Warangal and their workplace at Hyderabad daily. In the absence of a special ladies compartment, the ladies are finding it difficult to travel, and, it is a genuine problem being faced by the working women and also other ladies.

[Shrimati Gundu Sudharani]

[1.00 P.M.]

Sir, the Railway Budget is clearly putting more burden on the States. Railways is asking the States to share 50 per cent of the cost of the project. My State has not earmarked any money for railway projects in its Budget this year. So, how can we expect that the Railways would take up the projects announced in this Budget this year and how long the people of Andhra Pradesh have to wait to fulfil their dreams?

With these words, I request the Hon. Minister once again to consider the above proposals sympathetically and with a big heart. Thank you.

THE VICE-CHAIRMAN (SHRI TARIQ ANWAR) : Thank you. The House is adjourned till 2 o' clock.

The House then adjourned for lunch at two minutes past one of the clock.

The House re-assembled after lunch at two of the clock.

### **BUDGET (RAILWAYS) 2012-13 (CONTD.)**

THE VICE-CHAIRMAN (SHRI TARIQ ANWAR) in the Chair

श्री श्रीगोपाल व्यास (छत्तीसगढ़) : धन्यवाद उपसभाध्यक्ष जी। आपने मुझे संकटग्रस्त रेलवे पर कुछ विचार प्रकट करने के लिए अवसर दिया है। रेल संकटग्रस्त है कि नहीं, परन्तु उसको चलाने की जिन पर रेल मंत्री के नाते जिम्मेदारी है, मैं उन लोगों के दीर्घ जीवन की कामना करता हूँ। जब मैं पूरे प्रकरण पर सोच रहा था, तो मुझे कुछ उदाहरण याद आया। संस्कृत साहित्य में एक ऐसा सुभाषितम् है कि एक भँवरा पुष्प में रस ग्रहण करने के लिए रात्रि में घुसता है। वह सोचता है कि प्रभात होगी, सूर्य खुलेगा और फिर यह कमल खिल जाएगा और मैं मुक्त हो सकूँगा। शायद कालिदास ने इसी पर कुछ लिखा है।

रात्रिर्गमिष्यति भविष्यति सुप्रभातम्  
भास्वानुदेष्यति हसिष्यति पंकजश्रीः।  
इत्थं विचिन्तयति कोष्ठगते द्विरेफे  
हा हन्त हन्त नलिनीं गज उज्जहार॥

प्रभात होने के पहले ही एक हाथी ने सम्पूर्ण पुष्प सहित उसको पूरा निगल लिया। मैं कह नहीं सकता हूँ कि हमारे परम मित्र त्रिवेदी जी पर लोग कितना कुछ काव्य लिखेंगे या लिख रहे होंगे, लेकिन उन्होंने स्वयं रेल मंत्री के नाते अपनी व्यथा और रेल की जो स्थिति है, उस पर मैं सोचता हूँ कि एक प्रकार से स्पष्टता से विचार करते हुए, कुछ योजना बनाने की कोशिश की और उसका क्या हश्र हुआ, वह आप हम सब जानते हैं। परन्तु मैं उनके भाषण से ही अपनी बात कहने जा रहा हूँ। उन्होंने रेल की संरक्षा, आधुनिकीकरण, सुदृढीकरण, **capacity augmentation, operating ratio** को कम करना, इत्यादि विषयों पर गहन चिंतन किया, ऐसा लगता है। दस वर्षों में उनको 14 लाख करोड़ रुपयों की आवश्यकता होगी। समितियाँ बनाकर अपने एक्सपर्ट लोगों से उन्होंने जो परामर्श प्राप्त किया, उसका प्रावधान करने की कोशिश की है। इस कोशिश के लिए मैं उनको धन्यवाद देता हूँ।

मैंने उनके भाषण को पढ़ा है, उन्होंने इस बीच में काफी राज्यों में जाकर विचार-विमर्श किया, बहुत-सी संस्थाओं से मुलाकात की और उनसे आवेदन भी लिए। तरह-तरह की अनुशंसाओं के साथ लगभग 3000 आवेदन उनको प्राप्त हुए। उनमें से सबसे अधिक आवेदन यात्री सुविधाओं और कर्मचारियों से संबंधित हैं। यदि वे यात्रियों की सुविधाओं से ज्यादा संबंधित हैं, तो फिर किराया बढ़ाने की क्या तुक है? सबसे अधिक यात्री या उनके जो संगठन हैं, वे इसी बात की चिन्ता करते रहते हैं। चलिए किराया बढ़ाए बिना आपके मन में आगे की जो योजनाएँ हैं, उनको पूरा करना संभव नहीं दिख रहा है, तो किनका किराया बढ़ाया जाए, यह भी तो सोचना चाहिए। ऐसे वर्ग, जो पैसा खर्च कर सकते हैं, जो एसी-1 या एसी-2 में चलते हैं, उनका किराया बढ़ाए, परन्तु आपने सामान्य स्लीपर इत्यादि का भी किराया बढ़ा दिया। दिखने में तो वह एक-दो पैसा होगा, किन्तु जब उसका पूरा हिसाब लगाया जाता है, तो न जाने वह कितनी बड़ी राशि होती है।

मेरी मांग है कि केवल ममता जी के कहने से ही नहीं, देश की जनता की वास्तविक स्थिति यह है कि देश के 25% लोग दिन भर में मुश्किल से केवल दो समय का भोजन ही कर पाते हैं। आपसे इतना निवेदन है कि जहाँ ऐसी स्थिति है, वहाँ रेल किराये बढ़ाए जाने पर आप जरूर पुनर्विचार कीजिए और गरीब जनता का ध्यान रखिए।

आपने सैम पित्रोदा और काकोदकर कमेटी बनाई, उसमें जिन बातों पर विचार किया गया, उसमें सबसे ज्यादा चिन्ता उन्होंने रेल पथ पर की है। इतने लम्बे समय से रेलें पड़ी हैं, उनकी क्या स्थिति है? दुर्घटनाओं का कारण क्या उनकी वह स्थिति ही तो नहीं है? क्या उनका ठीक से रख-रखाव और बदलाव हो रहा है, वेल्डिंग हो रहा है, प्वाइंट मशीन्स ठीक से ऑपरेट कर रही है? आपको इतनी सारी बातों की चिन्ता करनी पड़ेगी। सिग्नल और दूरसंचार व्यवस्था पर भी आपको कुछ करना होगा। यह एक बड़े महत्व का पहलू है। जितनी दुर्घटनाएँ होती हैं, उनमें रेलवे सिग्नलिंग बड़े महत्व का विषय है।

मैं रेलवे कमेटियों में भी रहा हूँ और अभी भी रेलवे कन्वेंशन कमेटी में हूँ। इस संबंध में मेरा अपना अनुभव रहा है। एक बार मैंने उस कमेटी में यहाँ तक कहा और मुझे कहना पड़ा कि जब रेलवे कन्वेंशन कमेटी बनी थी, वह इस आशा से बनी थी कि रेलवे से कुछ पैसा वापस प्राप्त करके सरकार की निधि में जोड़ा जाए। परन्तु आज रेलवे की जो स्थिति है, उसमें क्या उस कमेटी को बदलना पड़ेगा या बन्द करना पड़ेगा? जब हम रेलवे कन्वेंशन कमेटी में काम कर रहे थे तो इन स्थितियों पर भी हमें बोलना पड़ा था। अभी भी, 29 तारीख को भी कमेटी की मीटिंग है, उसमें क्या-क्या विचार होगा, वह मैं नहीं कह सकता हूँ, परन्तु वास्तविक स्थिति यह है।

जहाँ तक चल स्टॉक का सवाल है, इसकी हालत भी बहुत खराब है। अनेक स्थानों पर जब हम दूर जाने वाली गाड़ियों के बारे में पूछते हैं कि उनमें खाने-पीने का डिब्बा क्यों नहीं है, जबकि आपने कहा था कि 1000 किलोमीटर या उससे दूर जाने वाली गाड़ियों में हम इसकी व्यवस्था करेंगे। लेकिन कई ट्रेनों में 1300, 1500 या 2000 किलोमीटर तक जाने वाली गाड़ियों में भी ये डिब्बे नहीं हैं। कई जगह तो उठाने के लिए माल भी उपलब्ध है, लेकिन आपके पास डिब्बे ही नहीं हैं। इसलिए चल स्टॉक का जो रिक्तमंडेशन किया जाए, उस पर भी गंभीरता से सोचने की जरूरत है। इसके लिए कारखाना बनाने और बढ़ाने की भी जरूरत है।

यदि आपको कोई और जगह नहीं मिलती है, तो आप छत्तीसगढ़ में आ जाइए, जहाँ से मैं आता हूँ। वहाँ आपको स्थान, सुविधा, बिजली, सब कुछ प्राप्त हो जाएगा। हमारे नारायणसामी जी सामने बैठे हैं, वे जानते हैं कि छत्तीसगढ़ ऐसा राज्य है, जहाँ 24 घंटे बिजली उपलब्ध है। अच्छा होता कि यहाँ कोई विद्युत मंत्री भी उपस्थित होते। छत्तीसगढ़ वह राज्य है, जहाँ पर 24 घंटे बिजली है और वहाँ आप जिस

[श्री श्रीगोपाल व्यास]

प्रकार का भी कारखाना लगाना चाहते हों, आपका स्वागत है। इस बार भी जब पुराने रेल मंत्री वहाँ आए थे, अब उन्हें पुराना बोलना पड़ रहा है, उस समय उन्होंने वहाँ के मुख्य मंत्री जी के साथ बैठक की थी, हम सब लोग भी उस बैठक में उपस्थित थे। मुझे बताने में बड़ी प्रसन्नता है कि बहुत ही अच्छे वातावरण में वहाँ बातचीत हुई। हम लोगों ने, अर्थात् मुख्य मंत्री जी ने, राज्य की ओर से आपको जो कुछ भी सहायता चाहिए, जमीन चाहिए या अन्य सुविधाएँ चाहिए, वे सब कुछ देने के लिए आपको आश्वासन भी दिया था।

सर, जब मैं छत्तीसगढ़ की बात करता हूँ, तो मैं सदन का भी ध्यान इस ओर खींचना चाहता हूँ कि यदि आप रेलवे का नक्शा निकालेंगे तो एक सबसे बड़ी डॉटेड लाइन आपको दिखेगी, जिसको हम लोग रावघाट योजना कहते हैं, जो दुर्ग से होकर लौह अयस्क की खदानों को जोड़ने वाली रेल लाइन है। वह बहुत समय से पड़ी है। वहाँ राज्य सरकार ने पैसा देने के लिए हाँ कहा है, दिया भी है और वहाँ भिलाई का जो इस्पात कारखाना है, उसने भी सहमति दी है तथा अनेक स्थानों पर आपको भूमि प्राप्त हुई है। अब आप पर्यावरण विभाग से जल्दी से उसकी अनुमति लेकर उसको जल्दी-से-जल्दी पूरा करें। वह बस्तर के विकास के लिए भी बहुत आवश्यक है, जो एक नक्सल प्रभावित क्षेत्र है। आखिर जब तक हम वहाँ रेलगाड़ियाँ नहीं ले जाएँगे, तब तक उसका विकास कैसे होगा? यह एक प्रकार का चक्कर है। हम कोशिश करें, हम वहाँ सुरक्षा बल लगाएँ और रेल लाइनें बिछाएँ तथा उसके विकास का मार्ग खोलें। बस्तर के बारे में, छत्तीसगढ़ के संबंध में, कांग्रेस के हमारे वरिष्ठ नेता, श्री मोती लाल वीरा जी ने और भी बहुत कुछ कहा है। जैसे-जैसे विषय आगे बढ़ेगा, मैं भी उनमें से कुछ बातें आपको जरूर कहूँगा।

मैं आपको एक-दो बातों के लिए विशेष रूप से धन्यवाद देना चाहता हूँ। उनमें से एक यह है कि आपने अयोध्या को आदर्श स्टेशन बनाने की घोषणा फिर से की है। पता नहीं, आपने ऐसा पहले भी किया होगा, लेकिन यदि आपने फिर से नहीं किया है और पहली बार ही किया है, तो आपको बहुत-बहुत धन्यवाद। अयोध्या इस देश की सप्त-नगरियों में से पहली नगरी है। यह भगवान श्री राम की जन्मभूमि है। यह सारे संसार को आदर्श जीवन का पाठ सिखा देने वाले भगवान श्री राम की जन्मभूमि है। उसको आप आदर्श स्टेशन बनाइए। यदि न बनाया, तो मुझे बहुत दुख होगा। मैं अब से चार-पाँच साल पहले जब उस ज़ोन की मीटिंग हुई थी, उस मीटिंग में इस बारे में कह चुका हूँ। मैं स्वयं अयोध्या में गाड़ी से नीचे उतरा तो देखा कि वहाँ जगह बहुत कम है और बहुत कम गाड़ियाँ वहाँ ठहरती हैं जबकि वहाँ लाखों यात्री आते हैं। पता नहीं तीर्थ स्थानों के बारे में आपकी क्या योजना है? बहुत-से मंत्री यहाँ आकर कहते गए कि हम इसको जोड़ेंगे, उसको जोड़ेंगे, नांदेड़ को जोड़ेंगे, पटना को जोड़ेंगे और अमृतसर को जोड़ेंगे। आपने द्वारिका को सोमनाथ से जोड़ने की जो योजना बनाई है, उसके लिए भी आप धन्यवाद के पात्र हैं। इन तीर्थ स्थानों पर लाखों लोग जाते हैं। लोग वहाँ बारहों महीने जाते हैं। मैं आपको एक उदाहरण दे रहा हूँ। एक गाड़ी जोधपुर से जगन्नाथपुरी चलती है। यदि कोई ट्रेन चार-पाँच राज्यों में से होकर जगन्नाथपुरी जाती है, तो आप कल्पना कीजिए कि बारहों महीने उसमें भीड़ रहती है और आप है कि आप इसको सप्ताह में केवल एक दिन ही चलाते हैं। मैं अनेक बार इस बात की माँग कर चुका हूँ, लिखित में भी पूछ चुका हूँ और मैं आपको फिर स्मरण दिलाना चाहता हूँ कि आपने कहा है कि शायद उसके लिए पर्याप्त डिब्बे या जो कुछ भी है, उसकी कमी है। वहाँ पर लाइन है, गाड़ी आ रही है, लेकिन उसकी बारम्बारता आप नहीं बढ़ा रहे हैं। उसको सप्ताह में एक बार से दो बार भी नहीं कर रहे हैं। मैं तो कहता हूँ कि यदि आप उसे रोजाना कर देंगे तो आपको इतने यात्री मिलेंगे कि आप उनको ट्रेन में भर नहीं सकेंगे। इस बात पर आप बहुत गौर कीजिए। जब आप जगन्नाथपुरी को उड़ीसा, छत्तीसगढ़, मध्य प्रदेश, राजस्थान राज्यों से जोड़ते हैं, तो आपको इस विशेष रूप से ख्याल करना पड़ेगा। ...**(व्यवधान)**...

**एक माननीय सदस्य :** उनका ध्यान इस ओर है?

**श्री श्रीगोपाल व्यास :** नहीं, वे बहुत ध्यान से मेरी बात सुन रहे हैं। मुझे वहाँ बैठे सब लोगों पर बहुत भरोसा है।

मैं आपको दूसरा धन्यवाद इस बात के लिए देना चाह रहा हूँ कि आपने बंकिम बाबू के जन्म स्थान में एक संग्रहालय बनाने का विचार किया है। इस देश में "वंदे मातरम" स्वाधीनता-संग्राम का बहुत बड़ा समर्थ देशव्यापी नारा रहा है। वह भले ही सदियों पहले किसी मठ या मन्दिर के संदर्भ में लिखी गई कविता है, परन्तु पूरे देश के लिए स्वाधीनता आन्दोलन का एक महामंत्र बनी थी। उस "वंदे मातरम" के रचयिता के जन्म स्थान नैहाटी में आपने एक संग्रहालय बनाने का जो विचार किया है, इसके लिए आप धन्यवाद के पात्र हैं।

सर, मैं कुछ देख रहा था कि इसी बीच हमारे एक मित्र ने एक बात कही है, बीकानेर को छत्तीसगढ़ से जोड़ने के बारे में। भूगोल तो हमारे रेल मंत्री जी को जरूर याद होगा, उनके सहायकों को याद होगा। जोधपुर से पुरी जाने वाली गाड़ी के बीच में जोधपुर के पास मेड़ता रोड नामक एक स्टेशन आता है। वहाँ से आप बीकानेर के लिए उसमें डिब्बे लगा सकते हैं और एक गाड़ी भी चल सकती है। अभी आपने बीकानेर को किसी स्थान से जरूर जोड़ा है, परन्तु मैं अपने साथी की ओर से यह बात आपको फिर से कह रहा हूँ।

**उपसभाध्यक्ष (श्री तारिक अनवर) :** व्यास जी, बी.जे.पी. के अभी चार स्पीकर्स बचे हुए हैं।

**श्री श्रीगोपाल व्यास :** अभी मेरे पास और कितना समय है, सर?

**उपसभाध्यक्ष (श्री तारिक अनवर) :** जितना जल्द हो, अपनी बात खत्म करें, क्योंकि आपकी पार्टी से चार स्पीकर्स अभी बचे हुए हैं।

**श्री श्रीगोपाल व्यास :** महोदय, मैं जल्दी ही अपनी बात समाप्त करता हूँ समय का स्मरण दिलाने के लिए आपको धन्यवाद देता हूँ। मैं साधारणतया अनुशासन से चलता हूँ। अभी छत्तीसगढ़ के बारे में कुछ बातें कह कर अपनी बात समाप्त करूँगा। मैंने देखा कि 700 किलोमीटर की 45 नई लाइनों के बारे में सोचा गया है, उनमें छत्तीसगढ़ का एक भी नाम नहीं है, 800 किलोमीटर के आमाम परिवर्तन के लिए सोचा गया है, उसमें भी छत्तीसगढ़ शून्य है, जबकि रायपुर-धमतरी लाइन आमाम परिवर्तन के लिए थी। मुझे मालूम है कि इसके लिए 225 करोड़ रुपए व्यय की सूचना वहाँ के जोनल ऑफिस ने बोर्ड को भेजी है। सर्वेक्षण के बारे में मोती लाल वोरा जी ने बहुत बातें कहीं थीं, मैं उसमें एक बात और जोड़ना चाहता हूँ। पूर्व रेल मंत्री जी जब रायपुर आए थे, तो यह बात हुई थी कि रायपुर को राजनंद गाँव से मेट्रो से जोड़ने की योजना बनेगी। मैं आपको इस बात का स्मरण दिला रहा हूँ और कहना चाहता हूँ कि कम से कम उसका सर्वेक्षण तो किया जाए। आप सर्वेक्षण की सूची में कृपा करके इसको जोड़ लीजिए।

मैंने यह भी देखा कि मूल्यांकन के लिए योजना आयोग को पृष्ठ 42 पर जो सूची भेजी है, उसमें भी केवल तीन चीजों का नाम है। मैं दोहरीकरण के बारे में भी देख रहा हूँ कि छत्तीसगढ़ राज्य को बहुत कम स्थान मिला है। राज्यों के सहयोग से बहुत बड़ी योजना चलाने की बात है, जिसका अभी मैंने जिक्र किया था। दिल्ली-राजहरा से लेकर जगदलपुर तक की योजना की बात है। उसको आप राज्य के सहयोग चलाएंगे, लेकिन राज्य तो आपको सब प्रकार के सहयोग देने के लिए तैयार है। मैं सोचता हूँ कि इस पर आप गंभीरता से चिंतन करें। पूर्व रेल मंत्री वहाँ गए थे और उन्होंने वहाँ बातचीत की थी। मैं कहना चाहता हूँ कि नए रेल मंत्री महोदय भी सभी राज्यों में जाएं, फिर से बातचीत करें और उन्हीं बातों को नोट करके आगे बढ़ने की कोशिश करें। यह मेरा निवेदन है।



[श्री श्रीगोपाल व्यास]

आपने हमें लिखित सूचना दी है कि रायपुर और बिलासपुर में escalator और rams बनेंगे। कृपया आप इसको पूर्ण कीजिए। आपने बिलासपुर-पटना (साप्ताहिक) एक ट्रेन चलाने की बात जोड़ी है, उसके लिए आपको धन्यवाद देता हूँ। एक ट्रेन दुर्ग से जगदलपुर वाया टिटलागढ़ भी आपने जोड़ी है, उसके लिए भी मैं आपको धन्यवाद देता हूँ। आपने फेरों की वृद्धि के बारे में भी कुछ कहा है। मैं आपको स्मरण दिला रहा हूँ और आपके लाभ के लिए कह रहा हूँ कि एक गाड़ी पुणे से गोंदिया आती है और यहाँ घंटों तक पड़ी रहती है। दुर्ग के निवासियों ने हमें लिख कर दिया है कि यदि वह गाड़ी वहाँ पड़े रहने की बजाए दुर्ग तक आएगी, तो इससे रेलवे को बहुत सारे यात्री और बहुत सारे काम मिलेंगे। मैं सोचता हूँ कि इतना ही कह कर मैं अपनी बात समाप्त करूँ, लेकिन यहाँ एक पद्धति चल पड़ी है कि आखिर में कोई न कोई कविता बोलनी चाहिए इसलिए मैं उसका अपवाद नहीं बनना चाहता हूँ। मैं कोई कवि नहीं हूँ, फिर भी एक कविता सुना रहा हूँ :

"दिनेश अस्त होने पर मुकुल कैसे खिल गए,  
धन्य राजनीते! आज अपने पराए हो गए।"

धन्यवाद, महोदय।

THE VICE-CHAIRMAN (SHRI TARIQ ANWAR) : Ms. Sushila Tiriya, not present. Shri Salim Ansari, not present.

SHRI T. K. RANGARAJAN (Tamil Nadu) : Thank you Mr. Vice Chairman, Sir. Former Railway Minister, Shri Dinesh Trivedi who presented the Railway Budget with the support of Chairperson Soniaji – he has written in his speech – he also received support from the leader of the Trinamool Congress, Miss Mamata Banerjee. Above all, he received inspiring guidance from the Prime Minister. Alas! he was clean bowled. He was worried about the safety of the Railways. He never imagined that his own safety as the Railway Minister was in peril.

Shri Dinesh Trivedi has mentioned in his speech "safety, safety, safety" thrice. What has happened? People are watching the puppet show conducted from Kolkata and Chennai. The showmasters are in Kolkata and Chennai. They are not in Delhi.

Sir, the Railways is sick. In 2009-10, after paying dividend and making other payments, it is left with Rs. 75 lakhs. In 2010-11, it was announced that there would be an excess of Rs. 4,105 crores, but it was only Rs. 1,405 crores. The Minister correctly stated in his speech that the Indian Railways stands at the crossroads at the present moment. But who is responsible for that? Now the question is : how safe and how comfortable is the journey for passengers? In the Sleeper Class you find company with bugs and cockroaches. The same is the case with cleanliness of toilets, whether it is a superfast train or a passenger train. The Railway Ministry treats everybody equal. They don't differentiate between super class, AC First Class and ordinary class. They treat the passengers travelling from Chennai to Delhi or passengers travelling from Trivandrum to Delhi equally. Passengers travelling in any part of India are suffering. The toilets are stinking. Twenty million passengers pay money for travel and suffer.

There are about 32,735 level crossings in India, according to the report. Out of this, 14,896 are unmanned level crossings. You can see that even after the Eleventh Five Year Plan - we have completed the Eleventh Five Year Plan; of course, there was some Plan holiday in-between - the same situation is continuing. Approximately, 15,000 people die every year in rail accidents, and at unmanned level crossings. Is it not a shame to us? It is a shame to us. There are a lot of plans. There is no dearth of plans and there is no dearth of Committee reports. There are so many Committees. But the Plan Targets are not met and Committee recommendations are not implemented. It is only pretention that everything is implemented. Sir, while we talk of safety for which you have appointed Committees, should we not take into account the working hours of certain categories of railway workers working in vulnerable places? In the Railway Document, the Minister has congratulated the railway employees. I thank him for that. But what is happening today? Even today the loco running staff, the gatemen, and even the station workers, work for 12 hours a day. Will this not jeopardize the safety? After all, they are human beings. There are Committees on how to control the working hours. But the Committee recommendations are never implemented. I request the Railways Minister, Hon. Shri Mukul Roy, if he continues in his job, to ensure only eight hours of work for these categories.

So far as women employees are concerned, I am happy to see women employees working in workshops, whether it is in Basin Bridge Yard or Cochin Yard or Ernakulam Yard. Wherever I went, I saw women employees working there. It is really very good. They take on hardwork side inside a cabin, inside an engine, inside a diesel engine. I approached the women workers and asked, "What is your problem?" They don't have separate toilets. Do you require money from IMF? Can't you provide toilets for women employees? There is no restroom. In Parliament, we are talking about 33 per cent reservation for women employees. And you are not able to provide toilets for your own employees! It is for the first time that women are taking up jobs in workshops. Previously, they were only typists and clerks. I request the Hon. Railways Minister to kindly look into these issues. These are very vital issues. I would like to mention about one other thing here. The Government did implement the Fifth Pay Commission recommendations. One such recommendation was that hostels for single women should be provided. I want the Hon. Minister to tell the House, while replying, as to how many single women's hostels have been constructed so far. As far as my information goes, in the Southern Railway, there is no hostel for women. The Fifth Pay Commission recommendations are for the benefit of your own employees. But if you are not able to protect your own employees, if you are not able to give safety to your employees, how can the general public expect that you will protect their interests? Sir, another good thing has happened in the Sixth Pay Commission recommendations. The Sixth Pay Commission has recommended Child Care Leave for women employees. It is a very good recommendation. But that is not implemented here. It is so because vacancies

[Shri T. K. Rangarajan]

are not being filled up and, hence, there are no relievers. If women employees are given this Child Care Leave, then, there are no substitutes available to do the work. So, be it the Fifth Pay Commission or the Sixth Pay Commission, as far as women employees are concerned, it is silent on issues relating to them. Supposing they go on agitations, then, action is taken against them, and they are even dismissed.

Then, Sir, yesterday, my colleague, Shri Jinnah, had requested for several new trains. I support his demand as new trains are very much required. In my opinion, the Southern Railway is very much neglected. There is no double line. Also, electrification is very slow. In addition to what he has suggested, I would like to add that there should be a Daily Express Train from Bangalore to Nagercoil and from Nagercoil to Bangalor, *via* Madurai and Dindigul. In these Southern districts of Tamil Nadu, a lot of employees pass through these areas...

THE VICE-CHAIRMAN (SHRI TARIQ ANWAR) : Please conclude.

SHRI T. K. RANGARAJAN : Yes, Sir. Sir, there should be more special trains for Melmaruvathur. It is a pilgrimage spot, and for darshan of the God there, around 50,000 people go there every year. Previously, 350 special trains were sanctioned for Melmaruvathur. But, slowly, they are reducing the trains. I want the Minister to enhance the number of trains. I want him to maintain the 350 level. This will be of great help to people who go to the temple there.

Then, Sir, as regards double laning of the railway line between Villupuram and Dindigul, we want the Minister to allocate more funds. They have allocated only Rs. 2 crores. There should be a speedy implementation of the Villupuram-Thanjavur guage conversion work. Allocation is there. They do allot funds. But if the estimate is Rs. 200 crores, then, they allot Rs. 1 crore.

Finally, Sir, I have come to know that in the other House the Hon. Minister has withdrawn the hike in passenger fares. I thank him and I compliment him for that. I would request him that, while replying to be debate here, he should withdraw the freight hike that was made before the Budget. So, it creates inflation. Let him not create inflation. There is one thing proposed by the Minister when he made his Budget Speech.

THE VICE-CHAIRMAN (SHRI TARIQ ANWAR) : Please conclude.

SHRI T. K. RANGARAJAN : Final word, Sir. I oppose the fuel adjustment component on passenger fare and also the independent Tariff Regulatory Authority proposed in the Budget and I request the Minister not to implement these as these are anti-people. Every month passenger fares would go up. They would not wait for the Budget. The diesel prices would increase. Already, the Finance Minister is on record

that after the Budget they are going to decontrol the diesel. So, I request the Minister to please scrap those paras from his speech, or, withdraw them, and save the railway passengers and the railway employees.

Thank you, Sir.

DR. JANARDHAN WAGHMARE (Maharashtra) : Thank you for giving me this opportunity to speak on the Railway Budget.

First of all, I thank the Railway Minister for presenting a very imaginative and proactive Railway Budget. I appreciate his concern for the *aam aadmi* also. Sir, I am not going to deal with the various points in the Budget. I would like to draw the attention of the Railway Minister to the railway projects in Maharashtra that have been lingering for quite a long time because adequate Budget had not been provided in the preceding Railway Budgets; it has also not been provided in this year's Railway Budget. It is the feeling of the people of Maharashtra that the Ministry of Railways has been persistently neglecting the legitimate demands of the Maharashtra State. However, the current Budget has done some justice to Mumbai for which we are thankful to the Hon. Railway Minister. But Sir, Mumbai is not the whole of Maharashtra. Delegations under the Hon. Chief Minister of Maharashtra have met the Hon. Prime Minister and also the Hon. Railway Minister, but in vain. The Chief Minister of Maharashtra has been writing letters to the Railway Minister but those projects are not being given due attention. The ongoing projects too have not been given priority in the Railway Budget. Ahmadnagar-Beed-Parli, Gajnar (261 km), Wardha-Nanded *via* Yavatmal-Pusad (270 km), Manmad-Indore *via* Malegaon-Dhule-Shirpur-Nardana-Sendhwa-Mhow (350 km), Vadasa Desaijanj-Aarmori-Gadchiroli (approx. 50 km), Gadchandur to Adilabad line on Manikgadha-Nanded Road; these are the ongoing projects. But, Sir, unfortunately, no Budget has been provided and there is no possibility of the completion of these projects. Sir, the Maharashtra Government has decided to share 50 per cent of the expenditure. I think this is the only State which has come forward in this regard.

Sir, Marathwada is the most backward region in Maharashtra. Ahmadnagar-Beed-Parli-Vaijanath railway line goes across this backward region called Marathwada. Its length is only 261 kms. It should be given the utmost priority. It will prove to be the lifeline for the backward region of Marathwada. I earnestly request the Hon. Railway Minister to make substantial Budget provision for this project which will change the destiny of this backward region. Baramati-Lonand and Amravati-Narkhed, these two also are the ongoing projects; these should be completed as early as possible. Projects of gauge conversion and doubling are also equally important.

Sir, the distance between Latur Road to Nanded is only 100 kms. If Nanded and Latur Road are linked by a railway line, Marathwada will be linked with the rest of India. We are happy that a survey of this line has been undertaken. Solapur-Aurangabad

[Dr. Janardhan Waghmare]

railway line *via* Osmanabad should be undertaken. This will, of course, entail this region to be industrialized. I know, there is a financial crunch. But, we need prioritization along with the scrupulous planning. Ways and means of increasing the revenue should be explored. If there is a will, there is a way. Hon. Railway Minister is a man of will and, I am sure, he will show the way out.

I draw the attention of the Hon. Railway Minister to the urgency of the railway projects in Maharashtra. Nearly 35 projects are pending. Maharashtra Government shall bear 50 per cent of the expenditure. MNREGA also can be used for this particular work and that has been done in Maharashtra.

Sir, the local trains in Mumbai are in a shambles. Mumbai train service is really in crisis. The local trains in Mumbai should be modernized as early as possible. Sir, our Railways have many challenges to face. We have to address the safety issues urgently. Modernization of the Railways is the need of the hour. The Railway Ministry has appointed a high-level safety review committee under the chairmanship of Shri Anil Kakodkar. It has also appointed an expert group for modernization of the Indian Railways under the chairmanship of Shri Sam Pitroda. Their recommendations, when submitted, should be implemented without delay.

Sir, the Railways is an engine of development. It is one of the strong drivers of our economy. The Indian Railways is also a major service provider. Our Railways should come up to the level of the global standards. The Railways should be developed having a road map containing parameters based on the principle of equality. We do not have any parameters, it seems. Therefore, we have to give a serious thought to this.

With these points, I conclude, Sir. Thank you.

THE VICE-CHAIRMAN (SHRI TARIQ ANWAR) : Thank you. Now, Shri Derek O'Brien. It is his maiden speech.

SHRI DEREK O' BRIEN (West Bengal) : Mr. Vice-Chairman, Sir, I am new here. Sir, I work on television where we do things short. So, 7-8 minutes would be okay.

Mr. Vice-Chairman, Sir, the circle of life is indeed an intriguing and fascinating subject. I myself have experienced this circle of life sitting here yesterday in this august House when 52 of my senior colleagues did goodbye. Sitting here in the back benches, I heard them with great interest. The more I heard, the more I learnt that there was so much to be learnt from the experience here for six years. May I first bid a warm goodbye to those who are saying goodbye with the wish that we see them here

soon? This indeed is the circle of life because after 52 Members retired or moved yesterday, here is a new Member making his first speech in this august House.

Sir, I have been moved to make my maiden speech on this subject for a few reasons. First, a personal reason, and, then, professional reasons. On the personal reason front, in this wondrous democracy, I represent the State of Bengal, a State which has just emerged from a long and desperate battle for true freedom and for true democracy. It is, indeed, a wondrous democracy because I belong to a community which in the entire country has about one lakh people. It is a small community, called the Anglo-Indian Community. I don't represent the Anglo-Indian Community; I represent the State of Bengal in this House. But the Anglo-Indian Community has a long and glorious history of being associated with the Indian Railways. In fact, not only associated, some say, they played a glorious role in building the Indian Railways, with railway colonies from Chakradharpur to Kharagpur to Bilaspur. So, it is a matter of great pride that I have the privilege of speaking on this subject today. And, at a very personal level, my mother will be more happy today than my father because her entire family, for the last two generations, only worked in one organisation, i.e., the Indian Railways.

Sir, on the professional front, why I say I am, indeed, privileged to make my maiden speech on the Indian Railways is because my first "public assignment" was given to me by the former Railway Minister, Km. Mamata Banerjee, in 2009. I had never been in any public office before that; I was in politics for nine years. But that was my first public office for two years, from 2009 to 2011. I had to resign from that post in 2011 because after that I became a Member of Parliament. That was indeed where one got an opportunity to understand, to learn and to listen a lot of what the Indian Railways had to do and what they had to offer. I was made Chairman of the Passenger Services Committee. In my tenure there for two years, I had the good fortune of travelling to 13 of the 17 Railway Divisions. Actually, originally, there were 16 Divisions. When the Kolkata Metro got added, it became the 17th Division. So, those two years were great learning years, and great years, in a small way, to understand what the Indian Railways was all about.

Sir, may I quote just a line from the Budget Speech? I quote, "I would like to reiterate my strong conviction and belief in the phrase 'safety never sleeps', as emphasized by Mamata Banerjee all along." This was from the Budget Speech. I think that safety is the core issue of the Indian Railways; of that, there can be absolutely no doubt. This is not something which has suddenly sprouted in the last one week or one month, but it is an area of focus now for many, many years.

THE VICE CHAIRMAN (PROF. P. J. KURIEN) IN THE CHAIR

So, like the Railway Safety Authority or the anti-Collision Devices or the Early Train Warning Systems, which have been piloted in certain zones, these safety measures

[Shri Derek O' Brien]

are indeed most welcome. The argument that raising passenger fares will solve all problems of safety, is a fictitious argument; it is an absurd argument; and it is an argument which borders on gimmickry. Sir, Rs. 4,000 crores is what raising passenger fares would bring into the Railways, and, I think, we need to look elsewhere to raise Rs. 4,000 crores. I have two other issues to debunk this argument put forth where passenger fares going up will make safety disappear. There are two things. One, think about those passengers travelling from far-flung places. Let us say, a person is going from Guwahati to Bangalore or a person is going from Imphal to Trivandrum. The farther you travel, the more you pay. Telescopic rate structuring is better still; it would have been a much better option. The second one which has caused me much hurt and causes us much concern is when you have to present something, gimmicks last for a few days. Ideas and big ideas endure the test of time. It is almost like saying that the price of mango has gone up by four paise. When actually if you look at the fine print, then you will find that the price of mango has not gone up by four paise on a k.g., but it has gone up on ten grams of mangoes. So, there are issues not only with the content but in terms of the manner in which it is presented and there is no question about it that the fares which affect the most common people. This is not for once a week; this is not for their holiday which they go once in a year. This is for that daily passenger who boards the Bardhaman Local every day, six days a week. That fare is for someone who boards the Virar Fast and goes from Church Gate to Virar or to Panvel or who hubs on from Kanjivaram and Egmore station and then changes his train every day *via* Central. These are very serious issues. There is no question of touching those fares and all in the guise of increasing four thousand crores or bringing in revenue of four thousand crore of rupees and the worst still set up a travel regulatory authority to empower them to take away the power of the Indian Railways. Mr. Vice Chairman, Sir, so much on the passenger fares and why they need not to be touched and so much on the point that you cannot use this facetious argument of saying that once you increase the passenger fares all your safety will go out. Let me make some positive suggestions as to how you can get four thousands crores of rupees, which, in fact, is a fair target, without upsetting passengers and the common people. Sir, over the years the railways has allowed itself to be marginalized in the freight business. My humble submission today is that the railways need to relook at freight. There needs to be a paradigm shift in how the railways look at the freight business now. Sir, let me say something about railway freight business. I am not a technical person but I have understood it over the years and I would urge every hon. Member of this House to hear me with a little bit of patience. Sir, through you, because this is the actual core issue about freight. Now coming to the freight business in the railways, if you want to move goods from 'A' to 'B', you would need your goods to be at least 3500 to 4000 tonnes. That is a lot of tonnage. The railways are losing business to road transport and other transports because,

you cannot book one railway wagon. One railway wagon means you want to move about 60 tonnes of goods. If you want to book, let us say, even 300 tonnes of goods from point 'A' to point 'B', you have to book five railway wagons. Will you allow doing that? No. It is because the Indian Railways has a rule and it says 'bulk', that is, 3000 to 4000 tonnes. It is just to give you an example. The Food Corporation of India moves 45 million tonnes of foodgrain. What is the total weight of foodgrain moving across the country? It is 250 million tonnes. Sir, my submission is that it is a great area where the railways can look for Rs. 4,000 crores. It is 45 million as opposed to 250 million. Look at cement. Cement now moves about 90 million tonnes through the railway network and the total cement moving is about 230 to 240 million tonnes. So, the first and the focus area, may I humbly submit, Sir, is what we call a roll-on-roll-off experiment. A roll-on and roll-off experiment is simple and it has already happened on the Konkan Railway. This allows loaded trucks to be carried by the Railways, and if this is handled properly, this can be a solution to an intractable problem of losing block rake traffic to road consistently. Then, the people who are moving traffic by road actually become your partners. They become your collaborators, and they move together. Sir, in its white Paper, the Indian Railways, in fact, had committed itself to achieving an annual growth of ten per cent in its freight business. The Budget has also laid emphasis on achieving ten per cent. But, surprisingly, the freight target set in the Budget is one thousand million tonnes. This reflects a growth, Sir, of not ten per cent, of not nine per cent, but a growth of 5.7 per cent and therein lies the problem. That is why, I would urge the new Railway Minister to focus on the freight rates. The freight rates, as they are, are rationalized. They are fine, but to use more innovative ideas to try and make the freight, bring in more revenue. Sir, there is also this issue of Railway Board. The Railway Board already has members. There are, in fact, two proposals lying there, one for the Railway Member (Stores and Signals). These have been lying there, I believe, for the last ten years. Those two Railway Board slots have not been filled. Now we come up with an idea which says, now you put someone for marketing and public private partnership. That will again add to the confusion and it will not be of any use. The last point I want to make, Sir, before I sum up, is this. The first one was that the passenger fares need to come down. We cannot burden the poor. Look for 'do not link the hike of passenger fares to sell an argument of safety'. No right thinking person will make safety a second priority. It is safety which is a priority, but not at the expense of putting up passenger fares. The second one is, please use innovative methods in freight in the existing environment, and the third, Sir, is something even more basic. Is the Indian Railways, and I put this question through you, Sir, because this is the question which we really need to ask ourselves, a commercial entity alone or do the Indian Railways also have a role of playing a part in corporate social responsibility? This is very, very clear, Sir, that the Indian Railways has a social role to play. There are so many companies today, who are putting away three per cent and four per cent of their...



THE VICE CHAIRMAN (PROF. P.J. KURIEN) : I know that it is your maiden speech, but your time is going to be over.

SHRI DEREK O' BRIEN : Sir, just one minute.

THE VICE CHAIRMAN (PROF. P. J. KURIEN) : Okay.

SHRI DEREK O' BRIEN : sir, there are many private companies who put away one per cent, two per cent of their turnover for corporate social responsibility. So, that can easily be done. So, this Rs. 3000 or 4000 crores is no big deal. Sir, to conclude, when we are doing the Railway Budget and we are going forward, I would urge the new Minister to open his eyes, which, perhaps has been done, to open his mind, which, perhaps, has been done, but, more crucially, for the people of this country, to open their hearts too. Thank you.

SHRI S. S. AHLUWALIA (Jharkand) : Sir, I just want to comment on what Mr. Derek O' Brien said. While starting his maiden speech, he said 'I represent a small community, Anglo Indian community'. We all belong to smaller, smaller communities and that becomes a homogenous big mass. When we achieved freedom under Article 336, there was a provision during the first two years after the commencement of this Constitution.

THE VICE CHAIRMAN (PROF. P. J. KURIEN) : Please do not give any speech.

SHRI S. S. AHLUWALIA : No, no; I am reading the Constitution, Sir. If I can't read the Constitution here in Parliament, then, where should I read, Sir? Sir, Article 336(1) says, 'During the first two years after the commencement of this Constitution, appointments of members of the Anglo-Indian community to posts in the railway, customs, postal and telegraph services of the Union shall be made on the same basis as immediately before the fifteenth day of August, 1947.' And, every second year, it will be enhanced. The proviso says, 'Provided that at the end of ten years from the commencement of the Constitution all such reservations shall cease.'

SHRI DEREK O' BRIEN : No, no. Sir, let me clarify this.

THE VICE CHAIRMAN (PROF. P. J. KURIEN) : No, no. I don't want to convert it into a discussion.

SHRI DEREK O' BRIEN : Sir, allow me to clarify ...(*Interruptions*)... Sir, I am here as the representative of West Bengal and from Trinamool Congress ...(*Interruptions*)...

THE VICE CHAIRMAN (PROF. P. J. KURIEN) : Ahluwaliaji. No, no.

SHRI S. S. AHLUWALIA : Sir, listen to me.

THE VICE-CHAIRMAN (PROF. P. J. KURIEN) : There is no scope for discussion ...(*Interruptions*)... Why do you bring it now? ...(*Interruptions*)...

SHRI S. S. AHLUWALIA : Sir, you have not heard my concluding sentence ...(*Interruptions*)...

THE VICE CHAIRMAN (PROF. P. J. KURIEN) : But, what is the relevance here? ...(*Interruptions*)...

SHRI S. S. AHLUWALIA : Sir, my concluding sentence is ...(*Interruptions*)... The point is, reservation for Anglo-Indians is under Article 331. My contention is, Anglo-Indian representative of Trinamool Congress started his maiden speech on railways, posts and communications. That was my contention; nothing more than that. I am not against your speech, Mr. O'Brien ...(*Interruptions*)... You are expert. Your community is expert.

DR. M.S. GILL (Punjab) : Sir, I never asked you for permission to speak in between. Sir, Derek has spoken and he is going to be here for many, many years. First, his name is Derek O' Brien. That is the pronunciation. इन्हें ओबराय न बना देना। He is O' Brien. I had spent six long years in a Mussorie Catholic School. And, I do want, since he made his maiden speech, to make one comment for the House to know. The Anglo-Indians have been the finest sportsmen of India, leave the railways alone.

SHRI S. S. AHLUWALIA : That is right.

DR. M. S. GILL : And, ask me. My school is St. George in Mussorie. The hockey teams which won 1932 and 1936 Olympic with Dhyanchand had four out of eleven boys from my school and all were Anglo-Indians. And, a boy called Duglas Mylne from Kolkata was there when I was in that school. He was national champion in many sports. So, they are Special.

THE VICE CHAIRMAN (PROF. P. J. KURIEN) : Anyway, all are citizens with equal rights.

DR. ASHOK S. GANGULY (Nominated) : Hon. Vice Chairman, Sir, it is indeed my privilege that every time - I get up, on rare occasions to speak - you happen to be in the Chair.

THE VICE CHAIRMAN (PROF. P. J. KURIEN) : That is good.

DR. ASHOK S. GANGULY : It is very good and I am very fortunate. So, I hope you will bear with me for the next few minutes.

THE VICE CHAIRMAN (PROF. P. J. KURIEN) : But, you will not get more time.

3.00 P.M.

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND THE PENSIONS AND THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANSAMY) : When you sit there, he gets more time, but other Members are not getting the time ...(*Interruptions*)...

THE VICE CHAIRMAN (PROF. P. J. KURIEN) : See, the Minister himself is complaining.

DR. ASHOK S. GANGULY : Sir, I did not quite hear him, but thank you very much.

First of all, I would like to join Mr. O'Brien in wishing a farewell to all the retiring Members. I extend a warm farewell to them, especially to Shri Ahluwalia who has been the life and spirit of the House. He is not listening to me. अहलुवालिया जी, मैं आपके बारे में बता रहा हूँ। आपको बधाई हो। आप सदन में जो रौनक लाए हैं, वह रौनक रहेगी, because of your wisdom, your sense of humour and, possibly, because of your sense of disruption which I will not compliment. But, Sir, along with you, I compliment the retiring Members, because they have shared a lot of their wisdom with this House. You led some of the brigade and I compliment you for your leadership and wish you all the best.

Hon. Vice Chairman, I wonder, as a common citizen of this country, why should Railways be singled out other than as a tradition of our colonial masters, to have a separate Budget. It is an activity which is as important as agriculture, infrastructure and as everything else. I am not questioning the fact as to why should there be the Railway Budget. But, I think, we should all raise the issue of what is so special about railways when compared to many other things. However, I must compliment the Hon. Former Minister, Shri Dinesh Trivedi, for having continued the tradition of his predecessors in going into the heart and mind of the Indian Railways Institution, which employs 1.4 million Indians, is possibly, a pre-eminent institution beyond the slightest doubt. However, I will only comment on a few general issues because other Hon. Members are commenting on specific issues and all of us the biggest priority of the railways continue to be the safety. The maximum number of accidents occur at unmanned level crossings. In the year 2012, a country still having unmanned non-automatic railway crossings, I think, is indeed shameful because 50,000 people die every year due to accidents at unmanned crossings. So, the emphasis on safety, above everything, is, I think, preeminent and profound.

I must compliment the hon. former Railway Minister; and, his successor who will take the portfolio because two very important committees were appointed - Dr. Kakodkar Committee and the Sam Pitroda Committee. The recommendations of these

committees are non-partisan and expert advice for the benefit of Railways and the passengers. I hope, in the coming years, the hon. Railway Minister will give topmost priority to the recommendations made by these two eminent leaders and their committees; and, they will find a place of prominence in the priorities after 'safety'. The Sam Pitroda Committee's recommendations for modernization of Indian Railways will require an investment of Rs. 5.6 lakh crores. The sources and usage of such large funds is an analysis which this House deserves to know in greater details. Are we going to be able to afford like expense? Are the recommended modernization projects going to be undertaken? What is the timeframe in which the modernization plan will be done?

The second recommendation is to set up a Modernization Mission, which will be reporting to the Railway Board and which recommends public-private partnership, which is an eminently sensible proposal. For the Government, to take on every task in this day and age is not only impractical, but also causes delays as it is always short of resources.

Thirdly, there are already a very large number of pending projects. I think, the Railway Minister owes to this House to explain some of the major delays which are concerned with the safety of passengers and the raising of revenues. Why are these critical projects being delayed? What are the key priorities of modernization? How are they going to be tackled?

Then, there are two other issues. In Mumbai, six million people travel every day by local trains to earn their living. I do not know what is the situation in Kolkata. It may not be dissimilar in Kolkata. The condition of local travellers, especially in Mumbai, is quite pathetic. We treat people almost like cattle to pile upon those trains. They face a great difficulty to earn their livelihood. Everyday there are accidents. There is huge over-crowding. Women are harassed. I think, something has to be done for local train travel, not only in Mumbai but also in most of the metropolis cities because that is the source of livelihood.

I think, security of passengers on long-distance trains another is fundamental and tragic issue. Keeping in mind the frequent dacoities, the rapes, the pillages that take place, the Railway Protection Force has to be improved, has to be modernized. While it is neither a State subject nor a Central subject, but above all it is a subject for India and Indians, which must be dealt with a sense of urgency.

Now, there is a very great controversy whether the increased revenue should come from passengers or freight or from both. I am in full sympathy with those passengers who are given food under the Public Distribution System. They are the class which should continue to be cased for even in railway travel. During an earlier debate, I had suggested that those who travel in the comfort of AC First Class and

[Dr. Ashok S. Ganguly]

other upper classes must pay more for more cleanliness, more hygiene, better food supply and above all better security. If they are prepared to pay for air travel, why not pay for higher class travel by train? So, my request to the hon. Minister is, certainly, you raise the rates for freight; certainly, you compete with the road transport, but do not pamper or subsidise those who are able to afford to pay and those who want to travel in greater comfort. Provide them the comfort, provide them the safety - safety should be for everybody - but if you are giving them extra comfort, extra exclusivity, kindly make them pay. Do not subsidise, for example, subsidise diesel, goods transport, etc., but do not subsidise those people who drive cars and should be able to afford to pay more. Therefore, while I do not wish get into any political debate of what is right or what is wrong, there are a number of positive elements in the Railway Budget for safety, modernization and raising revenues in the Budget. I strongly urge to take the good work that has been done and which is in continuation of the predecessor of the hon. Railway Minister as well. It is not all his doing; it has been doing on for years, since independence. Please modernise, please look forward, please do not use Railways as something that everybody has a right to have a free ride on. We must stop doing that. (*Time-bell rings*) Sir, when you are in the chair, I don't wish you to ask me to stop; I am always brief as usual. But I thank you for this opportunity to make my statement.

SHRI KUMAR DEEPAK DAS (Assam) : Sir, at the very outset, I convey my sincere gratitude for giving me time to speak on the Railway Budget. Sir, the Indian Railways network is spread over 64,000 kilometres. This is the world's third largest network. Out of a total of 64,000 kilometers of railway network, the North-Eastern Region has only 2,400 kilometres. Out of those 2,400 kilometres, 1,700 kilometres were built by the Britishers and the rest of 700 kilometres has been built by the Independent India, that is, during these 63 years of Independence.

Sir, coming to the Budget proposals, the outlay has been raised to Rs. 60,100 crores, while investment plan for the Twelfth Five Year Plan has seen a quantum jump, from Rs. 1,92,000 crores to Rs. 7,35,000 crores. My friend, Shri Derek O'Brien, has rightly pointed out that it has not given so much attention to the freight earnings. The Ministry has not paid enough attention to freight earnings which constitute a large share of the Railway earnings. The Railways carried 970 million tonnes of freight in 2011-12, but the target was something different. They missed the target of 995 million tonnes. Therefore, we strongly oppose the present passenger fare hike. Undoubtedly, the decision of imposing this burden on the *aam aadmi* has been taken to cover up the inefficiencies of the railway authorities, that has led to the bankruptcy of Railways. Again, the present concept of passenger fare hike on kilometre basis will affect mostly those poor passengers who travel from far corners of the country like Assam, Tripura, Arunachal Pradesh, Mizoram in the North Eastern Region and Northern India like

Delhi or Southern States. It is, therefore, urged upon the Minister of Railways to roll back the hike in passenger fares; otherwise, arrange for a special concession in fares for the passengers of the North-Eastern States. Sir, I now come to the status of those projects which have been declared 'national projects' by this Ministry earlier. The Ministry had declared some national projects in the North-Eastern region. The first one is Rangia Murkongselek gauge conversion. It was declared a national project during 2006. But the present conversion work is progressing at a very slow pace. This Railway line is covering two-three backward districts of India, namely, B.T.C., Lakhimpur and Dhemaji, which are also flood-prone districts. The target date of completion of this project is not yet met, and it is delaying. Again, the two new trains have been announced. It is interesting. Two new trains have been announced between Kamakhya and Tezpur via Rangia and Rangapara. But the gauge conversion work on this line has not been completed till date. Though the new Railway Budget has declared three new trains, but two trains which were declared earlier by the previous hon. Minister in her Budget speech have not been started yet.

Then I come to the Tertiary-level Multi-speciality Hospital. It has been said by the hon. Railway Minister in 2010-11 that 'there will be Tertiary-level Multi-speciality Hospitals in Rangapara, Guwahati and Bongiagaon.' But, Sir, this Budget does not say anything about this proposal. There is no reflection on that declaration status in this Budget.

Another National Project is the Bogibeel Bridge Project. This project was declared a national project in 2006. But, at present, the construction work on only 8-9 main posts have been started in the river though the number of posts supporting the structure is 36. The completion year of this project is also being extended every time. Once functional, the Bogibeel Bridge will help in accelerating the development of two backward districts of the country, i.e., Dhemaji and Lakhimpur, including Arunachal Pradesh. It is due to the poor allocation of funds to the project. The Budget proposal which has been announced by the hon. Minister does not include these projects.

Sir, the long-standing demand of double tracking and electrification of the Railways in the North-Eastern Region is still an illusion. The requirement of more superfast trains between Mumbai-Dibrugarh, Chennai-Dibrugarh, Howrah-Guwahati and Guwahati-Bangalore is not being considered in the Budget announcements. Even though our hon. Chief Minister made some requests, in writing, to the hon. Railway Minister, but the Railway Minister has not considered them even for those projects. This is the fate of the North-Eastern region people. This is what is happening. This shows the kind of attention that is being given to the North-Eastern people.

Sir, we need a second Railway bridge over Brahmaputra connecting Guwahati and Amingaon. ...(*Time-bell rings*)... I am just finishing, Sir. The status of this project

[Shri Kumar Deepak Das]

is very poor. The survey was done 12 years ago, but this project is still pending with the Railway Ministry. Moreover, this Budget also does not include this Railway bridge. If we go to Guwahati today, we have to wait for half-an-hour in Amingaon to cross the Brahmaputra river because there is no double line. Only single-line railway bridge is there. So, there is a need of second Railway bridge. It was conceptualized 12-13 years ago, but it has not been materialized till date. ...(*Time-bell rings*)... I am just concluding, Sir.

THE VICE CHAIRMAN (PROF. P. J. KURIEN) : Please conclude.

SHRI KUMAR DEEPAK DAS : Sir, the Ministry has completed the survey of a new railway line from Jogighopa-Barpeta-Hajo to Amingaon. But this Budget has not included this project this time also. So, I request the hon. Railway Minister to, at least, include this new Railway line from Jogighopa to Amingaon *via* Barpeta-Hajo this time because these are all historical places of Assam.

Sir, while concluding, I would like to make only one request. The Railways do not need any money for the implementation of this project. We want a change of nomenclature for only two trains; one is, the Puri Express, which runs between Guwahati and Puri. We have been demanding for a long time that Puri Express should be named after Sankardev, who was a great philosopher and reformer of this country. Then, one new train has been introduced between Dibrugarh and Kolkata. That train should be named after Dr. Bhupen Hazarika. That is our request.

With these words, Sir, I conclude.

SHRI TARUN VIJAY (Uttarakhand) : Sir, I would like to make just a single-line comment here. I fully support the hon. Member's views, but it is really shocking the way the Government has totally neglected the North-East. Their India ends at the borders of Kolkata!

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) : Now, Dr. Barun Mukherji.

DR. BARUN MUKHERJEE (West Bengal) : Thank you, Sir, for accommodating me, which you always do. Let me make some comments on the Railway Budget, which, of course, I cannot deal with in detail due to paucity of time.

Sir, the Indian Railways are in the midst of a tense drama, having been contributed by the presentation of the Railway Budget for 2012-13 with proposals of steep passenger fare hike, almost after a decade, followed by forced resignation of the Railway Minister, appointment of a new Railway Minister and then, discussion on the Railway Budget in both the Houses of Parliament. All these ups and downs in the context of the Railways are, no doubt, unprecedented in parliamentary history. But, at the core of the drama, there always lies a great concern about the financially bankrupt position of the Railways

as well as its present vulnerable safety standards. Change of Ministers is, primarily, a matter of their Party and the UPA-II Government. But the concern about the finances and the safety position of the Railways is definitely a matter that concerns the whole country. The people are, therefore, anxiously waiting to see in which way their concern would be adequately taken care of.

Incidentally, we may note a strange coincidence relating to the aforesaid drama. The last Railway Minister, Shri Dinesh Trivedi, took oath on 12th July, 2011, just preceded by a railway accident near Kanpur on 10th July, 2011. Again, the present Minister, Shri Mukul Roy, had taken oath on 20th July 2012, and was welcomed by another railway accident occurring at an unmanned level crossing on North-Eastern Railways, on the same day, that is, on 20th July, 2012 itself. This strange coincidence seen in the Railway Ministers' oath taking and the occurrence of the railway accidents symbolically indicates that railway safety and security is at stake, which must be taken care of on a priority basis by the incoming Ministers.

While presenting the Railway Budget for 2012-13 on 14th March, 2012, the then Railway Minister, Shri Dinesh Trivedi, had himself said, "I am not at all satisfied with the safety standards at the moment." Just within a week of his announcement, another rail accident took place on the 20th March, 2012. The basic question, therefore, arises as to what has caused this lack of safety in the Railways and who is responsible for it. It also, shockingly, reminds us of the hollowness of the claims so long made about the excellent growth of the Railways. Under the spell of the vibrating impulse of witnessing the inauguration of a galaxy of new trains every now and then, the steadily eroding safety standards of the Railways were forgotten temporarily. What the Expert Committee has to say about it? The High Level Safety Review Committee headed by Dr. Anil Kakodkar, former Atomic Energy Chief, has hauled up the Railways for introducing new trains without creating the necessary infrastructure. Equally critical is the other Committee, namely, Expert Group for Modernisation of Indian Railways, headed by IT expert, Dr. Sam Pitroda. He said that the Centre will have to release a whopping Rs. 250,000 crore as gross budgetary support for infrastructure development in the next five years. The Report reveals that Railway Ministers paid no attention to infrastructure development in the last decade. Incidentally, it is noted that both these expert Committees were appointed by the Railway Ministry itself. Dr. Kakodkar Committee submitted its Report on 17th February, 2012 and Dr. Pitroda Group submitted its Report on 27th February, 2012, whose recommendations entail an estimated investment of Rs. 5.60 lakh crore.

These Reports have presented a realistic picture of the present state of affairs of the Railways, which, at least, could not justify the populist programme of starting many many new trains without caring for safety and infrastructure development during the last couple of years.



[Dr. Barun Mukherjee]

We presume that the present Railway Budget has been prepared keeping in view the aforesaid expert Committees' findings and, hence, has frantically tried to increase its earnings to pay for safety and infrastructure development. The obvious result is steep hike in passenger fares of all classes of all trains, from sub-urban local trains to long-distance Mail and Express trains. We can not support this hike in fares because resulting enhanced burden of cost of rail travel will hard hit the travellers, particularly the poor and the middle-class families. It is not fair and not a balanced approach of the Railway Minister to try to make up in one jump the loss incurred due to their own wrong policy followed during the last decade. So, I urge upon the hon. Railway Minister to rationalize their fare-hike proposals and roll back the enhanced fares of all the lower classes of the passenger and Mail Express trains.

In this connection, we must also keep in mind that the Railways has also hiked the freight rates just one week before placing the Budget. Moreover, this freight hike is effected in case of foodgrains and fertilizers, which again is causing higher inflation. The Railways must not add fuel to the fire to cause further inflation.

All that is needed is better management of Railways, innovative measures other than fare and freight hike to be found to increase revenues and generate further source of earning to continue year-long regular programme of safety and infrastructure developments. Expenditure control, rather more particularly wastage control, should always be aimed at. The alarming current Operating Ratio of 95 per cent must be improved, which is targeted in the Budget to 84.9 per cent in 2012-13. The Railways can not overcome its present shattered financial position until and unless it improves its Operating Ratio, at least, to its previous good position of 75 per cent. (*Time-bell*).

Railways is one of the biggest national assets. It must not be subjected to populist indiscriminate unplanned expansion, rather it should be properly maintained with care and safety, and development should go hand in hand together.

THE VICE CHAIRMAN (PROF. P.J. KURIEN) : Ms. Sushila Tiriya, as Mr. Avinash Rai Khanna has to catch the flight, you may speak after him. Now, Shri Avinash Rai Khanna.

श्री अविनाश राय खन्ना (पंजाब) : सर, सबसे पहले मैं रेलवे का देश में जो महत्व है, उसके बारे में यह कहना चाहूँगा कि यह देश का इतना बड़ा डिपार्टमेंट है कि यह अपना बजट स्वयं पेश करता है और पास करवाता है। आज यह सिर्फ भारतीय रेल नहीं है, बल्कि अंतर्राष्ट्रीय रेल है। यह दो देशों को जोड़ने वाली रेल है। यह भारत और पाकिस्तान को जोड़ती है, इसलिए रेलवे से लोगों की आशाएँ और इच्छाएँ बहुत ज्यादा हैं। कई लोगों ने रेलवे को देश की लाइफ लाइन भी कहा है। जब आशाएँ ज्यादा होती हैं, तो फिर लोगों की अपेक्षाएँ भी बहुत रहती हैं, लेकिन आज रेलवे की security, रेलवे में सफर करने का आनंद तथा रेलवे में टिकट खरीदने से लेकर सफर तय करने तक इंसान को कई दुविधाओं से गुजरना पड़ता है।

सर, मैं एक न्यूज पेपर पढ़ रहा था, उसमें लिखा था कि रेलवे स्टेशन पर यात्रियों को शिकायत पुस्तिका नहीं मिलती है। उसमें बताया गया है कि शाहदरा में विकलांगों के लिए 6 काउंटर हैं, लेकिन ये काउंटर दो बजे बंद हो जाते हैं। अगर शाम को किसी को ट्रेन पकड़नी है, तो विकलांगों को भी बाकी सब काउंटर पर जाकर धक्के खाने पड़ते हैं और जो शिकायत पुस्तिका है, वह Station Superintendent के पास रहती है, जबकि उसके ऑफिस के बाहर लिखा है कि किसी को अंदर आने की आज्ञा नहीं है। इसका मतलब यह हुआ कि कोई भी व्यक्ति उस शिकायत पुस्तिका को नहीं ले सकता है।

सर, मैं आपके माध्यम से रेल मंत्री महोदय का ध्यान इस ओर दिलाना चाहता हूँ कि समाचार पत्रों में रेलवे के प्रति कुछ शिकायतें, कुछ सुझाव छपते हैं, उनके ऊपर जरूर गौर करें। खासतौर पर जब रेलवे बजट आता है, उससे पहले सभी अखबार अपनी-अपनी अखबारों में संबंधित राज्यों की क्या-क्या समस्याएं हैं, उनके लिए एक स्पेशल एडिशन निकालते हैं। मैं चाहता हूँ कि मंत्री महोदय उस पर जरूर गौर करें।

सर, मैं जिस एरिया से आता हूँ, वह फिरोजपुर रेलवे डिवीजन में पड़ता है। फिरोजपुर एक ऐतिहासिक डिवीजन है। यह डिवीजन जम्मू कश्मीर से लेकर फिरोजपुर तक को कवर करता है, लेकिन फिरोजपुर डिवीजन होने के बावजूद भी फिरोजपुर स्टेशन का जो हाल है, वहाँ जो दुर्दशा है, उसको शब्दों में बयान करना भी मेरे लिए मुश्किल है। कई बार स्टेशनों की security के लिए CCTV कैमरे लगाने की भी बात कही गई, लेकिन अभी तक सिर्फ दो स्टेशनों यथा अमृतसर और जम्मू में ही CCTV कैमरे लगाए गए हैं।

सर, आज लाखों लोग अमृतसर की यात्रा करते हैं, क्योंकि वह सिर्फ पंजाब का नहीं, हिन्दुस्तान का नहीं, बल्कि वर्ल्ड का एक धार्मिक स्थान है। यहाँ पर श्री हरमंदिर साहब, दुर्गियाना मंदिर, जलियांवाला बाग और बाघा बॉर्डर है। इस संबंध में मेरा एक सुझाव है, उसमें रेलवे का कोई खर्च नहीं होगा, लेकिन आपके इस प्रयास से करोड़ों लोगों की भावना रेलवे से जुड़ जाएगी, वह यह है कि वहाँ पर दुर्गियाना मंदिर है, लाखों लोग उस मंदिर में माथा टेकने जाते हैं। आप किसी भी ट्रेन का नाम दुर्गियाना मंदिर के नाम पर रख दीजिए, जैसे पश्चिम एक्सप्रेस वहाँ जाती है, अगर उस ट्रेन का नाम दुर्गियाना मंदिर के नाम पर रख देंगे, तो करोड़ों लोग आपको धन्यवाद देंगे। इससे आपका कुछ नहीं बिगड़ेगा, लेकिन इससे जनता को बहुत फायदा होगा। मुझे आशा है कि रेल मंत्री महोदय जब बोलेंगे, तब वे इस बात को अवश्य add करेंगे।

सर, daily passenger जो मुश्किलें फील करते हैं, मैं उनके बारे में बताना चाहता हूँ। आज modernisation का समय है, innovation का समय है, मेरे साथी दीपक जी आज अपनी maiden speech दे रहे थे, तो उन्होंने भी innovation की बात कही है। ज्यों-ज्यों रेलवे आदमी की जरूरत बनती जाती है, त्यों-त्यों सुविधाओं में विस्तार करना होता है। मेरा ख्याल है कि आपकी पृष्ठभूमि भी कहीं न कहीं गाँव की रही होगी। जितने भी छोटे स्टेशन हैं, वहाँ पर प्लेटफार्म इतने नीचे हैं कि अगर वहाँ किसी बुजुर्ग या विकलांग को उतरना हो, तो वह बिना सहारे नहीं उतर सकता है। आप phase-wise प्लानिंग करके उन सभी प्लेटफार्मों को ऊँचा करने का प्रयास करें, ताकि वहाँ पर यात्री आराम से उतर सकें। Secondly, मैं उन बातों को दोहराना नहीं चाहूँगा, उन डेटा को दोहराना नहीं चाहूँगा कि unmanned crossings के ऊपर कितने एक्सिडेंट्स हो रहे हैं। मैं नॉर्वे गया था, जहाँ पर मुझे यह अनुभव हुआ कि वहाँ पर रेल लाइन तो थी, लेकिन हमारे यहाँ जैसे वहाँ के रेलवे फाटक पर न तो कोई हट बना था और न वहाँ कोई लम्बे-लम्बे बैरियर्स थे। हमने पूछा कि यहाँ ट्रैफिक कैसे रुकता है? उन्होंने बताया कि यह ऑटोमैटिक रेलवे फाटक है। जब ट्रेन आने का समय होता है, तब उसके दो-तीन मिनट पहले यह फाटक ऑटोमैटिकली बन्द हो जाता है और जब ट्रेन चली जाती है, तब यह फाटक खुल जाता है। मैं

[श्री अविनाश राय खन्ना]

समझता हूँ कि जो **unmanned railway crossings** हैं, उनको आप **manned** इसलिए नहीं कर रहे हैं कि खर्चा आपके ऊपर बहुत पड़ रहा है, तो इसके लिए आप एक **innovative** रास्ता सोचिए। अगर यहाँ ऑटोमैटिक फाटक लग सकते हैं, तो हम उसके लिए प्रयास क्यों नहीं कर रहे हैं? इसलिए कृपा करके इसको कीजिए, क्योंकि आदमी की जिन्दगी ज्यादा जरूरी है। सरकारें पैसा कमाने के लिए नहीं, बल्कि जनता को **benefits** देने के लिए होती हैं। आज इसके कारण जितने एक्सिडेंट्स यहाँ-वहाँ हो रहे हैं, अगर आप इसको रोकने के लिए **innovatively** सोचें, तो यहाँ पर ऑटोमैटिक फाटक लगाने की चेष्टा करें।

मैं एक और बात आपके ध्यान में लाना चाहता हूँ। दो-तीन केसिज़ तो मेरे ध्यान में हैं कि जब किसी गाँव या शहर का विकास होता है, तो वहाँ सीवरेज या वाटर सप्लाई की लाइन डालने के लिए रेलवे क्रासिंग्स को क्रॉस करना होता है। उसके लिए आप पूरा पैसा जमा कर लेते हैं, आप एस्टिमेड मँगवा लेते हैं, लेकिन उस म्युनिस्पल्टी या उस डिपार्टमेंट को परमिशन लेने के लिए बार-बार आपके ऑफिस में धक्के खाने पड़ते हैं। इसलिए, कृपया आप इसको **time bound** कीजिए कि जब किसी डिपार्टमेंट को नीचे से रेलवे क्रॉस करनी हो, तो आपका डिपार्टमेंट इतने समय में उसको परमिशन देगा। अगर आपकी परमिशन में डिले होती है, तो उस प्रोजेक्ट की कॉस्ट बढ़ जाती है और फिर आप कहते हैं कि इतना पैसा और जमा कराओ। इस तरह से वह प्रोजेक्ट **complete** नहीं हो पाता। होशियारपुर और गढ़शंकर, जहाँ का मैं रहने वाला हूँ और जो कि मेरा गाँव है, वहाँ के पैसे जमा करवाये हुए दो-दो, तीन-तीन साल हो गये, लेकिन रेलवे से वह परमिशन आज तक नहीं मिली, इसलिए कृपया आप इसको **time bound** कीजिए।

दूसरी बात यह है कि मैंने यहीं पर आपसे एक क्वेश्चन पूछा था, जिसका जवाब आपने ही दिया था और आपने माना था कि बहुत से ओवरब्रिज, खासतौर से मैं पंजाब की बात करता हूँ, वहाँ बहुत से ओवरब्रिज हमारी गवर्नमेंट ने बना कर छोड़े हुए हैं। आपको वहाँ सिर्फ एक स्लैब डालनी है और वह स्लैब डालने के लिए आपके डिपार्टमेंट के पास समय नहीं है। वहाँ बार-बार इंस्पेक्शन के लिए जाने की **commitment** तो आपकी होती है, लेकिन वह पूरी नहीं होती। हमारे मुख्य मंत्री और डिप्टी मुख्य मंत्री हम सब एमपीज़ को लेकर आपके मंत्री जी से मिले थे। उन्होंने कहा था कि यह बात बिल्कुल ठीक है कि यह एक्सिडेंट का कारण बनता है। हमने जितने पुल दोनों तरफ बना रखे हैं, उनकी **condition day by day** खराब हो रही है, वे ढह रहे हैं और खत्म हो रहे हैं। इसलिए जो ओवरब्रिज हैं, उनको कृपया आप अपनी जिम्मेवारी समझते हुए जल्दी बनाने की कोशिश कीजिए ताकि आगे होने वाले नुकसान से बचा जा सके। ...**(समय की घंटी)**...

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) :** प्लीज़।

**श्री अविनाश राय खन्ना :** सर, एक-आधा मिनट।

एक बात और यहाँ आयी कि आपने जो डीएमयू ट्रेन्स चलायी हैं, उनमें टॉयलेट का प्रोविज़न नहीं है। यह हम मानते हैं, लेकिन जो डीएमयू एक घंटे से ज्यादा ट्रेवल करती हैं, उनमें कम से कम कोई एक्स्ट्रा डिब्बा अथवा कुछ भी लगा कर टॉयलेट का प्रोविज़न करने की कोशिश कीजिए।

पंजाब की एक बहुत ही पुरानी डिमांड है और वह यह है कि नवांशहर से लुधियाना जाने में सतलुज नदी को पार करना होता है और पुल न होने के कारण वहाँ कनेक्टिविटी नहीं बन पा रही है। अगर नवांशहर से वाया राहों, लुधियाना या खन्ना तक की एक कनेक्टिविटी हो जाए, तो बहुत-सा जो

ट्रैफिक है, उसको डायवर्ट करके हम लोगों को सुविधा दे सकेंगे और उससे रेल की मूवमेंट भी बढ़ सकेगी।

सर, अंत में मैं आपकी प्रॉपर्टीज़ के बारे में जरूर बात करूंगा। उस बारे में यहाँ दिल्ली में बैठे आपको शायद उतनी चिन्ता नहीं है जितनी चिन्ता लोकल बैठे लोगों को है। आपके करोड़ों के जो दरख्त हैं, वे स्टेशनों पर कटे पड़े हैं। मैं जब लोक सभा में था, तब इस बारे में क्वेश्चन उठाया था, उस बात को पाँच साल हो गये। अब मैं राज्य सभा में आ गया, लेकिन वह प्रॉपर्टी वहीं की वहीं पड़ी है। वहाँ एक हजार दरख्त थे, जो कि घट कर अब पाँच सौ रह गये हैं, लेकिन आपके डिपार्टमेंट को उनको उठाने की कोई चिन्ता नहीं हुई। ...**(समय की घंटी)**... सो कृपया अपनी प्रॉपर्टी को संभालिए, जो वहाँ कटे हुए दरख्त हैं, उनको उठवाकर काम में लाइए।

लास्टली, जो रेलवे स्टेशन के ऊपर आपके स्टोर हैं, उनकी पोजिशन भी पूरी ठीक नहीं है। लोग रेलवे से सामान भेजना ज्यादा पसंद करते हैं, क्योंकि किराया कम है और आराम से भी पहुंच जाता है। लेकिन सामान गायब होने के कारण वे अवॉयड करते हैं। कृपया इस ओर भी ध्यान दिया जाए। धन्यवाद।

**सुश्री सुशीला तिरिया (ओडिशा) :** डिप्टी चेयरमैन सर, धन्यवाद, आपने मुझे बोलने का समय दिया। **Sir, I will try to speak only on main points.** सर, मेरा यह कहना है कि हर साल की तरह इस साल भी रेलवे बजट पेश किया गया है। पार्लियामेंट के लम्बे अनुभव से मुझे ऐसा लगता है कि रेलवे बजट पेश करना एक ट्रेडिशन हो गया है। इसमें कुछ नई लाइनें, कुछ सर्वे, कम्प्लीशन, 'to be completed' रिपोर्ट वगैरह होता है तथा कुछ 60 करोड़ की बजट आउट-ले है और 24 करोड़ बजट में से मांगा है। सर, मैं केवल यह जानना चाहूंगी तथा बोलना भी चाहूंगी कि लम्बे समय से कोई भी रेल मंत्री हो, मैं इनकी तारीफ भी करूंगी, क्योंकि हमेशा लगातार मांग होने के बाद कुछ-कुछ मांगों को ही ये पूरा करते हैं, **just to satisfy emotionally.** किसी ने कहा है, संसद सदस्य लम्बे समय से मांग करते रहते हैं, वे नाराज न हो जाएं इसलिए उनको थोड़ा-बहुत दे दिया जाए। मैं माननीय मंत्री जी से कहना चाहूंगी कि इस तरह के लोगों के जो इम्प्रेशन हैं कि रेलवे घाटे में जा रहा है, बल्कि भारत में रेलवे विभाग ऐसा है जो फायदे में रहता है, घाटे में नहीं होता। इसको एक समय में रेलवे बजट सपोर्ट करता था।

रेलवे में नई नौकरी के लिए जो पब्लिसिटी होती है, उसमें भी लोग खुशी-खुशी एप्लाई करते हैं। लेकिन आज के दिनों में रेलवे में एम्प्लॉइज़ की संख्या ज्यादा हो रही है, जिसके कारण रेलवे घाटे में जा रहा है, जबकि उसे मुनाफे में जाना चाहिए। अभी इस ओर ध्यान नहीं दिया जाएगा तो आगे रेलवे का क्या भविष्य है, उसके सम्बन्ध में माननीय मंत्री जी ही बतला सकते हैं। इसलिए मैं उसके ऊपर ज्यादा नहीं बोलना चाहूंगी।

मैं इस संबंध में दो-चार प्वाइंट कहना चाहती हूँ। जैसे रेलवे को हमेशा सोशल डिजायरेबल और जैसे उसकी सोशल डिमांड या रेस्पॉन्सिबिलिटी भी होती है, क्योंकि पिछले रेल मंत्री ने कहा था कि हमारी इस ओर सोशल रेस्पॉन्सिबिलिटी भी है। ऐसी कुछ जगह हैं जहाँ पर रेलवे कनेक्टिविटी के लिए अभी भी इंतजार है। जैसे ओडिशा में बहुत से क्षेत्र हैं जहाँ रेलवे की कनेक्टिविटी नहीं है और जो टोटली माओवादी अफेक्टेड एरिया है, जहाँ पर कलेक्टर को किडनैप किया जाता है। अभी हाल में दो आस्ट्रेलियन टूरिस्ट को किडनैप किया गया, जो अभी तक लापता है। तो मेरा कहना यह है कि हम कब तक इस हाऊस में रेलवे बजट पर डिमांड करते जाएंगे, कभी यह उम्मीद नहीं की कि उसे अखबार में छापें या टेलीविजन पर उसको दिखाएं। कभी भी टेलीविजन पर नहीं दिखाया और न ही अखबार में ही छापा गया है, लेकिन हमारी ड्यूटी बनी है कि पूरे पार्लियामेंट के कैरियर में अपने लोगों के लिए कुछ बोलना है और अपने लोगों के लिए कह कर कुछ करवाना है। मैं धन्यवाद देना चाहूंगी पूर्व रेल मंत्री श्री जाफर शरीफ को

[सुश्री सुशीला तिरिया]

और माधव राव सिंधिया जी को, जिन्होंने उस क्षेत्र में एक कन्या का जन्म दिया। जो रुखसाबांद्री है, उसी कन्या के विवाह का समय अब आ गया है। मैं माननीय रेल मंत्री जी से निवेदन करना चाहूंगी कि विवाह का मतलब यह है कि उसके कम्प्लीशन का समय आ गया है। रुपसा से बारीपदा और बारीपदा से बुड़ामरा से चाकुरिया होता हुआ यह केवल 35 किलोमीटर आपको जोड़ना है। इससे मेन लाइन से बहुत सारी ट्रेनों में 250 से 300 किलोमीटर की दूरी कम हो जाएगी। इससे आपके रेल की कनेक्टिविटी उस क्षेत्र में बढ़ सकती है। जम्मू कश्मीर में रेलवे सुरंग बना कर लोगों को कनेक्टिविटी दे रही है, जिस पर काफी खर्च आ रहा है। लेकिन मैं आपको यह बताना चाहूंगी कि जो हमारे हक में है, जो हमारे बस में है, जैसे **connectivity by road** था, हमने अपने जिले में रेल की कनेक्टिविटी हर पंचायत तक करायी, जहाँ बाई रोड था। लेकिन रेलवे की **connectivity** तो आपके ही हाथ में है। यह मेरा आखिरी सेशन है, मैं आपको निवेदन करना चाहूंगी कि जब कोई भी रेल मंत्री किसी रेलवे लाइन को डवलप करने की बात करता है, तो उस रेलवे लाइन को डवलप करने और पूरा करने की आप की ड्यूटी बनती है। आप उस ट्रायबल क्षेत्र के लोगों के साथ जस्टिस करें जबकि लोक सभा में 200 में से एक सीट छोड़कर बाकी ट्रायबल रिजर्व सीट हैं। **Out of ten, it was nine.** अभी 9 में से 8 सीट ट्रायबल लोगों के लिए रिजर्व हैं। आपको पता है मयूरभंज माओवादी affected जिला है जिसमें पिछले सेशन में बारीपदा से बांगरीपोसी तक डेमू चलायी जो बेसिकली पहले रुपसा से बांगरीपोसी तक की ट्रेन थी। उसी को बारीपदा और बांगरीपोसी डेमू नाम से चलाया। आपने उसे चलाया, भले ही किसी नाम से हो, बजट में उसे किसी नाम से दिया हो, पर **originally** वह रुपसा बांगरीपोसी है। वह अभी बारीपदा बांगरीपोसी डेमू के नाम से चल रही है। आप उसी को बादामपार से, जो अभी आयरन ओर की सिटी है, कयोंझर डिस्ट्रिक्ट, जहाँ पर स्पांज है, आयरन है, जहाँ पर जिंदल है, जहाँ पर हमारे देश और विदेश की बड़ी-बड़ी इंडस्ट्रियल कंपनीज़ हैं, उन क्षेत्रों को आप **connect** कर दें ताकि वहाँ के ट्रायबल लोगों की आर्थिक बदहाली दूर हो सके। मैं यह भी कहना चाहूंगी कि बादामपाड़ को गरिमोईसड़ी, जिसे हमने टाटानगर के साथ जोड़ने के लिए हमेशा निवेदन किया है, उसमें पुराने जमाने से, 1905 से एक छोटी सी ट्रेन चलती है। यह बैलगाड़ी से भी कम स्पीड से चलती है। वह टाटानगर से सुबह आती है। वह टाटानगर के बिजनेसमैन को आने-जाने की सुविधा के लिए वह वहाँ सुबह आती है और इधर से जंगल की लकड़ी और दूसरी बिजनेस की चीज उठाकर वापस ले जाना और टाटानगर में बेचना उनकी आर्थिक कमाई का एकमात्र जरिया है। अगर आपने ट्रायबल लोगों की आर्थिक उन्नति के लिए प्रयास करना है तो बादामपाड़ में से सुबह चलकर उस ट्रेन को जो बादामपाड़ से टाटानगर चल रही है, उसी ट्रेन के टाटानगर पहुंच कर वापस आने का प्रबंध होना चाहिए।

दूसरा मेरा यह कहना है कि अभी मंत्री जी ने धर्मगढ़ होते हुए बुड़ामरा और चाकुड़िया के लिए जो जगह दी है, इस ट्रेन लाइन के सर्वे का ऑर्डर पिछले बजट में **already** दिया गया था। अब इस बजट में आपने दिया है कि इसका प्रस्ताव कमीशन में वह **approval** के लिए गया है। इससे इन दो बजटों में अलग-अलग बात दिखायी देती है। **In the last Budget, it was said that survey would be completed.** इस वर्ष में उसे कमीशन में सर्वे कराने के लिए भेजा गया है। आपने पिछले बजट में एक ओर चीज दी थी कि बारीपदा - तेरुवरम से खड़गपुर, फिर आपने बालेश्वर होते हुए बारीपदा तक सर्वे का ऑर्डर दिया था। इस बजट में उसका कहीं नाम नहीं है। तो एक बजट में जो प्रपोज़ल आता है, अपने आप **next Budget** में उसका **omission** कैसे हो जाता है? यह बात मेरी समझ में नहीं आई। यह बात मैं रेल मंत्री मुकुल राय जी के ध्यान में लाना चाहती हूँ। यह बजट हालांकि दिनेश त्रिवेदी जी ने पेश किया है, मैं मुकुल राय जी को निवेदन करना चाहूंगी कि जब मुकुल वासनिक जी यूथ कांग्रेस

के प्रेसीडेंट थे, उस समय हमने एक साथ काम किया था। मैं आपसे निवेदन करना चाहूंगी कि हमने मुकुल वासनिक जी के साथ काम किया था जबकि वह यूथ कांग्रेस में नए आए थे, अब जब दूसरे मुकुल राय जी रेल मंत्री बनकर आए हैं तो उनके साथ मेरा यह निवेदन रहेगा। **This is my last speech on the Railway Budget.** आपको यह काम पूरा करना है - **not for me, but for the public of that area, for the tribal people and dedicated to the contribution of those people.** जिस **dedication** से ममता जी ने लोगों के लिए काम किया है, उसी **dedication** से हम भी अपने जिले के लिए काम करते रहें। इसलिए जिस वोटर ने अपने दिल में हमें जगह दी, उस वोटर को अपना दिल समर्पित करते हुए मैं आपसे यह मांग कर रही हूँ और मेरा व्यक्तिगत निवेदन है कि आप हमारी इस मांग को पूरा करेंगे। सर, मैं यह भी कहना चाहूंगी कि यह कामयाबी की राह पर चलने की एक कोशिश है, एक प्रयास है, एक संघर्ष है कि मंजिल न जाने कितनी दूर है, लेकिन उम्मीद है कि आप हमारी इस उम्मीद को जरूर पूरा करेंगे। सर, इसमें बहुत सारी डिमांड्स हैं, मगर मैं ज्यादा नहीं बोलूंगी, **I am just talking to the point.** मैं यह कहना चाहूंगी, जैसा लास्ट बजट में भी मैंने कहा था, लूप लाइन करने से दो-तीन ट्रेन्स अभी चल गईं। हिंदुस्तान की रेलवे के मेप में ऐसी ढाई सौ, तीन सौ किलो मीटर विदआउट कनेक्शन कोई भी लाइन नहीं होगी। बालेश्वर से बारीपदा तक एकसीडेंट भी हो जाता है तो कोई भी इंफॉर्मेशन नहीं मिलेगी। इसलिए जो ट्रेन चल गई उसमें से लूप पोल होकर एक छोटा सा रेलवे स्टेशन का कम्युनिकेटर रहना चाहिए, ताकि जो ट्रेन चल पड़ी है, अगर रास्ते में कुछ प्रॉब्लम हुई, तो उसकी नॉलेज होनी चाहिए और ट्रेन जहाँ से स्टार्ट होती है उसके स्टेशन मास्टर को भी नॉलेज होनी चाहिए। इसके साथ ही उस दिन रामचन्द्र जी ने जो कहा था और उड़ीसा सरकार ने भी कुछ नई लाइन्स के लिए, न्यू सर्वे के लिए डिमांड्स भेजी हैं, उससे मैं अपने आपको जोड़ती हूँ। आप समय का इशारा कर रहे हैं, इसलिए मैं उसको ज्यादा पढ़ना नहीं चाहूंगी।

सर, मैं यह कहना चाहूंगी कि आपकी रेलवे में इतनी प्रॉपर्टी है, उस प्रॉपर्टी को आप ढंग से इस्तेमाल करें तो रेलवे के पास बहुत पैसा आएगा। जहाँ तक रिक्रूटमेंट का है, स्टैंडिंग कमेटी में बताया जाता है कि **backlog is still to be cleared**, अभी भी पूरा होना है और मंत्री जी बोले कि बैकलॉग हम पूरा कर रहे हैं, करीब-करीब पूरा कर दिया है। मैं इन दोनों आंसर से स्थिति समझ नहीं पाई हूँ। क्या एससी, एसटी, ओबीसी, फिजिकली हैंडिकेप्ड की रिक्रूटमेंट की बैकलॉग अभी भी रेलवे में है? अगर है, तो कब तक पूरा करेंगे? अगर पूरा किया गया है, तो क्या वाकई इसे ओन पेपर पूरा किया गया है? मैं यह जानना चाहूंगी। लास्ट में मैं यह जानना चाहूंगी कि जो आप यह वीडियो के लिए एसी कोच लाँच कर रहे हैं, एग्जीक्यूटिव क्लास के लिए...

**उपसभाध्यक्ष (प्रो० पी.जे. कुरियन) :** प्लीज।

**सुश्री सुशीला तिरिया :** सर, **I am just completing.** मैं यह जानना चाहूंगी कि **What about drinking water? What about lighting?** आप कभी टूर में अचानक जाइए और आप देखिए कि **Whether toilets are tidy and could be used.** आपके रेलवे का टॉयलेट व्यवहार की स्थिति में है? मैं आपसे निवेदन करना चाहूंगी कि आप जो भी एनाउंस करते हैं, ग्रीन टॉयलेट से लेकर सफाई हित के लिए, हम सब लोगों के हित के लिए नेक्स्ट बजट तक पूरा करने की कोशिश करें। यह मैं रेल मंत्री जी से निवेदन करना चाहूंगी। धन्यवाद।

**डा. राम प्रकाश (हरियाणा) :** मान्यवर, आपका धन्यवाद, जो आपने मुझे रेलवे बजट पर अपनी बात कहने का समय दिया है। मैं इस बजट का स्वागत करता हूँ, समर्थन करता हूँ। कुछ बातों में यह बजट जमीनी हकीकत से जुड़ा हुआ है। हरियाणा का इस बजट में ध्यान रखा गया है। हरियाणा राज्य से इस सदन में प्रतिनिधित्व करने के नाते मैं सरकार के प्रति, माननीया श्रीमती सोनिया गांधी जी, सम्माननीय

[डा. राम प्रकाश]

प्रधान मंत्री जी के प्रति और रेल मंत्री के प्रति आभार प्रदर्शित करना चाहूंगा कि उन्होंने हरियाणा की कुछ बातों की ओर इस बजट में ध्यान दिया है। इस बजट में रोहतक-महम-हांसी नई रेलवे लाइन को मंजूरी दी गई है, जिसके लिए हरियाणा सरकार मुफ्त जमीन देगी और आधा खर्चा उठाएगी। हमारे मुख्य मंत्री चौधरी भूपेन्द्र सिंह हुड्डा भी इस बात के लिए धन्यवाद के पात्र हैं कि उन्होंने इस योजना को सफल बनाने के लिए पैसा देने की बात की है। हरियाणा बनने के बाद इस प्रदेश में पहली बार कोई नई रेलवे लाइन बिछेगी। इसी तरह इस बजट में रिवाड़ी-हिसार-भटिंडा रेलवे लाइन के विद्युतीकरण की बात कही गई है; डबल लाइन बिछेगी, इससे यात्रियों को काफी सुविधा होगी। चालू वित्त वर्ष में हिसार-जाखल रेलवे लाइन का विद्युतीकरण होगा, कुरुक्षेत्र-कैथल-नरवाना रेलवे लाइन के विद्युतीकरण, सर्वेक्षण का भी प्रस्ताव है और बांद्रा-हिसार-जम्मू को मंजूरी दी गई है। इन परियोजनाओं से जो सड़क यातायात है, उसका बोझ कम होगा तथा डीज़ल और पेट्रोल की भी बचत होगी। चूंकि हम दिल्ली के पास रहते हैं और दिल्ली व्यापार तथा कारोबार का केन्द्र है, इसलिए रेल सुविधाएं देने से हरियाणा में पूंजी निवेश में बढ़ोत्तरी होगी।

उपसभाध्यक्ष जी, रेवाड़ी-झज्जर-रोहतक रेलवे लाइन पर पहले से काम चल रहा है। दिल्ली-जींद पैसेंजर ट्रेन नरवाना तक और जींद-सिरसा पैसेंजर गाड़ी का हिसार तक विस्तार करने की योजना है। रोहतक-पानीपत पैसेंजर ट्रेन को दैनिक किया जाएगा। 2012-13 में जिन 111 रेलवे लाइनों का सर्वेक्षण होगा, उनमें पेहोवा से जगाधरी-यमुनानगर होकर पोंटा साहिब की योजना भी शामिल है। यह केवल सर्वेक्षण तक सीमित नहीं रहना चाहिए। पटियाला-कुरुक्षेत्र की नयी रेलवे लाइन की जो योजना है, वह मूल्यांकन के लिए योजना आयोग को भेजी जाएगी। मैं निवेदन करना चाहता हूँ कि केवल मूल्यांकन से काम नहीं चलेगा। अगर पटियाला से पेहोवा-कुरुक्षेत्र वॉया चीका को आप यमुनानगर से जोड़ते हैं, तो यह क्षेत्र न केवल पंजाब, हरियाणा और उत्तर प्रदेश से सीधा जुड़ जाएगा, क्योंकि बहुत से लोग जो सुख-दुःख में हरिद्वार आते-जाते हैं, उनको भी इसका लाभ होगा।

उपसभाध्यक्ष जी, जहाँ मैं इन बातों के लिए इस बजट की तारीफ कर रहा हूँ, वहाँ मैं यह भी कहना चाहता हूँ कि हमें उस समय की रेल मंत्री, माननीया ममता बनर्जी जी ने इस बात का विश्वास दिलाया था कि जिन रेलवे स्टेशनों को मॉडल रेलवे स्टेशन बनाया जाएगा, उनमें कुरुक्षेत्र भी शामिल होगा। कुरुक्षेत्र एक ऐतिहासिक नगरी है। कुरुक्षेत्र हिंदुस्तान की पहचान है, यह केवल हरियाणा की पहचान नहीं है। यह गीता की स्थली है, लेकिन अभी तक जिन 80 रेलवे स्टेशनों पर काम हुआ है, उनमें हमारा रेलवे स्टेशन शामिल नहीं है। अब यह कहा गया है कि अगले 5 सालों में 100 स्टेशनों, जिनमें शायद ये 80 स्टेशन भी शामिल हैं, उन्हें विकसित किया जाएगा। मैं रेलवे मंत्री जी से मांग करूंगा कि कुरुक्षेत्र पर अवश्य काम किया जाना चाहिए। मैं समझता हूँ कि रेलवे के सामने आर्थिक दिक्कत है और बिना पैसे के कोई काम नहीं हो सकता। हम मांगें करते जाएँ, तो रेलवे मंत्री जी कहाँ से पैसा लाएंगे? इसके लिए मैं एक सुझाव देना चाहता हूँ कि जो एम.पी लोग हैं, अगर सरकार कोई नीतिगत फैसला ले ले कि हम अपने MPLAD फंड में से एक करोड़ या दो करोड़ रुपए अपने स्टेशन को बेहतर बनाने के लिए, अपने स्टेशन की **improvement** के लिए दे सकते हैं, तो हम वह पैसा देने के लिए तैयार हैं।

उपसभाध्यक्ष जी, कुरुक्षेत्र के स्टेशन का बुरा हाल है। प्लेटफॉर्म की हालत देखी नहीं जाती और बाहर से जो लोग आते हैं, उनमें बूढ़े, बुजुर्ग और बीमार सभी होते हैं। वे लोग धार्मिक दृष्टिकोण से यात्रा करने के लिए आते हैं। उन्हें रेलवे लाइन पार करने में बड़ी दिक्कत होती है। वहाँ आप **escalators** या **lift** आदि का प्रबंध कर दीजिए। यह बात मैं इस नाते कहना चाहता हूँ, क्योंकि कुरुक्षेत्र की ओर ध्यान देना बहुत जरूरी है, हर दृष्टि से जरूरी है।

उपसभाध्यक्ष जी, हमारे बहुत से साथियों ने इस बात की चर्चा की है कि रेलवे की जमीन पर नाज़ायज़ कब्ज़े हैं। इनको जो भी रेल मंत्री दूर करेगा, वह रेल विभाग की सुरक्षा का काम करेगा। हमारे स्टेशन के आसपास भी कुछ लोगों ने अपने ढंग से कब्ज़े करने का प्रयत्न किया है। मैं चाहूंगा कि आप इस ओर ध्यान दें।

मैं एक बात और कहना चाहता हूँ। इस रेल बजट में प्रस्ताव है कि श्री बंकिम चन्द्र चट्टोपाध्याय की स्मृति में उनकी जन्मस्थली में कोचिंग टर्मिनल और संग्रहालय बनाया जाएगा, देशभर में विशेष गाड़ी चलाई जाएगी, मैं इसका स्वागत और समर्थना करता हूँ। उसी तर्ज़ पर मैं यह बात कहना चाहता हूँ कि गुजरात के काठियावाड़ क्षेत्र में मोरवी एक छोटी सी रियासत थी, जिसके टंकारा में महर्षि दयानन्द सरस्वती का जन्म हुआ था। ये ऐसे व्यक्ति थे, जिन्होंने 1857 की क्रांति के बाद इस बात की घोषणा की थी कि हिंदुस्तान, हिंदुस्तानियों के लिए है। ये ऐसे व्यक्ति थे, जिन्होंने दलित-उद्धार के लिए काम किया, महिलाओं के अधिकारों के लिए काम किया। ये ऐसे व्यक्ति थे, जिन्होंने 1875 में सबसे पहले इस बात के बारे में आवाज़ उठाई कि कन्या भ्रूण हत्या नहीं होनी चाहिए। उन्होंने कहा कि आज हिंदुस्तान में अनेक गर्भ गिराए जाते हैं और एक भ्रूण हत्या से एक ब्रह्म हत्या का पाप लगता है। हिंदुस्तान के लोग विचार करें कि हमारी गर्दनों के ऊपर कितनी भ्रूण हत्याओं का बोझ है? ये वही व्यक्ति थे, जिन्होंने 1875 में इस देश में नमक पर जो कानून था, उसका विरोध किया था कि नमक के ऊपर टैक्स नहीं लगना चाहिए। महात्मा गांधी जी ने 55 साल के बाद इसी बात पर आंदोलन किया था। इसलिए मैं मांग करना चाहूंगा कि टंकारा और मोरवी के बीच जो रेलवे लाइन बिछी पड़ी है, जिसका काम रुका हुआ है और जिस पर रेल चल नहीं रही है, उसे चलाया जाए। टंकारा या मोरवी स्टेशन का नाम ऋषि दयानन्द के नाम पर रखा जाए और उनके नाम पर विशेष तौर पर कोई गाड़ी चलाई जाए। मैं यह अनुरोध करना चाहूंगा कि हिंदुस्तान की एक महान आत्मा, जिसने गुजरात में जन्म लिया, उसके प्रति वहाँ की सरकार का यह दायित्व बनता है कि वह इस मांग को पूरा कराने का काम करे।

अंत में मैं यह कहना चाहूंगा कि आज लोगों की सोच में एक परिवर्तन आने लगा है। सब आदमी यह समझने लगे हैं कि बिना पैसे के काम नहीं चलेगा, इसलिए हम राजनीतिक तौर पर चाहे कुछ बात करें, पर आम जनता इस बात को समझती है कि आज किराया बढ़ाना आवश्यक हो गया है। आज यूनियनों इस तरह की बात करने लगी हैं, आज अखबार इस तरह की बात करने लगे हैं, इसलिए अगर सरस्ती लोकप्रियता के लिए कोई राजनीतिक दल ऐसी बातें करेंगे और सरकार की किन्हीं नीतियों का विरोध करेंगे, तो मैं उन्हें एक बात की चेतावनी देना चाहता हूँ कि इससे राजनीतिक रोटियां सेंकी नहीं जा सकेंगी। यहाँ के लोग समझते हैं कि जो यू.पी.ए. सरकार है, वह ईमानदारी से काम करके इस क्षेत्र को, इस देश को आगे ले जाने का प्रयास कर रही है। इसलिए मेरा आपसे यह अनुरोध है कि इन बातों की तरफ आप ध्यान दें, ताकि हम एक अच्छे रेल बजट के नाते कुरुक्षेत्र के स्टेशन को और ऋषि दयानन्द की जन्मस्थली को एक अच्छा स्वरूप दे सकें। महोदय, आपने मुझे बोलने का मौका दिया, मैं आपके प्रति आभार प्रकट करता हूँ, धन्यवाद।

**SHRI G.N. RATANPURI (Jammu and Kashmir) :** Sir, first of all, I would like to thank the hon. Minister for the completion of the Naogaon Lower Munda tunnel on the Jammu-Srinagar railway line. This, at the moment, is the longest tunnel of the Indian Railways, and this is one of the many channels, - one being larger than this - which is being constructed to connect Jammu and Kashmir with the rest of the country by railways. Sir, the Minister has targeted - I would thank the Minister for this - the completion of the Udhampur-Katra sector and the Banihal-Qazigund sector in



4.00 P.M.

[Shri G.N. Ratanpuri]

this fiscal year, and has also promised that the Katra-Doda-Bhaderwah and Katra-Doda-Kishtwar sectors will be taken for a detailed survey in this financial year. Respected Mamataji had a special commitment to Jammu and Kashmir, and this special commitment, I must acknowledge, had made many special things possible for Jammu and Kashmir. One was more halt stations and stations on the Qazigund-Srinagar-Baramulla railway line because this is, at present, just like a local train and it has a record that not a single ticketless travel has been observed on this service so far. It remains jampacked, and I would request the Railway Minister to increase the frequency of this service from Qazigund to Baramulla. I would also like to mention here that Mamataji had promised and initiated the work on creation of three or four halt stations, one at Naina Batpora, the other at Puchal Ratnipora on the Qazigund-Baramulla railway line. Due to unrest in the summer of 2010, the work was stopped. It was not carried forward. I think the time is opportune now to complete that work. I would also solicit a special concession that stations at shorter distances may be considered on this railway line taking into consideration the special circumstances that we have in Jammu and Kashmir. I would request the hon. Minister to consider Kathua Bani Bhaderwah Dakshin Srinagar line, Srinagar-Sopore-Bandipur line, Qazigud-Shopian-Srinagar line and Baramulla-Kupwara and Rajouri-Poonch for survey. The dream of connecting Kashmir Valley with the rest of the country is very old, as old as the history of the Indian Railways. A survey was done, prior to Partition, to connect Srinagar with Lahore via the erstwhile Jahanam Valley Road, but the Partition of the country made it impossible. For the last 40 decades, we have been working on the construction of a railway line from Jammu to Srinagar-Baramulla; four Prime Ministers have laid foundation stones, but it still remains a dream because of certain circumstances, which may or may not be under our control. I understand that the construction of tunnels at Sangaldan, Nashri and Patnitop was affected due to certain geographical or geo-technological problems. That is why, the target date for completion of this railway line was, first, 2004, then it was 2007, then 2011, and then, 2015. Now, it has been pushed to 2017. But the work on Sangaldan and Patnitop tunnels is yet to be started. The work on approach roads to these tunnel sites has not been completed, and I doubt whether these tunnels will be completed on the targeted date. I would request the Railway Minister to kindly personally monitor the work on this railway line because it is a national project. I have been informed many a time in this august House that funds are no problem for this project as it is a very high priority national project.

**श्रीमती बिमला कश्यप सूद** (हिमाचल प्रदेश) : धन्यवाद उपसभाध्यक्ष महोदय, भारतीय रेल इस राष्ट्र की जीवन रेखा है। सभी ने पूरे राष्ट्र की बात की। यह भी बात आयी कि रेल बजट किसी एक मंत्री

ने बनाया और बजट पर चर्चा दूसरे मंत्री जी करा रहे हैं। इस विषय पर तो मुझे कुछ नहीं कहना है। हो सकता है कि आदरणीय मुकुल जी हिमाचल प्रदेश के लिए कुछ कर पाएं।

महोदय, मैं आपके माध्यम से रेल मंत्री जी के ध्यान में लाना चाहती हूँ कि हिमाचल प्रदेश एक पहाड़ी और सीमा के साथ लगता प्रदेश है। हिमाचल के जिला किन्नौर और लाहौल स्पीति का भाग तिब्बत, जोकि अब चीन में है, के साथ लगता है। हिमाचल प्रदेश का भारत के लिए सामरिक दृष्टि से बहुत महत्व है, परन्तु सरकार इस तरफ बिल्कुल भी ध्यान नहीं दे रही है। हिमाचल में कालका-शिमला ट्वॉय ट्रेन और पठानकोट-जोगिन्दरनगर रेल लाइन अंग्रेजों के जमाने की है। प्रधान मंत्री जी ने करीब 6 साल पहले भानुपल्ली-बिलासपुर, चंडीगढ़-बदी और नंगल-तलवाड़ा रेलवे लाइनों को राष्ट्रीय प्रोजेक्ट बनाने की बात की थी। परन्तु प्रदेश की एकमात्र निर्माणाधीन रेल लाइन नंगल-तलवाड़ा वर्षों बाद भी अब तक केवल अम्ब तक ही पूरी हो पायी है। आदरणीय प्रधान मंत्री जी जब 28 मई 2005 को हिमाचल आए थे, तब उन्होंने वायदा किया था कि नंगल-तलवाड़ा ब्रॉडगेज रेल लाइन 2008 तक पूरी कर दी जाएगी। 270 करोड़ का बजट रेल मंत्रालय खर्च करेगा, परन्तु अभी तक केवल मात्र 44 किलोमीटर रेल लाइन बिछी है और अभी भी 39 किलोमीटर रेल लाइन बिछनी बाकी है। महोदय, प्रदेश सरकार ने बार-बार मांग की तथा हम, हिमाचल के सभी सांसदों ने भी रेल मंत्री जी से मिलकर मांग की थी कि 2 शताब्दी एक्सप्रेस दिल्ली से ऊना और दिल्ली से पठानकोट के लिए चलाई जाएं। ऊना में बहुत से शक्तिपीठ धार्मिक स्थल है। इस रेल के चलने से पर्यटकों की आवाजाही बढ़ेगी और सुविधा भी होगी। एक बात मैं रेल मंत्री जी के ध्यान में लायी थी कि जो रेल नंगल से ऊना जाती है, उसमें बहुत भीड़ रहती है। उस रेल में अधिक डिब्बे जोड़े जाएं और फर्स्ट एसी की सुविधा भी दी जाए क्योंकि जब हम उस रेल से जाते हैं तो हमें बड़ी असुविधा होती है, उसमें गंदगी भी बहुत रहती है। मेरा अनुरोध है कि उस रेल को बढ़ाकर अम्ब तक किया जाए। तीसरी, हमारी प्रमुख मांग भानुपल्ली-बिलासपुर रेल लाइन की थी, जो हवा में लटकी है। इस रेल लाइन का जिक्र हमारे वरिष्ठ नेता श्री शांता कुमार जी ने भी सदन में किया है। इस रेल लाइन को बिछाने के लिए हिमाचल सरकार ने 20 किलोमीटर रेल लाइन के लिए 11 गांवों की जमीन ले ली है। यह लाइन 75:25 के रेश्यो में बननी है। जैसा कि सरकार ने वायदा किया था, वैसा होना चाहिए, इस 25 प्रतिशत में जमीन की कीमत आएगी।

उपसभाध्यक्ष महोदय, यह रेल लाइन आगे जाकर मंडी-मनाली, लेह-लद्दाख को जोड़ेगी। लेह-लद्दाख का क्षेत्र जम्मू-कश्मीर में भी उपेक्षित है। रेल की सुरक्षा आए दिन संवेदनशील होती जा रही है। चीन ने तिब्बत पर कब्जा कर लिया है। इस ड्रेगन के पंजे आए दिन लेह-लद्दाख को नोचने का प्रयास करते हुए देखे जा सकते हैं। चीन ने रेलवे लाइन तिब्बत तक बिछा रखी है, परन्तु अभी हमारा आधा भी प्रयास नहीं हुआ। हिमाचल प्रदेश की सरकार ने बार-बार बदी-बरोटीवाला-कालका ब्रॉडगेज लाइन की मांग की। बदी-बरोटीवाला औद्योगिक क्षेत्र है। हिमाचल में औद्योगिक और शिक्षण संस्थान तथा कमर्शियल कॉम्प्लेक्स को बढ़ावा देने के लिए, इस रेल लाइन की अत्यंत आवश्यकता है। इन तीन रेलवे लाइनों का बार-बार आग्रह हिमाचल सरकार और वहाँ के सभी सांसद कर चुके हैं, परन्तु रेल मंत्रालय और केन्द्र सरकार के कान में जू तक नहीं रेंगती है। हिमाचल प्रदेश की तुलना स्विट्ज़रलैंड से की जाती है। टूरिज्म को बढ़ावा देने के लिए एवं टूरिस्टों को सुविधा देने के लिए केन्द्र सरकार बिल्कुल भी ध्यान नहीं दे रही है। हिमाचल में आने-जाने का एकमात्र साधन सड़क ही है। वहाँ पर सड़कों को चौड़ा करने की व्यवस्था हिमाचल प्रदेश की सरकार कर रही है, परन्तु रेल की सुविधा हिमाचल प्रदेश की सरकार नहीं कर सकती है। जब टूरिस्ट घुमावदार सड़कों पर पूरा दिन चल कर हिमाचल पहुंचता है तब वह घूमने और वहाँ के सुंदर दृश्य देखने के बजाय थक कर आराम करना चाहता है। मेरा रेल मंत्रालय से आग्रह है कि चेन्नई और मुंबई की तरह हिमाचल में भी मोनो रेल चलाई जाए। मोनो रेल के माध्यम से कालका से

[श्रीमती बिमला कश्यप सूद]

शिमला आधा घंटे में पहुंचा जा सकता है। इससे पर्यावरण को भी कोई नुकसान नहीं होगा और न पहाड़ों व पेड़ों को काटना पड़ेगा। वैसे हिमाचल प्रदेश की तुलना स्विट्ज़रलैंड से की जाती है, इसलिए जब यहाँ पर मोनो रेल चलेगी तब स्विट्ज़रलैंड की तरह बर्फ से ढके पहाड़ों तक भी लोगों की पहुंच बन सकेगी। वैसे तो जिस स्टेट का रेल मंत्री बनता है सारा बजट उसी स्टेट को चला जाता है। काश कभी पहाड़ी क्षेत्र का व्यक्ति रेल मंत्री बने और मैं भगवान से प्रार्थना करती हूँ कि कभी हिमाचल प्रदेश का व्यक्ति रेल मंत्री बने, जो हम लोगों का दर्द समझ सके, क्योंकि हम पहाड़ी क्षेत्र में रहते हैं। ऐसा नहीं है कि हिमाचल प्रदेश ही पहाड़ी क्षेत्र है, पूरे भारत में पहाड़ी क्षेत्र की अनदेखी की गई है। मैं माननीय रेल मंत्री श्री मुकुल राय जी से निवेदन करती हूँ कि आप पहाड़ी क्षेत्र की तरफ भी ध्यान दीजिए। इससे टूरिज्म को बढ़ावा मिलेगा और वहाँ की सुंदरता का नजारा भी आपको देखने के लिए मिलेगा। धन्यवाद।

**श्री मोहम्मद अली खान** (आन्ध्र प्रदेश) : उपसभाध्यक्ष महोदय, मैं आपका बहुत-बहुत शुक्रिया अदा करता हूँ कि आपने मुझे रेलवे बजट पर बोलने का मौका दिया। मैं इस रेलवे बजट की तारीख में बोलने के लिए खड़ा हूँ। मैं रेलवे के साबिका मंत्री श्री दिनेश त्रिवेदी साहब को और बोर्ड के चेयरमैन और अराकीन को मुबारकबाद दूंगा कि उन्होंने आंध्र प्रदेश में रेलवे के डेवलेपमेंट के सिलसिले में, जो मसला कई साल से इत्तवा में पड़ा था, आंध्र प्रदेश के मुख्य मंत्री श्री किरण कुमार रेड्डी साहब की गुजारिश पर वह अपने महकमे के तमाम अधिकारियों और रेलवे बोर्ड के साथ आन्ध्र प्रदेश में अराकीने पार्लियामेंट के साथ एक इज़लास मुनाक़िद किया। यह रेलवे डिपार्टमेंट में एक अच्छी शुरुआत थी। मैं इस हाउस का नया मेम्बर हूँ। मैंने चार साल के अर्स में रेलवे के वजीर और रियासतों के चीफ मिनिस्टर्स और अराकीने पार्लियामेंट को रेलवे के बजट पर पहली दफा बात करते देखा है। मैं आपको एक बात का इशारा करके चलता हूँ कि रेलवे की तरक्की के लिए मुसाफिरों के मसायल को हल करने के लिए, आवाम की तकलीफों को दूर करने के लिए हर सियासी पार्टी के जानिब से

(उपसभापति महोदय पीठासीन हुए)

बराबर मुतालिबा किया जाता है। लेकिन क्या यह जरूरी नहीं है कि जहाँ मुतालिबात को पूरा करने के लिए रेलवे को अपने बजट के तौर पर और अपने पैर पर खड़े रहने के लिए, पैसों का इंतज़ाम करना पड़ता है। लेकिन मैंने रेलवे के बजट में यह देखा है और यह महसूस किया है कि आज रेलवे डिपार्टमेंट इतनी मजबूरी में है कि उसको किसी न किसी हिसाब से पैसा वसूल करना चाहिए।

एक और बात है कि UPA सरकार के दौर के अंदर आज कई सालों का यह अरसा गुजर चुका है, लेकिन रेलवे के ऊपर, हिन्दुस्तान के अवाम के ऊपर रेलवे के महकमे ने एक पैसे का भी इजाफा नहीं किया था। यह पहली दफा मजबूरी थी या उनको उसका इस्तेमाल करना जरूरी था, इसलिए उन्होंने महसूस किया कि जहाँ पर अपोजिशन पार्टियों के साथ तमाम अराकीन का यह मुतालिबा है, जापान, चीन और अमेरिका के साथ आप मुकाबले की बात करते हैं, तो रेलवे बोर्ड को और मजबूत करने के लिए पैसे की भी बहुत अशद जरूरी है।

सर, मैं आन्ध्र प्रदेश से ताल्लुक रखता हूँ, वहाँ से इस मुल्क के लिए कांग्रेस की सरकार की जानिब से ज्यादा से ज्यादा MP मुन्तखिब होकर आए हैं। लेकिन मैं अफसोस के साथ कहता हूँ कि वहाँ के दो मुतालिबे हैं, उनको पूरा नहीं किया जा रहा है। मैं यह अंदाजा करता हूँ कि जो हमारा रेलवे का डिवीज़न महकमा है, शायद हिन्दुस्तान के अंदर यह इनकम का पहला डिपार्टमेंट है, यह पूरे हिन्दुस्तान में सबसे ज्यादा पैसों का कलेक्शन देता है, इसके बावजूद भी मैं वजीरे मौसूफ से यह जानना चाहूँगा

कि जो आपका रेवेन्यु होता है, उसके हिसाब से आप रेलवे को डिवीज़न को डेवलप करने के लिए एलॉटमेंट क्यों नहीं करते हो?

जहाँ से आपको ज्यादा रिवेन्यु प्राप्त होता है, आप उसकी डिमांड को, उसके कामों को पायातकमील तक पहुंचाने के लिए, उतना बजट एलॉट क्यों नहीं करते? हो सकता है कि कुछ मजबूरी हो, लेकिन आपको अंदाजा होना चाहिए कि जहाँ से लोग आपको बेइंतहा प्यार करते हो आपके साथ तावुन करते हुए, आपके साथ इनकम को बढ़ाने की बात करते हैं, आपको पूरे हिन्दुस्तान के अंदर उसको डिवेलपमेंट के लिए पहला मकाम दिलाने की बात करनी चाहिए। मैं रेलवे के इस मुतालिबे की तार्ईद करूंगा कि रेलवे के मामले में, रेलवे की सेफ्टी के मामले में जो बोर्ड बनाने की बात है, यह रेलवे के महकमे और वजीरे मोसूफ की एक अच्छी कोशिश है। मैं और मेरी पार्टी इसकी तार्ईद करते हैं। इसके साथ ही साथ मैं यह भी गुजारिश करूंगा कि रेलवे के महकमों के अंदर जितनी भी रिक्रूटमेंट होती है, उनमें सिस्टम को बिगाड़ने की बात की जाती है। मैं मुतालिबा करूंगा वजीरे मोसूफ से कि रेलवे बोर्ड के जनरल मैनेजर जाते-जाते महकमों में डेली वेजेज़ पर जो भर्ती करते हैं, गलत हैं, वे किस रूल के हिसाब से करते हैं। आपका यह हिसाब बंद होना चाहिए। जो एक रेलवे का सिस्टम है, जो नौकरियां देने का सिस्टम है, जो कानून है, जिसको पार्लियामेंट ने पास किया है, उसी के हिसाब से इसे पायातकमील तक पहुंचाना चाहिए। मुझसे पहले कई मुकर्रिर ने, कई अराकीन ने इस बात की ओर इशारा किया था कि जिस बजट को पार्लियामेंट पास करता है, उसी के हिसाब से इसे पायातकमील तक पहुंचाना चाहिए। मैं वजीरे मोसूफ से जानना चाहता हूँ कि रेलवे बोर्ड को किसने अधिकार दिया है कि वह पार्लियामेंट के रूल्स को, पार्लियामेंट के आईन को तोड़कर, अपने मुताबिक उसको पायातकमील तक पहुंचाए? इधर से उधर जो फंड ट्रांसफर किया जाता है, इस पर भी रोक लगाई जानी चाहिए। इसके साथ ही इसकी भी गुंजाइश रखनी चाहिए कि वहाँ से जो-जो काम हुए हैं, उनकी निगरानी की जाए।

मैं आपसे एक दरखास्त करूंगा कि आंध्र प्रदेश के अंदर आपने जो रेलवे स्टेशनों के डिवेलपमेंट की बात की थी, उनमें डिवेलपमेंट का काम तो शुरू हुआ, लेकिन जो आंध्र प्रदेश के स्टेशनों को अपग्रेड करने की बात थी, जो पांच का मुतालिबा था, वह पांच का मुतालिबा भी पूरा नहीं हुआ। मैं रेलवे मंत्रालय से यह जानना चाहता हूँ और वजीरे मोसूफ से गुजारिश करता हूँ कि आप तिरुपति पर ट्रेन चलाना चाहते हैं, तो तिरुपति एक ऐसा मुकद्दस मुकाम है, जहाँ पर लाखों की तादाद में सारे देश से और सारी दुनिया से लोग अपना माथा टेकने के लिए आते हैं। आज आप तिरुपति के रेलवे स्टेशन की हालत जाकर देखिए, तिरुपति के रेलवे स्टेशन की हालत काबिले रहम है। मैं खासतौर से मुतालिबा करूंगा कि उस रेलवे स्टेशन को कम से कम हिंदुस्तान का नंबर वन स्टेशन बनाने की आप तार्ईद करें।

मैं साथ ही साथ यह भी मुतालिबा करूंगा कि शिरडी के साई बाबा का जो टैम्पल है, वहाँ पर भी आजकल लाखों-करोड़ों की तादाद में लोग जा रहे हैं। उस टैम्पल का जो करीब का स्टेशन है, आप उसके डेवलपमेंट की बात कर रहे हैं। मैं आपसे एक और बात कहूँगा कि कई सालों से हैदराबाद और सिकन्दराबाद से एक ट्रेन अजमेर शरीफ जाती थी, आपने उस ट्रेन को बंद कर दिया, शायद उसको डबल लाइन करने के लिए बंद किया गया है। क्योंकि वह एक पहाड़ी इलाका है, इसलिए आपको उस काम को तकमील करने में देरी लगती है। मैं कई सालों से यह मुतालिबा कर रहा हूँ कि जयपुर की ट्रेन, जो वीकली एक टाइम जाती है, दो टाइम जाती है, उस ट्रेन को कम से कम रोजाना चलाने का इंतजाम किया जाए।

उसी तरीके से गुलबर्ग के लिए जो स्टेशन है, जहाँ पर एक मुकद्दस मुकाम है, वहाँ पर भी हजारों और लाखों की संख्या में लोग जाते हैं, उसका डेवलपमेंट भी साथ-साथ किया जाए। आखिर में, कई ऐसे अराकीन हैं, जो इस सबके मुताल्लिक रखे हैं, क्योंकि मैं आंध्र प्रदेश से एम.पी. हूँ, मैं इसका स्वागत करता

[श्री मोहम्मद अली खान]

हूँ कि हैदराबाद के अंदर जो MMTS ट्रेन की बात है, उस ट्रेन के लिए आपने मंजूरी दी है। मैं आंध्र प्रदेश और आंध्र प्रदेश की सरकार की जानिब से आपका बहुत-बहुत शुक्रिया अदा करता हूँ, लेकिन यह उम्मीद भी करता हूँ कि उस MMTS की लाइन को पायातकमील तक पहुँचाने के लिए जल्द से जल्द कुछ किया जाए।

मैंने पिछले साल भी अपने भाषण में इस हाउस में मुतालिबा किया था कि मुंबई के लिए हैदराबाद से दो ट्रेन्स जाती हैं। जो दो ट्रेन्स हैदराबाद से जाती हैं, उनमें से एक ट्रेन को फलकनुमा से रवाना करने का इंतजाम किया जाए। ये छोटी-छोटी बातें हैं, जो रेलवे के मुताल्लिक हैं। आप इसको बगैर किसी पैसे के, बिना किसी अड़चन के मंजूर कर सकते हैं, लेकिन अफसोस की बात है कि वह काम भी नहीं हो सकता है।

मैं आपका ज्यादा समय नहीं लेते हुए आपसे यही दरखास्त करूंगा कि रेलवे का जो बजट रखा गया है, वह काबिले मुबारकबाद है। मैं आज एक बात कहूंगा कि जिन चीजों को, जिन उम्मीदों के साथ हिंदुस्तान के अवाम से आगे बढ़ने की बात कही गई थी, मनमोहन सिंह की यू.पी.ए. सरकार ने जिस तरक्की का इतनी उम्मीदों के साथ वायदा किया था, उसको पायातकमील तक पहुँचाने के लिए वह सरकार काम कर रही है, लेकिन अपोजीशन पार्टीज चाइना, रूस, अमरीका की मिसाल देकर और अपने एजेंडे को सामने रखकर उसकी मुखालफत कर रही हैं। मैं अपनी लीडर सोनिया जी से और इस देश के प्राइम मिनिस्टर मनमोहन सिंह जी से अपील करूंगा कि आपने जिस उम्मीद के साथ, आम आदमी की बात के साथ रेलवे का जो बजट रखा है, उसको पायातकमील तक पहुँचाने के लिए आगे बढ़ेंगे, अपने वायदे को पूरा करेंगे।

इन अल्फ़ाज के साथ मैं आपका शुक्रिया अदा करता हूँ, जय हिंद।

جناب محمد علی خان (آندھرا پردیش): آپ سبھا ادھیکش مہودے، میں آپ کا بہت بہت شکریہ ادا کرتا ہوں کہ آپ نے مجھے ریلوے بجٹ پر بولنے کا موقع دیا۔ میں اس ریلوے بجٹ کی تائید میں بولنے کے لئے کھڑا ہوا ہوں میں ریلوے کے سابقہ منتری شری دنیش نری-ویدی صاحب کو اور بورڈ کے چیئرمین اور اراکین کو مبارکباد دوں گا کہ انہوں نے آندھرا پردیش میں ریلوے کے ڈیولپمنٹ کے سلسلے میں، جو مسئلہ کئی سال سے التوا میں پڑا تھا، آندھرا پردیش کے مکھیہ منتری شری کرن کمار ریڈی صاحب کی گزارش پر وہ اپنے محکمے کے تمام ادھیکاریوں اور ریلوے بورڈ کے ساتھ آندھرا پردیش میں اراکین پارلیمنٹ اسمبلی کے ساتھ ایک اجلاس منعقد کیا۔ یہ ریلوے ڈیپارٹمنٹ کی ایک اچھی شروعات تھی۔ میں اس

ہاؤس کا نیا ممبر ہوں۔ میں چار سال کے عرصے میں ریلوے کے وزیر اور ریاستوں کے چیف منسٹرس اور اراکین پارلیمنٹ کو ریلوے کے بجٹ پر پہلی دفعہ بات کرتے دیکھا ہے۔ میں آپ کو ایک بات کا اشارہ کر کے چلتا ہوں کہ ریلوے کی ترقی کے لئے مسافروں کے مسائل کو حل کرنے کے لئے، عوام کی تکلیفوں کو دور کرنے کے لئے ہر سیاسی پارٹی کی جانب سے

(شری اپ سبھا پتی پیٹھا سین ہونے)

برابر مطالبہ کیا جاتا ہے۔ لیکن کیا یہ ضروری نہیں ہے کہ جہاں مطالبات کو پورا کرنے کے لئے ریلوے کو اپنے بجٹ کے طور پر اور اپنے پیر پر کھڑے رہنے کے لئے، پیسوں کا انتظام کرنا پڑتا ہے۔ لیکن میں نے ریلوے کے بجٹ میں یہ دیکھا ہے اور یہ محسوس کیا ہے کہ آج ریلوے ڈیپارٹمنٹ اتنی مجبوری میں ہے کہ اس کو کسی نہ کسی حساب سے پیسہ وصول کرنا چاہئے۔

ایک اور بات ہے کہ یوپی۔اے۔ سرکار کے دور کے اندر آج کئی سالوں کا یہ عرصہ گزر چکا ہے، لیکن ریلوے کے اوپر، ہندوستان کے عوام کے اوپر ریلوے کے محکمے نے ایک پیسے کا بھی اضافہ نہیں کیا تھا۔ یہ پہلی دفعہ مجبوری تھی یا ان کو اس کا استعمال کرنا ضروری تھا، اس لئے انہوں نے محسوس کیا کہ جہاں پر اپوزیشن پارٹیوں کے ساتھ تمام اراکین کا یہ مطالبہ ہے، جاپان، چین اور امریکہ کے ساتھ آپ مقابلے کی بات کرتے ہیں، تو ریلوے بورڈ کو اور مضبوط کرنے کے لئے پیسے کی بھی بہت اشد ضروری ہے۔

سر، میں آندھرا پردیش سے تعلق رکھتا ہوں، وہاں سے اس ملک کے لئے کانگریس کی سرکار کی جانب سے زیادہ سے زیادہ ایم پی۔ منتخب ہو کر آئے ہیں۔ لیکن میں افسوس کے ساتھ کہتا ہوں کہ وہاں کے جو مطالبے ہیں، ان کو پورا نہیں کیا جا رہا ہے۔ میں یہ اندازہ کرتا ہوں کہ جو ہمارا ریلوے کا ڈویژن محکمہ ہے، شاید ہندوستان کے اندر یہ انکم کا پہلا ڈیپارٹمنٹ ہے۔ یہ پورے ہندوستان میں سب سے زیادہ پیسوں کا کلیکشن دیتا ہے۔ اس کے باوجود بھی میں وزیر موصوف سے یہ جاننا چاہوں گا کہ جو آپ کا ریونیو ہوتا ہے، اس کے حساب سے آپ ریلوے کے ڈویژن کو ڈیولوپ کرنے کے لئے الاٹمنٹ کیوں نہیں کرتے ہو؟

جہاں سے آپ کو زیادہ ریونیو حاصل ہوتا ہے، آپ اس کی ڈیمانڈ کو، اس کے کاموں کو پایہ تکمیل تک پہنچانے کے لئے، آپ اتنا بجٹ الاٹ کیوں نہیں کرتے؟ ہو سکتا ہے کہ کچھ مجبوری ہو، لیکن آپ کو اندازہ ہونا چاہئے کہ جہاں سے لوگ آپ کو بے انتہا پیار کرتے، آپ کے ساتھ تعاون کرتے ہوئے، آپ کے ساتھ انکم کو بڑھانے کی بات کرتے ہیں۔ آپ کو پورے ہندوستان کے اندر اس کو ڈیولپمنٹ کے لئے پہلا مقام دلانے کی بات کرنی چاہئے۔ میں ریلوے کے اس مطالبے کی تائید کروں گا کہ آپ کو ریلوے کے معاملے میں، ریلوے کی سیفٹی کے معاملے میں جو بورڈ بنانے کی بات ہے، یہ ریلوے کے محکمے اور وزیر موصوف کی اچھی کوشش ہے، میں اور میری پارٹی اس کی تائید کرتے ہیں۔ اس کے ساتھ کی ساتھ میں یہ بھی گزارش کروں گا کہ ریلوے کے محکموں کے اندر جتنی بھی ریکروٹمنٹ ہوتی ہے، اس میں سسٹم کو بگاڑنے کی بات کی جاتی ہے۔ میں مطالبہ کروں گا وزیر موصوف سے کہ ریلوے بورڈ کے جنرل مینیجر جاتے۔ جاتے محکموں میں ڈیلی ویجیز پر جو بھرتی کرتے ہیں، غلط ہے، وہ کس رول کے حساب سے کرتے ہیں۔ آپ کا یہ حساب بند ہوتا چاہئے۔ جو ایک ریلوے کا سسٹم ہے، جو نوکریاں دینے کا سسٹم ہے، جو قانون ہے، جس کو پارلیمنٹ نے پاس کیا ہے، اسی کے حساب سے اس کو پایہ تکمیل تک پہنچانا چاہئے۔ مجھ سے پہلے کئی مقرر نے، کئی اراکین نے اس بات کو طرف اشارہ کیا تھا کہ جس بجٹ کو پارلیمنٹ پاس کرتا ہے، اسی کے حساب سے اسے پایہ تکمیل تک پہنچانا چاہئے۔ میں وزیر موصوف سے جاننا چاہتا ہوں کہ ریلوے بورڈ کو کس نے ادھیکار دیا ہے کہ وہ پارلیمنٹ کے رولس کو، پارلیمنٹ کے آئین کو توڑ کر، اپنے مطابق اس کو پایہ تکمیل تک پہنچانے؟ ادھر سے ادھر جو فنڈ ٹرانسفر کیا جاتا ہے، اس پر بھی روک لگائی جانی چاہئے۔ اس کے ساتھ ہی اس کو بھی گنجائش رکھنی چاہئے کہ وہاں سے جو-جو کام ہوئے ہیں، ان کی نگرانی کی جائے۔

میں آپ سے ایک درخواست کروں گا کہ آندھرا پردیش کے اندر آپ نے جو ریلوے اسٹیشنوں کے ڈیولپمنٹ کی بات کی تھی، اس میں ڈیولپمنٹ کا کام تو شروع ہوا، لیکن جو آندھرا پردیش کے اسٹیشنوں کو اپ-گریڈ کرنے کی بات تھی،

جو پانچ کا مطالبہ تھا، وہ پانچ کا مطالبہ پورا نہیں ہوا۔  
 میں ریلوے منترالیہ سے یہ جاننا چاہتا ہوں اور وزیر موصوف سے گزارش  
 کرتا ہوں کہ آپ تروپتی پر ٹرین چلانا چاہتے ہیں، تو تروپتی ایک ایسا مقدس مقام  
 ہے، جہاں پر لاکھوں کی تعداد میں سارے دیش میں اور ساری دنیا سے لوگ اپنا  
 ماتھا ٹیکنے کے لئے آتے ہیں۔ آج آپ تروپتی کے ریلوے اسٹیشن کی حالت جا کر  
 دیکھنے، تروپتی کے ریلوے اسٹیشن کی حالت قابل رحم ہے۔ میں خاص طور سے  
 مطالبہ کروں گا کہ اس ریلوے اسٹیشن کو کم سے کم ہندوستان کا نمبرون اسٹیشن  
 بنانے کی آپ تائید کریں۔

میں ساتھ ہی ساتھ یہ بھی مطالبہ کروں گا کہ سرڈی کے سائیں بابا کا جو  
 ٹیمپل ہے، وہاں پر بھی آج کل لاکھوں کروڑوں کی تعداد میں لوگ جا رہے ہیں۔  
 اس ٹیمپل کا جو قریب کا اسٹیشن ہے، آپ اس کے ڈیولپمنٹ کی بات کر رہے ہیں۔  
 میں آپ سے ایک اور بات کہوں گا کہ کئی سالوں سے حیدرآباد اور سکندرآباد سے  
 ایک ٹرین اجمیر شریف جاتی تھی، آپ نے اس ٹرین کو بند کر دیا، شاید اس کو ڈبل  
 لائن کرنے کے لئے بند کیا گیا ہے۔ کیوں کہ وہ ایک پہاڑی علاقہ ہے، اس لئے  
 آپ کو اس کام کو تکمیل کرنے میں دیری لگتی ہے۔ میں کئی سالوں سے یہ مطالبہ  
 کر رہا ہوں کہ جسے پور کی ٹرین، جو ویکلی ایک ٹائم جاتی ہے، دو ٹائم جاتی ہے،  
 اس ٹرین کو کم سے کم روزانہ چلانے کا انتظام کیا جائے۔

اسی طریقے سے گلبرگ کے لئے جو اسٹیشن ہے، جہاں پر ایک مقدس مقام  
 ہے، وہاں پر بھی ہزاروں اور لاکھوں کی تعداد میں لوگ جاتے ہیں، اس کا  
 ڈیولپمنٹ بھی ساتھ ساتھ کیا جائے۔ آخر میں، کئی ایسے اراکین ہیں، جو اس سب  
 کے متعلق ہیں، کیوں کہ میں اندھرا پردیش سے ایم پی ہوں، میں اس کا سواگت  
 کرتا ہوں کہ حیدرآباد کے اندر جو MMTS ٹرین کی بات ہے، اس ٹرین کے لئے  
 آپ نے منظوری دی ہے۔ میں اندھرا پردیش اور اندھرا پردیش کی سرکار کی جانب  
 سے آپ کا بہت بہت شکریہ ادا کرتا ہوں، لیکن یہ امید بھی کرتا ہوں کہ اس MMTS



کی لائن کو پایہ تکمیل تک پہنچانے کے لئے جلد سے جلد کچھہ کیا جائے۔  
میں نے پچھلے سال بھی اپنے بھاشن میں اس ہاؤس میں مطالبہ کیا  
تھا کہ ممبئی کے لئے حیدرآباد سے دو ٹرینس جاتی ہیں۔ جو دو ٹرینس حیدرآباد  
سے جاتی ہیں، ان میں سے ایک ٹرین کو فلک نما سے روانہ کرنے کا انتظام کیا  
جائے۔ یہ چھوٹی چھوٹی باتیں ہیں، جو ریلوے کے متعلق ہیں۔ آپ اس کو بغیر  
کسی پیسے کے، بنا کسی اڑچن کے منظور کر سکتے ہیں، لیکن افسوس کی بات  
ہے کہ وہ کام بھی نہیں ہو سکتا ہے۔

میں آپ کا زیادہ وقت نہیں لیتے ہوئے آپ سے یہی درخواست کروں  
گا کہ ریلوے کا جو بجٹ رکھا گیا ہے، وہ قابل مبارکباد ہے۔ میں آج ایک بات کہوں  
گا کہ جن چیزوں کو، جن امیدوں کے ساتھ ہندوستان کے عوام سے آگے بڑھنے  
کی بات کہی گئی تھی، منموہن سنگھ جی کی یوپی۔اے۔ سرکار نے جس ترقی کا  
آئی امیدوں کے ساتھ وعدہ کیا تھا، اس کو پایہ تکمیل تک پہنچانے کے لئے وہ  
سرکار کام کر رہی ہے، لیکن اپوزیشن پارٹیز چائنا، روس، امریکہ کی مثال دے کر  
اور اپنے ایجنڈے کو سامنے رکھ کر اس کی مخالفت کر رہی ہیں۔ میں اپنی لیڈر  
سونیا جی سے اور اس دیش کے پرائم منسٹر منموہن سنگھ جی سے اپیل کروں گا  
کہ آپ نے جس امید کے ساتھ، عام آدمی کی بات کے ساتھ ریلوے کا جو بجٹ  
رکھا ہے، اس کو پایہ تکمیل تک پہنچانے کے لئے آگے بڑھیں گے، اپنے وعدے  
کو پورا کریں گے۔

ان الفاظ کے ساتھ میں آپ کا شکریہ ادا کرتا ہوں، جے ہند۔

MR. DEPUTY CHAIRMAN : Shri Bandhyopadhyay. Though your Party's time is over, but you can take five minutes extra.

SHRI D. BANDYOPADHYAY (West Bengal) : Thank you, Sir. Mr. Deputy Chairman, Sir, the Indian Railways is a gigantic organization. If one mentions the figures, 64,000 is the route kilometerage with 19,000 trains and 2.2 crore passengers travelling every day. It is managed by one single organization, one unit, the Railway Board under the Railway Ministry. It is the biggest single organization in the world under one management. Sir, recently the Railway Ministry had appointed two major Committees - it has been referred to earlier and I am not going to refer that - one is Kakodkar Committee on Railway Safety and the other is Pitroda Committee on the Modernization of the Indian Railways. Sir, Indian Railway is not merely an iron horse, drawing some iron coaches on the iron rails. It is, Sir, the bonding material of our national integrity. It brings the far to the near and it brings the far-flung to the core. This is how we feel that Indian Railways is part and parcel of the Indian ethos and Indian nation. So, we have to pay a special attention to the Indian Railways not merely as a commercial organisation, but also as a unifying factor of the Indian nation. Sir, I would just make a couple of points on unsavoury aspects of the Report of the Kakodkar Committee. It says that the present environment of the Indian Railways reveals a grim picture of inadequate performance largely due to the poor infrastructure and resources and more importantly, lack of empowerment of the people at the functional level. The Railway management has been castigated that it has failed to motivate 13.62 million employees who have their passion and commitment to convert it into a vibrant and efficient workforce. Sir, one aspect of the Indian Railways which is causing concern, is the adverse operating ratio. It is now hovering in the level of 90s. Unless it is brought down to the level of 70s, the Indian Railways will not be able to generate adequate funds for itself as profit, but will also not be able to regenerate itself in the future. That is an area where one has to look into. But it does not necessarily mean that you have to hike the fares. There are other means by which you can do so. Sir, I read the highly lyrical Budget Speech, but that lyrics and the poems keep deadly barbs under it and these deadly barbs were across-the-board increase in the passenger fare, given in a very camouflaged language of so many paise per kilometre. It does not make any sense. As one of our hon. Members had made a point, it grows from 15 per cent to nearly 125 per cent. Another major defect in that fare structure was that it is not telescopic. Under the transport economics the further you go, the fare unit of mileage goes down. But, here, it does not go down; it goes up. So, it goes against the basic principle of transport economics. Sir, I will request here that two Committee Reports on the health of the Indian Railways, Kakodkar Committee and Sam Pitroda Committee Reports, require our in-depth analysis. You can say, Sir, that we are discussing it in the Budget. But in the Budget, we are more concerned about the finances than about the real health of the Indian Railways. I would urge, through you, Sir, that let there be a

[Shri D. Bandyopadhyay]

two-hour discussion or a half-an-hour discussion be fixed so that the Railway Minister can come forward and tell us what his reactions on the Kokadkar Report and the Sam Pitroda Report are and what we feel we should do to improve the performance of the Indian Railways. Sir, I fully support the idea of Railway Safety Organisation, a statutory body, independent of the Government, so that it can not only look after the safety of the Railways as a post-mortem analysis but as a pro-active action to prevent it. This is a very important thing. I would suggest, Sir that Indian Railways is a totally State-owned monopoly. If it is a State-owned monopoly, why do we require a Tariff Regulatory authority? If there are competing entities and you may require such an Authority, I can understand. (Time-bell) But for a single monopoly, under the control of the Government, is a very clever ploy to by-pass the Parliament and to avoid the accountability of the Parliament on the fare structure that is there.

**श्री विश्वजीत दैमारी (असम) :** धन्यवाद, उपसभापति महोदय। इस रेलवे बजट पर सबसे पहले, पिछले सालों के बजट्स में नॉर्थ-ईस्ट के लिए प्रोजेक्ट्स की जितनी भी घोषणाएं की गईं, मैं मंत्री महोदय का ध्यान थोड़ा उनके ऊपर दिलाना चाहता हूँ। इस साल के बजट में नॉर्थ-ईस्ट के लिए कोई नया ऐसा प्रोजेक्ट नहीं है और इसके लिए हमें कोई दुःख भी नहीं है, क्योंकि पिछले सालों में जितने भी प्रोजेक्ट्स की घोषणाएं की गई हैं, प्रस्ताव किए गए हैं, उनका काम आज तक 10-15 सालों में भी शुरू नहीं हुआ है। अगर अभी के मंत्री महोदय, नॉर्थ-ईस्ट के लिए पहले जितने भी प्रोजेक्ट्स की घोषणाएं की गई हैं, उन पर थोड़ा सा भी कारगर कदम उठाने की कोशिश करेंगे, तो हम लोगों को बहुत शांति मिलेगी।

आप सभी जानते हैं कि नॉर्थ-ईस्ट बहुत ही आइसोलेटेड एरिया है। वहाँ का जो रीजन है, वहाँ पहाड़ हैं, नदियां हैं और सारी की सारी समस्याएँ भी उधर हैं, इसलिए वहाँ की समस्याओं का समाधान करने के लिए उसे दूसरे ढंग की नज़र से देखना जरूरी है। भारत के डेवलपमेंट के लिए भारत सरकार चाहे जितनी भी पॉलिसीज़ क्यों न ले, वे पॉलिसीज़ कभी भी नॉर्थ-ईस्ट के लिए परफेक्ट नहीं हो सकती हैं। नॉर्थ-ईस्ट के लिए कुछ स्पेशल योजनाएं बनाने की जरूरत है। नॉर्थ-ईस्ट में मणिपुर तक रेलवे लाइन बिछाने की बहुत साल पहले ही घोषणा की गई थी, लेकिन आज तक भी मणिपुर तक ट्रेन नहीं जाती है। नागालैंड में ट्रेन सिर्फ दीमापुर तक जाती है और अरुणाचल में तो अभी ट्रेन घुसी भी नहीं है। त्रिपुरा में रेलवे लाइन पहुंची है, लेकिन जब सारे भारत वर्ष में रेलवे लाइनों का ब्रॉडगेज में कन्वर्शन हो रहा है, लेकिन त्रिपुरा में मीटर गेज ही लगा दिया गया, जो फिर से हमारे लिए नई प्रॉब्लम है।

**Rangia से Murkhond Selek** तक जो मीटर गेज थी, अभी वह उठा कर बंद कर दी गई है और ब्रॉडगेज में कन्वर्शन का जो काम चल रहे हैं, वह बहुत ही धीरे से हो रहा है, पता नहीं कब, कौन से साल की कौन सी तारीख में वहाँ पर ब्रॉडगेज गाड़ी चलेगी। इस साल **Tezpur** तक गाड़ी चलाने की बात कही जा रही है, लेकिन मुझे लगता है कि फिर से दो-तीन बजट और पार हो जाएंगे, तो भी **Tezpur** तक इस हालत में ट्रेन नहीं चल पाएगी।

कुछ रेलवे लाइनें भूटान तक ले जाने के लिए भी डिस्मिज़न लिया गया था और उस पर सर्वे भी किया गया था, जैसे **New Bongaigaon** से भूटान के **Gelephu** तक, **Pathsala** से भूटान के **Namlang** तक, **Rangia** से भूटान के **Samdrup Jhongkhar** तक रेलवे लाइन ले जाने की बात थी। अभी तक वहाँ कोई काम शुरू नहीं हुआ है और कभी ये काम शुरू होगा कि नहीं होगा, इसका कुछ भी पता नहीं।

मैं अनुरोध करता हूँ कि इसे फिर से विचार किया जाए। यह जो 30 किलोमीटर, 40 किलोमीटर या 50 किलोमीटर का भूटान तक रेलवे एक्सटेंशन है, इसके बदले में अगर हम भूटान को कनेक्ट करके नये रेलवे लाइन Siliguri से Rangapara तक या Tezpur तक ले जाते हैं तो वह ज्यादा काम में आएगी। इसको भी थोड़ा-सा देखना जरूरी है। हमारे इंडिया के साथ लगी हुई उस जगह पर भूटान के बहुत सारे टाउनशिप्स हैं। अगर उन सभी टाउनशिप्स को रेलवे से जोड़ दिया जाए, तो हमारा बहुत फायदा होगा। इस पर भी नज़र डालना जरूरी है। इसी तरह वहाँ रेलवे के डेवलपमेंट करने के लिए बहुत सारा स्कोप है। यह स्थान हमारे बहुत से पड़ोसी देशों के साथ जुड़ा हुआ है। अगर भारत का रेलवे मंत्रालय नॉर्थ-ईस्ट में रेल सेवा को अच्छी तरह से डेवलप करने की कोशिश करेगा तो बंगलादेश तक आसानी से रेल जा सकती है, म्यांमार तक आसानी से रेल जा सकती है। इससे आसपास के देशों के साथ अच्छी तरह आने जाने की जो सुविधा है, उस सुविधा को रेलवे कर सकता है। उस क्षेत्र में हम लोग व्यापार-वाणिज्य भी डेवलप कर सकते हैं।

सर, नॉर्थ-ईस्ट जैसे कोई बैकवर्ड रीज़न नहीं है। अगर हम सोचें तो वह दिल्ली से बहुत बेहतर है। अगर दिल्ली का सर्वांगीण देखें तो पाएँगे कि कोई दूसरी नेबरिंग कंट्री भी यहाँ नहीं है। यहाँ तो सिर्फ कैपिटल बना हुआ है। यहाँ पर हमारा देश चलाने की सारी प्रशासनिक व्यवस्था है, इसलिए दिल्ली मशहूर है, लेकिन यहाँ न तो पीने का अच्छा पानी है और न ही अच्छी वायु है। दिल्ली में कुछ भी नहीं है, लेकिन नॉर्थ-ईस्ट में सारा कुछ है। सामने जाएँगे तो आप चीन है, इसके साथ म्यांमार है, बंगलादेश है, भूटान है। आप आगे थाइलैंड तक, नॉर्थ-ईस्ट से आसानी से जा सकते हैं। दिल्ली तक आने के लिए हमको जितना टाइम चाहिए, रंगून तक जाने के लिए उतना टाइम नहीं चाहिए। हम असम से या त्रिपुरा से बाई रोड ढाका सिर्फ चार घंटे में पहुँचते हैं। वहाँ से बहुत आसान है, लेकिन बंगलादेश के साथ हम आज तक अच्छी कम्युनिकेशन की व्यवस्था कर नहीं पाए, व्यापार-वाणिज्य नहीं कर पाए, अच्छे सम्पर्क स्थापित नहीं कर पाए। मैं सोचता हूँ कि उसको उस ढंग से भी देखिए कि भारतवर्ष का जो उत्तर-पूर्वी इलाका है ...(समय की घंटी)... उस इलाके को किस तरह से डेवलप किया जाए और देश के काम में लाया जाए।

सर, जो लास्ट बजट था, उसमें Bongaigaon में एक रेलवे इंडस्ट्रियल पार्क बनाने का प्रस्ताव लाया गया था, लेकिन इस प्रस्ताव के बारे में इस बार के बजट में कोई उल्लेख नहीं है। इसमें इसके लिए किसी फंड का प्रोविजन भी नहीं रखा है। अगर इस घोषणा को वास्तविक रूप देने के लिए कम-से-कम इस बार थोड़ा सा फंड रख कर इस काम की शुरुआत करते, तो बहुत अच्छा लगता। यह भी नहीं हुआ।

सर, इसके अलावा रेलवे इलेक्ट्रिफिकेशन करने की बात है और डबल ट्रैक बनाने की बात है। जिसके कारण आज द्रुत गति से हम ट्रेन नहीं चला पा रहे हैं, जबकि यह बहुत जरूरी है। असम से बंगाल पार होने के लिए हम सिर्फ 50 किलोमीटर या 100 किलोमीटर ही सोचते रहते हैं, लेकिन असम से बंगाल पार होने के जितनी भी दूरी है, वह करीब 1000 किलोमीटर है। तो एक हजार किलोमीटर को हम सिंगल लाइन से जब तक डबल लाइन नहीं करेंगे और उसमें जब तक इलेक्ट्रिक इंजिन चालू नहीं करेंगे, तब तक हम लोग वहाँ रेलवे को डेवलप नहीं कर सकेंगे ...(समय की घंटी)...

सर, वहाँ पावर के लिए कोई प्रॉब्लम नहीं है। अगर सारे देश में पावर है तो हमारे पास ज्यादा पावर है। आज भूटान में जितने भी हाइडल पावर प्रोजेक्ट्स हैं, उनसे जितनी भी विद्युत उत्पादित होती है, उस विद्युत को इंडिया में लाकर अपना काम चला रहे हैं। हमारे यहाँ से 100 किलोमीटर की दूरी पर वहाँ बहुत से बड़े-बड़े हाइडल पावर प्रोजेक्ट्स हैं, जहाँ से दिल्ली में लाकर उस पावर को यूज़ कर रहे हैं। ...(व्यवधान)...

**श्री उपसभापति :** आप कन्क्लूड कीजिए।

**श्री विश्वजीत देमारी :** वह जगह अपने इंडिया से सिर्फ 100 किलोमीटर दूर है। वहाँ जो पावर है, जो विद्युत है, उसको भारत सरकार ने पूर्वोत्तर में व्यवहार करने के लिए कभी कोशिश नहीं की है। मैं सोचता हूँ अगर रेलवे के लिए भी भारत सरकार चाहेगी तो हमें भूटान से पावर सब्सिडी में मिलेगी और वहाँ जो रेलवे है ...**(समय की घंटी)**... उसको अच्छी तरह से इलेक्ट्रिफाइड भी कर सकेंगे।

सर, मैं आशा रखता हूँ कि इसको नज़र में रखते हुए हमारे मंत्री महोदय नॉर्थ-ईस्ट में रेलवे के डेवलपमेंट के लिए जरूर काम करेंगे। धन्यवाद।

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### MESSAGES FROM LOK SABHA

- (i) The Appropriation (Railways) Vote on Account Bill, 2012
- (ii) The Appropriation (Railways) Bill, 2012
- (iii) The Appropriation (Railways) No. 2 Bill, 2012

**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 :-

(I)

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose The Appropriation (Railways) Vote on Account Bill, 2012, as passed by Lok Sabha at its sitting held on the 22nd March, 2012.

2. The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."

(II)

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose The Appropriation (Railways) Bill, 2012, as passed by Lok Sabha at its sitting held on the 22nd March, 2012.

2. The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."

(III)

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose The Appropriation (Railways) No. 2 Bill, 2012, as passed by Lok Sabha at its sitting held on the 22nd March, 2012.

2. The Speaker has certified that this Bill is a Money Bill within the meanin of article 110 of the Constitution of India."

Sir, I lay a copy each of the Bills on the Table.

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**THE BUDGET (RAILWAYS) 2012-13 (CONTD.)**

MR. DEPUTY CHAIRMAN : Hon. Members, the reply to the debate will be at 5.30 p.m. The Members should take not more than five minutes because the debate has to conclude by 5.30 p.m.

श्रीमती माया सिंह (मध्य प्रदेश) : सर, हमारी पार्टी का समय तो बचा हुआ है।

श्री उपसभापति : मेरे पास रिकॉर्ड में सबका समय दर्ज है। मैं सिर्फ यह अनुरोध कर रहा हूँ कि चूंकि समय का अभाव है, इसलिए पांच-पांच मिनट में अपनी बात समाप्त कीजिए।

श्री ईश्वर सिंह (हरियाणा) : सर, इसको तो पहले वाले से ही लागू करना चाहिए। ...**(व्यवधान)**...

श्री उपसभापति : देखिए, पार्टी का जितना समय होता है, उसी में से समय को बांटते हैं। ...**(व्यवधान)**...

प्रो. अलका क्षत्रिय (गुजरात) : सर, आप हाउस को साढ़े पांच बजे की जगह सात बजे तक बढ़ा दीजिए, हम लोग बैठने के लिए तैयार हैं। ...**(व्यवधान)**...

श्री उपसभापति : कृपया आप लोग बैठिए। ...**(व्यवधान)**... जब छः बजे जाते हैं, तो आप ही लोग बोलते हैं कि हाउस को adjourn कीजिए। ...**(व्यवधान)**...

प्रो. अलका क्षत्रिय : सर, हमने अभी तक adjourn नहीं करवाया है। ...**(व्यवधान)**...

श्री उपसभापति : आपको जो बोलना है, आप वह पांच मिनट में बोल सकते हैं।

प्रो. अलका क्षत्रिय : सर, पांच मिनट में क्या बोलेंगे? ...**(व्यवधान)**... हर बार आप समय काट देते हैं। आप हाउस का समय बढ़ा दीजिए। ...**(व्यवधान)**...

श्री उपसभापति : देखिए, आप यह प्रश्न मुझसे नहीं कर सकते हैं। ...**(व्यवधान)**...

प्रो. अलका क्षत्रिय : हम लोग यहाँ बैठने के लिए तैयार हैं, कौन यहाँ बैठने के लिए तैयार नहीं है? ...**(व्यवधान)**...

श्री उपसभापति : देखिए, चूंकि आप एक सीनियर मेम्बर हैं, इसलिए आप इस तरह से बात मत कीजिए। ...**(व्यवधान)**...

प्रो. अलका क्षत्रिय : सर, जब मैं सीनियर मेम्बर हूँ, तो मुझे बोलने का भी तो कुछ समय दीजिए। ...**(व्यवधान)**...

श्री उपसभापति : जब Chair बात कर रही है, तो उसको जरा सुनिए तो ...**(व्यवधान)**...

श्री ईश्वर सिंह : सर ...**(व्यवधान)**...

श्री उपसभापति : कृपया आप लोग बैठिए। यह समय Business Advisory Committee तय करती है ...**(व्यवधान)**... Business Advisory Committee समय तय करती है और आपकी पार्टी के व्हिप नाम देते हैं कि हमारी पार्टी से इतने लोग बोलेंगे। इस संबंध में Chair से कुछ पूछने से कोई

फायदा नहीं होगा। पहले बोलने वाले सदस्य को जब विप्स कंट्रोल नहीं करते हैं, तो Chair से आपका इस तरह से लड़ना ठीक नहीं है।

श्री ईश्वर सिंह : सर ...(व्यवधान)...

श्री उपसभापति : मैं यहाँ argument के लिए नहीं बैठा हूँ। जो procedure है, उसको मैं follow करूंगा। ...(व्यवधान)...

SHRI DILIPBHAI PANDYA (Gujarat) : Sir, this is my maiden speech in this august House ...(Interruptions)...

श्री राम कृपाल यादव (बिहार) : सर, मुझे भी बोलना है। ...(व्यवधान)...

श्री उपसभापति : देखिए, आपकी पार्टी के दो सदस्य हैं और दोनों ही बात करना चाहते हैं, तो समय कहाँ से मिलेगा? कृपया आप बैठिए। ...(व्यवधान)...

श्री राम कृपाल यादव : सर, मैं अकेले बात करूंगा।

श्री उपसभापति : नहीं, आपकी पार्टी से राजनीति प्रसाद बोल चुके हैं, इसलिए कृपया आप बैठिए। ...(व्यवधान)... मैं किसी का नाम कट नहीं कर रहा हूँ, बल्कि मैं यह अनुरोध कर रहा हूँ कि चूंकि समय का अभाव है, इसलिए आप लोग cooperate कीजिए। अब इस पर आप लोगों ने बात करनी शुरू कर दी है, तो मैं क्या करूँ?

SHRI DILIPBHAI PANDYA : Sir, this is my maiden speech. I have to speak a lot.

श्री उपसभापति : मैं पहले बताना चाहता हूँ कि rule for maiden speech is that it should not take more than fifteen minutes ...(Interruptions)...

SHRI DILIPBHAI PANDYA : Sir, I will conclude in ten minutes. I understand your difficulty.

MR. DEPUTY CHAIRMAN : Thank you.

SHRI DILIPBHAI PANDYA (Gujarat) : Sir, before I start, I would recite one line from the Rig Veda, "आ नो भद्राः कृतो यंतु विश्वतः।" "Let noble thoughts come to us from every side." सच्चे और अच्छे विचार हमको सब ओर से मिलें, ऐसी मैं प्रार्थना करता हूँ और आपने जो मुझे बोलने के लिए समय दिया, उसके लिए मैं आपको धन्यवाद करता हूँ।

Sir, I come from the land of Mahatma Gandhi and Sardar Patel. It is also the land of the great ruler of Gujarat, Sayajirao Gaekwad. No person in Gujarat can forget Sayajirao Gaekwad ...(Interruptions)...

श्री उपसभापति : प्लीज, प्लीज, यह क्या हो रहा है, यह हाउस है और एक honorable member बात कर रहे हैं ...(व्यवधान)...

श्री नंदी येल्लैया : सर, जब पहले बोलने वाले वक्ता इतने समय तक बात कर रहे थे, तब उनको क्यों नहीं रोका गया?

श्री उपसभापति : आप इस संबंध में अपने व्हिप से बात कीजिए।

श्रीमती माया सिंह : सर, हाउस को ऑर्डर में लाइए।

MR. DEPUTY CHAIRMAN : Please don't talk in between. Hon. Members, I request you not to talk in between, because you are disturbing the other Member.

SHRI PRASANTA CHATTERJEE (West Bengal) : They can go to the lobby and discuss, Sir.

श्रीमती माया सिंह : सर, इनका एक मिनट तो ऐसे ही चला गया और आप इसको भी काउंट कर लेंगे।

SHRI DILIPBHAI PANDYA : Sir, Sayajirao Gaekwad was a unique ruler of Gujarat. Many of the people may not be knowing his name, but they know the name of two persons. One is the great Father of the Constitution, Dr. Babasaheb Ambedkar, and the other is Maharishi Arvind. Sayajirao Gaekwad gave scholarship to Dr. Babasaheb Ambedkar to go abroad and have continuous study and become a scholar of India. Maharishi Arvind was in England. Sayajirao Gaekwad went to England and requested him to come to Gujarat and take the administrative post in Gujarat. These two persons are there whom you know. I am remembering him because this is the 150th Birth Anniversary of the great ruler Sayajirao Gaekwad. In every house of Vadodara, Gujarat, there is a photograph of Sayajirao Gaekwad ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN : Please don't disturb. You are sitting in the House. This is not a lobby.

SHRI DILIPBHAI PANDYA : Sir, today is the last day of the Hindu year. Tomorrow, the New Year is starting. So, I am speaking on the day of Diwali and there can also be some crackers for that. Now, Sir, when the New Year is coming, I give my best wishes to all the people of India, good wishes to the people of Maharashtra for Gudi Padwa. There is a tradition in Maharashtra. On this day, they give *tilgul ghya ani god bola*; take this *tilgul* and be sweet for the whole year. This is a tradition of Maharashtra; and so I congratulate the people of Maharashtra. I was born in Maharashtra and I love Maharashtra and Mumbai. On this auspicious day, I pray All Mighty that the next year would be good for India. We will forget the bad feelings of last year. I wish that India should become a permanent Member of Security Council of UNO next year. I also pray that black money should come to India next year. I also pray that a strong Lokpal Bill will be brought and passed in this House, as promised by the Law Minister, in this very Session. आज जो सबसे बड़ा सवाल महँगाई का है, तो अगले साल में महँगाई भी कम हो, यह मैं प्रार्थना करता हूँ।

सर, अब मैं रेलवे के बारे में कुछ बातें कहूँगा। मैं अपनी मेडन स्पीच में ऐसी बातें कहना चाहता हूँ जो याद रखी जाएँ। I had taken oath in Sanskrit and so, Sir, I wish to speak something good on this day. Everybody has passed some comments on the Budget.



[Shri Dilipbhai Pandya]

सर, रेलवे बजट की जो स्पीच थी, उसमें बहुत-सी शायरियाँ बोली गईं। उनमें से एक शायरी के बारे में मैं थोड़ा बोलूँगा। दिनेश त्रिवेदी जी ने जो पहली शायरी बोली थी, वह थी :

"हाथ की लकीरों से जिन्दगी नहीं बनती,  
अज्म हमारा भी कुछ हिस्सा है जिन्दगी बनाने में।"

इस पर मैं केवल इतना ही कहूँगा कि :

कौन कहता है हाथ की लकीरों में भाग्य लिखा होता है,  
यहाँ तो जिनके हाथ नहीं होते, उनकी भी तकदीर लिखी जाती है।

तकदीर लिखी गयी। मालूम नहीं था कि कल कौन आएगा। हाथ थे या नहीं थे, फिर भी तकदीर लिखी गयी। **I give my best wishes to Mukulbhai that he will be a successful Railway Minister of India in next year.** जब हम कुछ मीठा बोलते हैं, तब हम कुछ माँगते भी हैं। **Sir, I come from Sidhpur. Sidhpur is a great pilgrim centre in India.** जिस तरह, गया, बिहार में पितरों का श्राद्ध होता है, उसी तरह मातृ का श्राद्ध सिधपुर में होता है। अभी 15-20 दिन पहले वहाँ मेगास्टार अमिताभ बच्चन आये थे। उन्होंने वहाँ पर अपनी माता का श्राद्ध किया। एक साल पहले भारत के सबसे बड़े सेकुलर गिने जाने वाले पूर्व प्राइम मिनिस्टर देवगौड़ा जी भी वहाँ आए थे और वहाँ पर उन्होंने चार घंटे तक मातृ श्राद्ध किया। हर एक सम्प्रदाय के जो आचार्य हैं, शंकराचार्य हैं, वल्लभाचार्य हैं, स्वामीनारायण के आचार्य हैं, सब लोगों को वहाँ आना पड़ता है। इतना ही नहीं, जो लोग अपनी मां से प्यार करते हैं, जो लोग अपनी मां का ऋण अदा करना चाहते हैं, वे भी लोग सिद्धपुर आकर मातृ श्राद्ध करते हैं। उपसभापति जी, मैं आपके माध्यम से मुकुल जी से कहना चाहता हूँ कि हर साल 10 से 15 लाख लोग मातृ श्राद्ध करने के लिए सिद्धपुर में आते हैं। गुजरात गवर्नमेंट ने कम से कम तीन सौ करोड़ का नया प्लान बनाया है मातृ तीर्थ डेवलप करने के लिए। साउथ-ईस्ट-वेस्ट-नॉर्थ हर जगह से, इतना ही नहीं फॉरेन से भी लोग आते हैं, **but there is no proper rail connectivity.** जब वहाँ नैरो गेज था, उस समय 7 ट्रेनें चलती थी, अब ब्रॉड गेज हो गया तो 7 में से 3 ट्रेन्स हो गईं। जब गुजरात गवर्नमेंट तीन सौ करोड़ रुपया खर्च कर रही है तो यह भारत का सबसे बड़ा मातृ तीर्थ बन जाएगा, सभी लोग वहाँ श्राद्ध करने के लिए आएँगे।

मैं यहाँ मेम्बर बनने के 10-15 दिन बाद सबसे पहली बार दिनेश त्रिवेदी जी से मिला। हम उनके रेल मंत्री बनने से बहुत खुश हो गए थे कि गुजरात से केबिनेट मंत्री भी हैं। स्टेट मिनिस्टर भी गुजरात से हैं। एक हैं ईस्ट से और एक हैं वेस्ट से। ईस्ट से दिनेश त्रिवेदी जी आए और वेस्ट से भरतसिंह सोलंकी जी आए। **East or West, Gujarat is the best,** हमने ऐसा सोचा था। मैं उनको मिलने के लिए गया। मैंने जब कहा कि मैं सिद्धपुर से आ रहा हूँ, तो उन्होंने अपनी गुजरात की पुरानी यादें याद कीं और मुझे बताया कि सिद्धपुर के बारे में कुछ कहावत है, कौन सी कहावत है? "सस्तू भाडू और सिद्धपुरी यात्रा" जो कोई सस्ता भाड़ा होगा वह सिद्धपुर का होगा और अच्छी यात्रा होगी। मैंने उनको बताया कि सस्ता भाड़ा तो ठीक है लेकिन जब वहाँ ट्रेन ही नहीं आती है तो लोग आएँगे कहाँ से। उन्होंने बताया कि नहीं, मैं जरूर देखूँगा कि आपको वहाँ ज्यादा कनेक्टिविटी मिले।

उपसभापति महोदय, मैं आपके माध्यम से रेल मंत्री जी से यह कहना चाहता हूँ कि जब गया में पितृ श्राद्ध के लिए जो-जो सहूलियतें रेलवे की ओर से दी जाती हैं वे सब सहूलियतें सिद्धपुर को मिलनी चाहिए, ज्यादा से ज्यादा ट्रेन की कनेक्टिविटी मिलनी चाहिए। हमने उनको लिखित में भी एक मेमोरंडम दिया है, जब गुजरात के पार्लियामेंट के सभी मेम्बर्स रेल मंत्री को मिलने के लिए गए थे, तब कम से

कम डेढ़ घंटे तक गुजरात के जो प्रश्न हैं, उनके बारे में चर्चा हुई थी। मैं आपसे प्रार्थना करता हूँ कि हमने जो मेमोरैंडम दिया था और उस पर जो चर्चा हुई थी, उसकी मिनिट्स वगैरह भी आप देखें।

महोदय, मैं गुजरात के बारे में आपसे प्रार्थना करना चाहता हूँ कि गुजरात की ओर ममता जी की ममता थी। ममता जी ने हमको कुछ ट्रेनें दी थीं अपने बजट में। लेकिन वे इस बजट में नहीं दिखाई देतीं। उन पर काम भी एक साल में चालू नहीं हुआ। ऐसी ट्रेन है, Double Decker AC - Ahmedabad-Mumbai - train not started; Mumbai-Ahmedabad Duronto Express - frequency not increased; Janmabhumi Gaurav-Mumbai-Ahmedabad-Bhavnagar-Gir-Diu-Rajkot-Mumbai - एक ट्रेन का प्रोमिस किया था, वह भी चालू नहीं हुई। New express trains that have not been started are Ahmedabad-Yasvantpur AC Express (one day) and Varanasi-Ahmedabad Express via Ajmer (one day). The frequency of Nagpur-Ahmedabad train has not been increased. The then Hon. Railway Minister had declared that Sidhpur would be made an 'adarsh' station. In this Budget also, Sidhpur Railway Station को आदर्श स्टेशन बनाने की बात कही गई है। यह 2010-11 के बजट में थी, 2011-12 के बजट में भी थी। अब मैं चाहता हूँ कि अब जब यह 2012-13 के बजट में भी है तो इस स्टेशन को आप जरूर डेवलप करें, फ्रिक्वेंसी बढ़ाएं। यहाँ 10 से 15 लाख लोग हर साल आते हैं, वे आपको याद करेंगे। दूसरी बात, hon. Minister of Railway had declared Integrated Suburban Network for Ahmedabad. But no major work is done. सर, अभी किसी ने बोला कि जो डेमू ट्रेन होती है, वह 6 घंटे में आबूरोड से अहमदाबाद का सफर पूरा करती है। हमारे यहाँ अभी एक ही ट्रेन है, मेहसाणा से अहमदाबाद तक 6 से 7 डेमू ट्रेन हैं। हम चाहते हैं कि आबूरोड, It is entrance, आबूरोड से पहालनपुर होकर अहमदाबाद जाने के लिए ज्यादा से ज्यादा डेमू ट्रेन्स स्टार्ट की जानी चाहिए।

Sir, as far as Gujarat is concerned, I would request you that Somnath, Dwarka and Ambaji are the big pilgrim centres. They are located in different parts of Gujarat and they are important pilgrim places. They are also important from the tourism perspective. We demand new trains for these three places with Broad Gauge connectivity to the major cities of the country. Further, construction of a new line connecting Ambaji to Mehsana-Taranga Hill should be completed and new trains should be introduced to connect Ambaji with Ahmedabad, Mumbai and Delhi.

Many important routes require doubling of track including Ahmedabad-Mehsana-Jaipur, Rajkot-Veraval, Rajkot-Okha and Rajkot-Viramgam. There are many other demands put up by the State Government. These works should be taken up urgently by the Railways.

You must be knowing that Gujarat has the longest coastline. There are many new ports also. These ports are important for the development of the country. The importance of ports in Gujarat's economy and their role in serving India's hinterland and also the foreign market are well known. Sir, we have given many written requests. Please look into that.

[Shri Dilipbhai Pandya]

Lastly, I would say that from tomorrow *Navratri* festival is starting and our Chief Minister, Shri Narendra Modi, is fasting for nine days. He will take only water for nine days. It is for the benefit of the nation. His fast will certainly be helpful in the progress and development of the nation.

**श्री ईश्वर सिंह :** धन्यवाद, उपसभापति जी। मैं रेलवे बजट के समर्थन में बोलने के लिए खड़ा हुआ हूँ।

सर, रेल देश की जीवन रेखा है। भारतीय रेलवे में सबकी साझीदारी है, हिस्सेदारी है। यह आम आदमी का बजट है और इसकी मैं सराहना करता हूँ। रेल हमारी राष्ट्रीय एकता, विकास और प्रगति में अहम स्थान रखती है।

सर, इस बजट में जो सारा व्याख्यान किया गया है, उसमें हरियाणा प्रांत की अनदेखी की गयी है, उपेक्षा की गयी है। वर्ष 2012-2013 में जो 84 आदर्श स्टेशंस एक साल के अंदर बनाए जाने हैं, लेकिन हरियाणा के अंदर एक भी आदर्श स्टेशन बनाए जाने की बात इसमें नहीं की गयी है। सर, पिछले साल कुरुक्षेत्र को आदर्श स्टेशन बनाए जाने की घोषणा की गयी थी, लेकिन एक साल बीत जाने के बाद भी हरियाणा को इन 84 स्टेशंस में शामिल नहीं किया गया है। मैं आपके माध्यम से रेलवे मंत्री जी से गुजारिश करूंगा कि हमारी स्टेट हरियाणा धान का कटोरा है। आपको माल भाड़ा देश में सबसे ज्यादा हरियाणा और पंजाब से प्राप्त होता है, परंतु रेलवे सर्विस के हिसाब से हम सबसे पीछे हैं, नौकरियों में हम सबसे पीछे हैं। वैसे यह भी दुर्भाग्य की बात है कि इस देश के अंदर जिस स्टेट का मिनिस्टर बनता है, नौकरियां, बजट, रेलवे सर्विस में नई लाइनें वहीं प्रदान की जाती हैं। यह कोई अच्छी बात नहीं है। आपने हरियाणा में रोहतक से हांसी को जो एक रेलवे लाइन दी है, उसके लिए मैं आपका आभारी हूँ। परन्तु मैं इसके साथ एक बात कहूंगा कि हमारी एक लाइन है कुरुक्षेत्र से नरवाना, यह लाइन बहुत पुरानी है। आपने जैसे डेमू और मेमू रेल चलाई हैं, जो होशियारपुर से फिरोजपुर डेमो जा सकती है और प्रतापपुर से छोटा आदमपुर जा सकती है, तो फिर कैथल से दिल्ली वाया कुरुक्षेत्र क्यों नहीं आ सकती? क्योंकि वह सिंगल लाइन है, विद्युतीकरण उसका हुआ नहीं, डबल लाइन बनी नहीं, आखिर उधर के लोगों को कब सहूलियत मिलेगी? अंग्रेजों के जमाने की लाइन बनी है, उसके बाद उसको आगे कोई सुविधा नहीं दी गई। मैं यह गुजारिश करूंगा कि कैथल से दिल्ली वाया कुरुक्षेत्र सीधी रेल सेवा दी जाए।

उपसभाध्यक्ष जी, दूसरी बात मैं यह गुजारिश करूंगा कि रेलवे की हद के अंदर जो रेलवे की भूमि है, वह टोटल 4 लाख 73 हजार हेक्टेयर भूमि है, जिसमें लगभग 75 परसेंट पर रेलवे स्टेशन है, कालोनी है, गोदाम है और रेलवे लाइन है और 10 परसेंट में वृक्ष लगे हैं। यह तो रेलवे मिनिस्टर ने खुद माना है कि 15 परसेंट भूमि ऐसी है, जो उपयोग में नहीं लाई जा सकी। मैंने पिछले साल भी यह प्रश्न उठाया था, जो बहुत अहम प्रश्न है, बड़ा सीरियस है। यह जो 15 परसेंट रेलवे की भूमि है, उसे आप पट्टे पर दे दो, भूमिहीन लोगों को पट्टे पर दे दो, ताकि नाजायज कब्जा भी न हो, उनको रोजगार मिलेगा, रेलवे को आमदनी भी होगी। अगर इस 15 परसेंट भूमि को खासकर के जो अनुसूचित जाति और अनुसूचित जनजाति के लोग हैं, उनको दे दिया जाए, तो वे अपना भी गुजारा करेंगे और रेलवे को भी लाभ मिलेगा। मैं यह भी निवेदन करना चाहता हूँ कि जहाँ तक किराए के अंदर वृद्धि का है, किराया बढ़ाने के मैं समर्थन में हूँ, यह बहुत जरूरी है। प्रदेश का कोई मुखिया, मुख्य मंत्री अपने प्रदेश में अपनी बसों को फ्री करके तो देखें, सिद्धांत अपने ऊपर भी लागू करना चाहिए। केवल यह सिद्धांत रेलवे के ऊपर लागू करना कि यहाँ तो किराया बढ़ाया न जाए, अपनी स्टेट के अंदर बसों का किराया दुगुना, तिगुना किया जाए, यह

कहाँ का सिद्धांत है। इससे रेलवे कहाँ तक चलेगी? रेलवे के पास अपना कौन सा बजट है? वह तो सरकार से लेकर रेलवे चलाती है। इसलिए रेलवे को अपने बजट के हिसाब से किराया बढ़ाना बहुत जरूरी है। मैं आपके माध्यम से रेलवे मंत्री से गुजारिश भी करूंगा और प्रशंसा भी करूंगा, जो आपने गुरु परिक्रमा एक गाड़ी चलाई है। इस गाड़ी की घोषणा मंत्री जी ने अपने बजट में की है। यह अमृतसर से पटना साहिब, नांदेड़ साहिब जाएगी। अमृतसर से पटना साहिब, नांदेड़ साहिब जो गाड़ी जाएगी, यह सिखों की आस्था से जुड़ी होगी। मेरी गुजारिश यह है कि कुरुक्षेत्र एक ऐसा स्थान है, तो देश में ही नहीं, दुनिया के अंदर जाना जाता है, जहाँ नौ गुरु आए और गुरुओं के आगमन की वजह से वहाँ इस गाड़ी का ठहराव होना बहुत जरूरी है, क्योंकि अमृतसर से नांदेड़ साहिब जाने वाले सिख धर्म के साथियों को वहाँ जाने के लिए इसकी जरूरत है। इसका ठहराव वहाँ किया जाए, मेरी आपसे यह बहुत ज्यादा गुजारिश है।

महोदय, मैं आपके माध्यम से दूसरा यह कहना चाहता हूँ कि रेल के अंदर रेल-रोको कभी भी आंदोलन हो जाता है। रेल हमारी संपत्ति है। रेलवे को कितना ही नुकसान होता है, जहाँ भी रेल रोकती जाती है? इसके लिए जरूर व्यवस्था की जानी चाहिए। हमारी रेलवे में आरपीएफ, जीआरपीएफ, सुरक्षा के हिसाब से ये दो फोर्स हैं। जहाँ जीआरपीएफ है, वहाँ वह टोटली फेल है, क्योंकि वह लोकल पुलिस है। लोकल पुलिस को तो यह भी पता होता है कि कौन आदमी किस प्रवृत्ति का आदमी है, उसको यह भी पता होता है कि वह चोर है या जेबकतरा है, सारी जानकारी उसके पास होती है। इसलिए आरपीएफ में ज्यादा भराव किया जाए। रेल के अंदर जो ऐसी घटनाएं घटती हैं, उन पर रोक लगाई जाए। मेरी आपसे यह गुजारिश है।

महोदय, हमारे कुरुक्षेत्र के अंदर एक झांसा फाटक है। वहाँ बहुत लंबी-लंबी लाइन लगती है। मेरे से पहले मेरे साथी ने बोलते समय कहा था कि वहाँ एक सबवे हो, सबवे में एक करोड़ रुपया हम अपनी तरफ से देने के लिए तैयार हैं, वह सबवे नीचे की ओर बनाया जाए, जहाँ से टूक्रीलर, श्रीक्रीलर, पैदल आदमी जा सकेगा। उसका मुआयना हुआ, एक करोड़ सत्तर लाख की लागत का एस्टीमेट भी आ गया है। हमारी आपसे गुजारिश है कि रेलवे मिनिस्ट्री उसको तुरंत बनाए। सबसे बड़ी बात मैं आपसे यह कहना चाहता हूँ कि रेलवे में जो नौकरियाँ हैं, उसका बैकलॉग अभी तक पूरा नहीं हुआ।

इस साल एक लाख नौकरियाँ निकाली गई हैं, पीछे 80,000 नौकरियाँ निकाली गई थीं। नौकरियाँ निकालने से पहले रेलवे मिनिस्ट्री को चाहिए कि पहले वह अनुसूचित जाति और अनुसूचित जनजाति के backlog को पूरा करे, एक लाख नौकरियों को भरने से पहले, उस backlog को पूरा करें। हाँ, यदि कोई व्यक्ति उसके योग्य नहीं है, तब तो अलग बात है। हमारे बच्चे योग्य हैं, eligible हैं, फिर भी उनको apply करने के बाद fail कर दिया जाता है कि तुमने test pass नहीं किया। इसकी वजह से हमारे हरियाणा को नौकरियों में बहुत नुकसान हुआ है और रेल सुविधाओं से हम वैसे ही वंचित रहे हैं। मैं आपके माध्यम से रेल महकमे से कहना चाहता हूँ कि हमें हमारा पूरा हक दिया जाए।

अंत में मैं आपसे यह कहना चाहता हूँ कि आपने एक लाइन कुरुक्षेत्र से पटियाला वॉया चीका दी है। इसका सर्वे करीब 20 साल पहले हो चुका है, अब दोबारा सर्वे कराने की बात है। मैं मांग करता हूँ कि इसके साथ ही पोंटा साहिब से चीका तक की लाइन का भी सर्वे किया जाए और इसको सबसे ज्यादा प्राथमिकता दी जाए। यह हमारे प्रांत की ऐसी लाइन है, जिससे पंजाब को जोड़ा जा सकेगा। आपने मुझे इस रेल बजट पर अपने विचार रखने का समय दिया, इसके लिए मैं आपको धन्यवाद देता हूँ।

**श्री संजय राउत (महाराष्ट्र) :** माननीय उपसभापति जी, आपने हमारा भी ख्याल रखा, इसके लिए धन्यवाद। मुझे मालूम है कि आप 5 मिनट में घंटी बजा देंगे, फिर भी मैं कम समय में अपनी बात रखने की कोशिश करता हूँ।

[श्री ईश्वर सिंह]

उपसभापति जी, वर्ष 2012-13 का रेल बजट संसद में पेश हुआ है, लेकिन इसके चक्कर में रेल मंत्री, श्री दिनेश त्रिवेदी शहीद हो गए। हम उनकी कुर्बानी को भी याद करेंगे और उन्होंने जो बजट पेश किया है, उस पर मैं अपने विचार व्यक्त करना चाहता हूँ। यह रेल बजट रेलवे के **privatization** की दिशा में बड़ी सफलता से उठाया हुआ कदम है। रेल मंत्रालय यूरोप की तर्ज़ पर रेलवे का **privatization** करना चाहता है और इस षड्यंत्र का पता इस बजट को देखने से चलता है। रेलवे ने इस बजट में करीब 7 अलग-अलग **Corporations & Bodies** बनाने की पेशकश की है। मैं बता देना चाहता हूँ कि पहले ही रेलवे में करीब 7 **Corporations** काम कर रही हैं और अब उनकी संख्या डबल हो जाएगी। **Corporations** बनने के बाद उनकी **funding** केन्द्र से ही होगी, लेकिन उनकी जो **recruitment** है और जो खरीद है, उसे वे अपनी मरजी से करेंगी। जैसे आज **Konkan Railway Corporation** काम कर रही है, जो रेलवे का हिस्सा है, लेकिन उसमें भर्ती की प्रक्रिया **Railway Recruitment Board** से नहीं होती है, बल्कि वह **Corporation** खुद अपने यहाँ भर्ती करती है।

उपसभापति जी, रेलवे विभाग पिछले कुछ समय से रेलवे के निजीकरण की गुप्त मुहिम चला रहा है। अब तक कई जगहों पर साफ-सफाई के लिए **outsourcing** की जा रही थी, लेकिन अब रेल मंत्री जी ने **housekeeping** के लिए बाकायदा अलग से बॉडी बनाई है और सभी क्षेत्रों में **outsourcing** को बढ़ावा देने की कोशिश की है, जिसका सीधा असर रेलवे नौकरियों पर पड़ेगा।

मैंने पिछले रेल बजट पर हुई चर्चा के दौरान यह मुद्दा उठाया था कि रेलवे में स्थानीय लोगों की भर्ती पर जोर दिया जाना चाहिए। मैं सदन को याद दिलाना चाहूँगा कि उस समय रेल मंत्री, सुश्री ममता बनर्जी ने खुद घोषणा की थी कि **Railway Recruitment Board** राज्यवार आधार पर रेलवे में भर्ती करेगा, लेकिन मुझे दुःख है कि अभी तक यह नहीं हो सका और इस बार के रेल बजट में इसका कोई उल्लेख तक नहीं है। पिछले रेल बजट में 16,000 **ex-servicemen** की भर्ती का वायदा किया गया था, लेकिन आज तक उस वायदे को **implement** नहीं किया गया।

उपसभापति जी, इस बार रेल बजट में 4 नए रेल कोच टर्मिनल के लिए **feasibility** की घोषणा की गई है। साथ ही मध्य प्रदेश के विदिशा में लोकोमोटिव फैक्टरी लगाने की घोषणा भी की गई है। जहाँ तक पिछले रेल बजटों का सवाल है, उनमें भी बिहार के छपरा, उत्तर प्रदेश के रायबरेली, ओडिशा, पश्चिम बंगाल जैसे राज्यों में तमाम घोषणाएं की गई थीं और कुछ जगहों पर उन फैक्ट्रियों का काम भी शुरू हो चुका है, पर मुझे बड़े दुख के साथ कहना पड़ता है कि यूपीए सरकार ने अपने रेल बजट में हर बार महाराष्ट्र के साथ विश्वासघात किया है। महाराष्ट्र में एक भी रेल कारखाना लगाने की घोषणा नहीं की गई है, जिससे न केवल महाराष्ट्र के विकास पर असर पड़ता है, बल्कि इससे मिलने वाले रोज़गार से भी आम मराठी मानुषों को वंचित रखा जा रहा है।

सर, इस बार का रेल बजट सुनकर मुझे न केवल आश्चर्य हुआ, बल्कि बहुत भारी धक्का भी लगा है। रेल बजट में इस बार पिछले रेल बजटों में किए गए ज्यादातर वायदों को पूरी तरह से भुला दिया गया है। मुम्बई के मामले में ठाणे सहित जिन रेलवे स्टेशनों को विश्वस्तरीय और आदर्श स्टेशन बनाने की घोषणा की गई थी, उनके लिए किसी फंड की घोषणा इस बजट में नहीं है, न ही उनका उल्लेख रेल बजट में किया गया है। दुख की बात तो यह है कि दूसरा साल शुरू हो जाने के बाद भी ठाणे जैसे ऐतिहासिक रेलवे स्टेशन को, जहाँ से भारतीय रेल की शुरुआत हुई थी, विश्वस्तरीय बनाने के लिए **Consultant** तक नियुक्त नहीं किया गया है। ठाकुर्ली में 700 मेगावॉट के **power project** की घोषणा पिछले बजट में हुई थी और कल्याण में नर्सिंग कॉलेज का वायदा किया गया था, पर अफसोस कि इस बजट में उनका उल्लेख भी नहीं है।

सर, इस रेल बजट में मुम्बई और महाराष्ट्र के हिस्से में कुछ भी नज़र नहीं आता है। मुम्बई, जहाँ रोज़ 75 लाख यात्री यात्रा करते हैं, उस उपनगरीय रेल खंड को मंत्री जी ने सिर्फ 75 अतिरिक्त लोकल सेवाएं दी हैं, जो ऊंट के मुंह में जीरे के समान हैं और जिस 10 हज़ार करोड़ रुपए के एम.यू.टी.पी.-श्री की रिपोर्ट तैयार करने की बात की गई है, वह दो साल से तैयार पड़ी है।

सर, इस देश का रेल यात्री शायद रेल मंत्री की बारीकियों को समझ न पाए कि उसकी जेब पर बढ़े हुए रेल किराए का बोझ कितना पड़ेगा, लेकिन मैं इस सदन को बता देना चाहता हूँ कि रेल मंत्री के किराया बढ़ाने की पेशकश और वित्त मंत्री के सर्विस टैक्स के बाद रेलवे की हर श्रेणी में भारी बढ़ोतरी होगी और यह बढ़ोतरी 13 प्रतिशत से लेकर 23 प्रतिशत के बीच बैठती है, जो आम आदमी की कमर पूरी तरह से तोड़ने के लिए काफी है।

सर, रेल किराए में जो वृद्धि की गई है, उसका मैं भारी विरोध करता हूँ। ऐसे समय में जब देश का आम इंसान महंगाई के भारी बोझ में दबा पड़ा है, उस पर एक साथ इतनी वृद्धि का बोझ डालना ठीक नहीं है, पर साथ ही मैं यह बात बता देना चाहता हूँ कि रेल मंत्री दिनेश त्रिवेदी अपने मंत्रालय की कारीगरी में ही उलझ गए, वैसे ही जैसे लालू यादव जी के समय में "नुकसान" की रेल को "फायदे" की रेल साबित करने के लिए उनके मंत्रालय ने उन्हें दुनिया भर में मैनेजमेंट गुरु बनवाकर उनकी किरकिरी करवा दी थी। आज उसी तरह त्रिवेदी जी को पांच, दस, बीस पैसे की बढ़ोतरी का फार्मूला बताकर उन्हें उनकी ही पार्टी का विलेन बना दिया गया है, वरना ऐसी क्या वजह थी कि 14 मार्च, 2012 को पेश किए गए रेल बजट में यात्री किराए में जो वृद्धि की गई थी, उससे रेलवे को अतिरिक्त 4 हज़ार करोड़ मिलने पर बवाल हो रहा है, लेकिन रेल बजट से पहले 6 मार्च, 2012 के रेल भाड़े में जो वृद्धि की थी, उससे आम इंसान पर अतिरिक्त 20 हज़ार करोड़ का जो बोझ आ रहा है, उस पर आप चुप्पी साधे बैठे हैं? क्या माल भाड़े की वृद्धि का बोझ आम इंसान पर नहीं पड़ रहा है?

सर, रेल मंत्री और उनके मंत्रालय ने बड़ी सफाई से अपनी जिम्मेदारियों को दूसरों के पाले में डाला है। वित्तीय सहायता के लिए उन्होंने गैर वित्त मंत्रालय के पाले में डाल दी है और काम की जिम्मेदारी नवगठित Corporation के जिम्मे कर खुद रेलवे मंत्रालय और बोर्ड सिर्फ प्रेषक की भूमिका अदा करना चाहता है।

सर, रेलवे के modernization के लिए Sam Pitroda की अध्यक्षता में रेलवे की जो कमेटी बनी थी, उसने अपनी रिपोर्ट भी सरकार को सौंप दी है और उस रिपोर्ट का रेलवे मंत्री के बजट भाषण में काफी उल्लेख हुआ है।

**MR. DEPUTY CHAIRMAN : Please conclude.**

**श्री संजय राउत :** सर, Sam Pitroda वही शख्स हैं, जिनके कदम Communication Sector में पड़ते ही उसका निजीकरण हो गया था। क्या यहाँ भी हमें इस तरह से जाने के लिए रेल मंत्री ने मजबूर किया है? धन्यवाद।

**श्री उपसभापति :** श्रीमती कुसुम राय... आपकी पार्टी का समय समाप्त हो चुका है, केवल पाँच मिनट बोलिए।

**श्रीमती कुसुम राय (उत्तर प्रदेश) :** माननीय उपसभापति महोदय, आपने मुझे बोलने का समय दिया, इसके लिए मैं आपको धन्यवाद देती हूँ। आपके माध्यम से मैं माननीय रेल मंत्री जी से यह कहना चाहती

[श्रीमती कुसुम राय]

हूँ कि देश की जनता बजट सत्र प्रारम्भ होते ही रेल बजट की प्रतीक्षा करती है क्योंकि भारत सरकार का रेल बजट देश की आर्थिक गतिविधियों की दिशा और दशा तय करता है। दुर्भाग्यवश रेल मंत्री महोदय ने एक दिशाहीन बजट प्रस्तुत किया है तथा महंगाई की मार से त्रस्त जनता के ऊपर अतिरिक्त बोझ डालकर उसकी बिगड़ी हुई दशा को और भी दयनीय बना दिया है।

महोदय, यात्रियों की सुरक्षा के नाम पर एक स्वतंत्र रेलवे सेफ्टी अथॉरिटी की घोषणा की गयी है। पिछले रेल बजट में **anti collision device** लगाने की घोषणा की गयी थी जो कि अभी पूरी नहीं की गयी। रेल दुर्घटनाओं के लिए मानवरहित क्रॉसिंग को जिम्मेदार माना गया है। ऐसी ही एक घटना अभी परसों हाथरस में हुई, जिसमें 15 लोगों की जानें चली गयी थीं। वर्ष 2011-12 के रेल बजट में मानव रहित क्रॉसिंग्स पर चौकीदारों की तैनाती की घोषणा की गयी थी, लेकिन आज भी लगभग 3000 मानव रहित क्रॉसिंग्स हैं जिनके कारण लोग मौत के मुंह में जा रहे हैं, लेकिन देश की इस संवेदनहीन सरकार ने यह कहा कि पाँच वर्ष में मानवरहित क्रॉसिंग को समाप्त कर दिया जाएगा। मैं जानना चाहती हूँ कि क्या तब तक लोग मानव रहित क्रॉसिंग के ऊपर शहीद होते रहेंगे?

महोदय, बजट में द्वितीय श्रेणी के किराए में वृद्धि अतार्किक ढंग से की गयी है। देखने में यह वृद्धि 2 पैसे और 5 पैसे प्रति किलोमीटर है, जो बहुत सामान्य वृद्धि लगती है, परन्तु वास्तविक वृद्धि 10 से 15 प्रतिशत की गयी है। यहाँ माननीय रेल मंत्री ने स्वतंत्र रेलवे सेफ्टी अथॉरिटी के गठन की घोषणा कर दी है, जो मालभाड़े और यात्री किराए निर्धारित करने का सुझाव देगी अर्थात् अब यात्री किराए और मालभाड़े की वृद्धि हेतु सरकार को बजट की प्रतीक्षा नहीं करनी पड़ेगी। अब कभी भी किसी भी समय किराए में वृद्धि की जा सकेगी।

माननीय रेल मंत्री की **Fuel Adjustment Component** योजना जनता की जेब खाली करने का अनोखा तरीका है। इसी योजना के अंतर्गत फ्यूल की लागत के हिसाब से किराए में बढ़ोत्तरी होगी।

माननीय रेल मंत्री जी ने सभी देशवासियों को मुंगेरीलाल का सपना दिखाया है। बजट में घोषणा की गयी है कि रेलवे स्टेशंस एयरपोर्ट जैसे होंगे, जबकि वास्तविकता यह है कि पूर्वांचल और बिहार की ओर जाने वाली गाड़ियों में दूसरी श्रेणी के शौचालयों में पानी भी नहीं होता है। यदि होता भी है तो रास्ते में ही समाप्त हो जाता है। बीच स्टेशनों पर द्वितीय श्रेणी और स्लीपर क्लास के कोचिज़ में पानी दोबारा नहीं भरा जाता है।

पूर्वांचल, विशेषकर आजमगढ़, गाजीपुर, जौनपुर, गोंडा, बस्ती, देवरिया और बलिया के लिए गाड़ियों की संख्या बहुत ही कम है, जबकि इन क्षेत्रों से लाखों की संख्या में मजदूर काम की तलाश में दिल्ली, मुम्बई, कोलकाता जैसे शहरों में आते-जाते हैं। इन्हें कभी भी और किसी भी समय रेलवे स्टेशनों पर भेड़-बकरियों की तरह यात्रा करते देखा जा सकता है, परन्तु रेल बजट में पूर्वोत्तर की ओर जाने वाली गाड़ियों की संख्या में कोई वृद्धि नहीं की गयी है।

पूर्वोत्तर की ओर जो थोड़ी बहुत गाड़ियाँ हैं, उनमें केटरिंग की सुविधा नहीं है, जिसके कारण भोले-भाले यात्री प्राइवेट केटरर्स का दूषित खाना महंगे रेट पर खाने को मजबूर रहते हैं।

महोदय, पिछले बजट में अनुसूचित जाति और अनुसूचित जनजाति क्षेत्र के अंतर्गत बैकलॉग को भरने हेतु 1.75 लाख भर्तियों की घोषणा की गयी थी, लेकिन मुझे दुख के साथ यह कहना पड़ रहा है

कि अभी भी 1 लाख 26 हजार स्थान रिक्त हैं। गरीब, दलितों का दंभ भरने वाली यूपीए सरकार, अनुसूचित जातियों और जनजातियों के मामले में इतनी संवेदनशून्य क्यों है?

सर, रेल सुविधाओं के नाम पर घोषणाएं अनेक हुई हैं। पिछले 63 वर्षों में रेलवे में गुणवत्ता का सुधार कितना हुआ है, यह हम सभी जानते हैं। यहाँ तक कि एनडीए शासनकाल में प्रारंभ में की गयी योजनाओं को भी ठंडे बस्ते में डाल दिया गया। वर्ष 2012 में लोग गाड़ियों की छतों पर बैठकर यात्रा करते हैं जैसा कि 1947 में करते थे। मैं सरकार से मांग करती हूँ कि द्वितीय श्रेणी के किराये में घोषित वृद्धि को अतार्किक बताकर वृद्धि वापस की जाये या कम की जाए, पूर्वांचल की ओर जाने वाली गाड़ियों की संख्या बढ़ायी जाए एवं गाड़ियों के शौचालयों में सफाई एवं पानी की पूर्ण व्यवस्था की जाए।

महोदय, यद्यपि बजट में प्रतीक्षा सूची टिकटधारी सवारियों हेतु आरक्षित डिब्बों की व्यवस्था के आश्वासन दिये गये हैं, परन्तु मुझे आशंका है कि यह आश्वासन भी होली के त्यौहार के समय दिये गये आश्वासन की तरह खोखला साबित न हो। होली के अवसर पर यात्रियों को इसी प्रकार का आश्वासन दिया गया और यात्रियों को 400-500 तक की वेटिंग लिस्ट दी गयी, परन्तु उनके आरक्षण की व्यवस्था नहीं की गयी। परिणामस्वरूप यात्रियों को होली के अवसर पर पार्सल की भांति यात्रा करनी पड़ी।

माननीय उपसभापति जी, मैं आपके माध्यम से नये रेल मंत्री जी का स्वागती करती हूँ और उनसे निवेदन भी करती हूँ कि उत्तर प्रदेश बहुत बड़ा प्रदेश है। पिछले काफी समय से जो बड़ी रेल दुर्घटनाएं हुई हैं, वे उत्तर प्रदेश में ही हुई हैं। मैं आपके माध्यम से रेल मंत्री जी से अनुरोध करूंगी कि वे हमारे उत्तर प्रदेश का दौरा करें और वहाँ के लोगों की समस्याओं का निदान करें। धन्यवाद।

MR. DEPUTY CHAIRMAN : Mr. P. Bhattacharya.

SHRI P. BHATTACHARYA (West Bengal) : It is really surprising. I have not given my name.

MR. DEPUTY CHAIRMAN : It is there.

SHRI P. BHATTACHARYA : Fortunately when you have called my name, I am really grateful. I am quite fortunate tht you have allowed sometime.

MR. DEPUTY CHAIRMAN : If you want to sit down, I will be very happy. Some Members want to speak but their names are not there. Do you want to speak or not?

SHRI P. BHATTACHARYA : Sir, things are like this. The Railway Budget which has been presented to the Parliament by the Railway Minister, I appreciate that. I praise Shri Dinesh Trivedi; and I also praise Shri Mukul Roy who has taken over the charge of the Ministry of Railways. Sir, it is true that Railways are a huge public sector in the country. I must say that thousands of employees are working in the Indian Railways. They have a lot of problems. Here we are talking about rail facilities, accommodation and other things. At the same time, we have to think about the problems of the employees which they are facing. The then Railway Minister, Miss Mamata Banerjee said that she was proud of railway employees. But today we are hearing that the Railway employees want to go on a strike. It is really unfortunate. I hope the Railway Minister will take appropriate steps so that the railway employees do not go



[Shri P. Bhattacharya]

on strike. Whatever demands railway employees have put forth, I request the Minister to call them for a negotiation so that their problems could be sorted out within the time frame. They should feel that the Ministry of Railways is concerned about their problems and would try to solve them.

Can I tell you two more things which are very necessary for the passengers? One is the safety and security of the passengers. All the time, we have been seeing in the newspapers or in the electronic media that train accidents are taking place in different parts in the country. Why these things are happening? What are the reasons? These have to be inquired into properly. There should be a committee to go into the details and find out the reasons for such accidents taking place in the country very often whether due to track management problem or signal problem management or mismanagement by the staff. All these have to be ascertained. I hope the Railway Minister will take steps to set these things right so that unfortunate accidents do not take place in future in the country. We have been talking about the accidents; and the Railway Ministry is saying that they are giving some compensation. What is the use of the giving compensation? What is the use of giving compensation? I appreciate the functioning of the Railway Ministry. It is the duty of the Railway Ministry to announce these compensations. If a man dies in an accident, what will be the use of this compensation? If anybody dies in an accident – first of all, I do not want anybody to die in an accident – then instead of giving them monetary compensation, some job should be given to his or her relatives which will be of great help to them. My suggestion is, instead of giving them monetary compensation, give them some job.

Secondly, nowadays journey in the railways is not at all comfortable. What I mean to say is, whether it is a three tier sleeper or a two tier sleeper or a first class bogie, everywhere you can see dirt. We can see cockroaches flying even in first class compartments. These cockroaches are very happy to travel inside these compartments; they feel that it is one of the best places for them to stay. I do not know how the Railway Minister will get rid of these cockroaches and these types of things. I think this is the most important work for the Railway Minister. He will have to take proper steps by making proper arrangements at the railway stations where जहाँ पर सफाई होने के लिए रखा है। They must take proper steps. I am grateful to you, Sir, for allowing me to speak on the Railway Budget. Thank you.

श्री बलविंदर सिंह भुंडर (पंजाब) : Sir, राज्य सभा में जो 14 मार्च को बजट speech introduce की गई थी, मैं इससे कुछ points लेना चाहता हूँ। चूंकि time कम है, इसलिए मैं नहीं चाहता कि एक लफ्ज़ भी इधर-उधर बोला जाए। मैं direct ही इस पर आता हूँ कि जो रेलवे लाइन है, यह India की life line है। इस बात को सभी कहते हैं और सभी जानते हैं, लेकिन इसको long life करने के लिए जो vision 2020 है, काकोदकर की रिपोर्ट और सेम पित्रोदा कमेटी की रिपोर्ट है, इसको लागू करने के लिए इस document में सुझाव दिए गए हैं। अगर ये सुझाव मान लिए जाएं, तो हम world class

के level पर अपनी रेलवे को ले जाएंगे। जो हमारे पहले ऑनरेबल मिनिस्टर थे, उन्होंने कहा था कि इसको उस लेवल पर ले जाना तो हमारे सामने हिमालय जैसा टॉस्क है।

सर, मैं आपके माध्यम से प्रेजेंट ऑनरेबल मिनिस्टर साहब से कहना चाहता हूँ कि कोई टास्क हिमालय जैसा नहीं होता, क्योंकि हिमालय पर लोग पहुंच गए हैं, इसलिए टॉस्क भी कम्पलीट किया जा सकता है। अगर हमें देश को बचाना है, तो रेलवे को बचाना पड़ेगा। आपने जो 14,00,000 करोड़ का एस्टीमेट दिया है, इसके लिए ten years plan बनाया गया था और ममता जी ने vision 2020 पेश किया था। अब आपने 2012-13 के लिए 60,000 करोड़ की proposal दी है। मैं कहता हूँ कि न 60,000 करोड़ की बात है और न ही 14,00,000 करोड़ की बात है, बल्कि बात willpower की बात है। अगर willpower है तो हर चीज हो सकती है। इस country में money की कोई problem नहीं है, बल्कि willpower की problem है। हम जो भी project शुरू करते हैं, half heartedly करते हैं। उससे पैसा भी ज़ाया हो जाता है, project भी complete नहीं होता है और public को भी तकलीफ होती है। इसलिए मैं कहना चाहूंगा कि मिनिस्टर साहब, आपको किसी के पास जाने की जरूरत नहीं है, क्योंकि आपके पास तो बड़ी property है। आपके पास जो रेलवे के एस्टीमेट हैं, मेरे विचार में, जो मैंने रिपोर्ट में कहीं देखे हैं, अबाउट 10 लाख थाउजेंड करोड़ की प्रॉपर्टी रेलवे के पास है। रेलवे की यह जो प्रॉपर्टी है, इनका लैंड, जो शार्क हैं, वे eat कर रहे हैं। इसको क्यों न उससे बचाया जाए और देश के काम में लिया जाए। हमने पंजाब में तीस, चालीस सालों में जो अरबन प्रॉपर्टी थी, उसको काम में लिया। पंजाब, जो छोटी-सी स्टेट है, उसने पिछले दो-तीन सालों में तकरीबन 2000 करोड़ रुपये जनरेट किये। हमने सभी शहरों को सीवरेज, वाटर वर्क्स और इलेक्ट्रिसिटी दी। हमने पिछले तीस सालों में तकरीबन 80 परसेंट काम कम्पलीट किया है। आप भी इसी तरह कर सकते हैं। आप इस प्रॉपर्टी को युटिलाइज कीजिए, एक्सप्लॉइट कीजिए और देश के काम में लाइए, गरीब लोगों के काम में लाइए और देश को बचाइए।

दूसरा प्वाइंट है कि आप जो प्राइवेट पब्लिक पार्टनरशिप कर रहे हैं, वह भी बहुत अच्छी बात है, उसके जरिये भी इसको आगे ले जाना चाहिए, लेकिन इतने ज्यादा टैक्स, 4000 करोड़ टैक्स से गरीब को इतनी बड़ी प्रॉब्लम आई है। मैं दूसरी साइड पर भी जाता कि होना चाहिए, अगर फाइनेंस पैदा करेंगे, तभी अपने प्रोजेक्ट कम्पलीट होंगे, लेकिन प्वाइंट यह है कि फाइनेंस कैसे क्रिएट करना चाहिए। इस देश का जो गरीब है, इस देश में अस्सी करोड़ लोग गरीब हैं, जिनकी डेली आमदनी तीस रुपये से कम है, उनको दो वक्त की रोटी भी नहीं मिलती, उसके लिए तो एक पैसा भी ज्यादा है, इसलिए मैं यह सुझाव दूंगा कि वह पैसा वापस लेना चाहिए, लेकिन जेनरेशन के और भी साधन हैं, आप वहाँ जनरेट कीजिए। हम इस पर आपके साथ हैं कि आपको ये प्रोजेक्ट कम्पलीट करने चाहिए।

उपसभापति जी, मैं आपके जरिए यह भी सुझाव देना चाहता हूँ कि देश को साठ साल हो गए हैं, किसी साइड पर कोई प्रोजेक्ट कम्पलीट नहीं होता है, न एजुकेशन ठीक, न हैल्थ ठीक, न एग्रीकल्चर ठीक, न रेलवे ठीक और न एविएशन ठीक है, कोई पार्ट ठीक नहीं है। अभी जो 12th, फाइव ईयार प्लान शुरू है, आप एक साल में दो प्रोजेक्ट ले लीजिए, एक रेलवे ले लीजिए, एक एग्रीकल्चर ले लीजिए, ये दोनों देश की लाइफ लाइन हैं, दोनों पर ही देश चलता है, इनसे ही देश की ग्रोथ है। अगर हमने वर्ल्ड क्लास के बराबर जाना है, वर्ल्ड के बराबर कम्पीट करना है, तो हमें इन दोनों में ग्रोथ लानी पड़ेगी। मैं इस ग्रोथ के लिए पी.एम. साहब से कहता हूँ कि देश का बजट ज्यादा इधर-उधर करने की बजाय दो प्रोजेक्ट्स को प्रॉयोरिटी पर लें ताकि हम देश को आगे ले जाएं, दुनिया के बराबर लेकर जाएं। अगर हमें चीन का मुकाबला करना है और डेवलपड कंट्री का मुकाबला करना है, तो हमें एक विल पावर लेकर, जो प्रोजेक्ट हैं, उसको टाइम बाउंड रखकर कम्पलीट करना पड़ेगा, तब जाकर यह देश आगे जाएगा। मैं एक और सुझाव देता हूँ कि यह जो रेलवे हैं, उसके विषय में गंभीरता से सोचना चाहिए।

[श्री बलविंदर सिंह भुंडर]

उपसभापति जी, मैं आपके जरिये कहना चाहता हूँ कि हमारी कंट्री में इतने इकॉनॉमिस्ट बैठे हैं, अगर ये प्रोजेक्ट ले आए तो इससे देश पर बोझ नहीं पड़ेगा, बल्कि देश का फायदा ही होगा। देश का फायदा कैसे होगा? अगर हम रेलवे की एफिशिएंसी वर्ल्ड क्लास लेवल पर ले जाते हैं और जो डिमांड्स हैं, वे बढ़ा देते हैं, इस डॉक्यूमेंट में 5 प्वाइंट्स इस ईयर के लिए हैं, लेकिन टोटल जो प्रोजेक्ट्स हैं, उसके पाँच-छह प्वाइंट्स हैं, अगर इस सब को अचीव करना है, मैं ज्यादा एक्सप्लेन नहीं करना चाहता हूँ, क्योंकि वह डॉक्यूमेंट में है, मेरा टाइम कम है, इस पर ज्यादा टाइम लगेगा, यदि हम इसको अचीव कर लें कंट्री को क्या बेनिफिट होगा? सबसे पहले तो यह बेनिफिट होगा कि प्राइस राइज कम होगा। हमारे पास रेल, रोड और sea है। sea सबसे चीप है, सैकिंड नंबर पर रेलवे चीप है और sea तो बॉर्डर पर है। यह ज्योग्राफीकली प्लेन कंट्री है, इसलिए हमें रेल रूट को डेवलप करना चाहिए और जो रोड रूट है, वह श्री टाइम एक्सपेंसिव है। इस सबको करने से प्राइस कम होगा, गरीब को फायदा होगा, सैकिंड यह फायदा होगा कि इस कंट्री में यह जो इतना पॉल्युशन है, अगर रेलवे ज्यादा कार्यरत होगी, तो इससे ट्रक कम होंगे, बस कम होंगी जिससे पॉल्युशन कम होगा। तीसरा एक्सीडेंट्स कम होंगे और चौथा, जो सबसे बड़ी प्रॉब्लम है, हमारी जो ऑयल का इम्पोर्ट है, जिसमें हमारा ज्यादा फॉरेन एक्सचेंज खर्च हो रहा है, इससे हमारे ऑयल की कंजम्पशन भी बचेगी। इस सबसे हमारे देश को फायदा होगा, इसलिए यह सबसे जरूरी है कि आज जैसे एग्रीकल्चर के डेवलपमेंट की लोड है, उस पर पूरा जोर देने की जरूरत है, उसी तरह से रेलवे के लिए जरूरी है कि हम इसे पूरे जोर से आगे ले जाएँ और वर्ल्ड के स्टैंडर्ड पर ले जाएँ। मिनिस्टर साहब, मैं यह कहना चाहता हूँ कि देश और हम आपके साथ हैं, लेकिन मैं पी.एम. साहब से भी यह कहना चाहता हूँ कि जब डेवलपमेंट का प्वाइंट आए, तब कोई अपोजिशन नहीं, कोई रूलिंग नहीं, हम सब एक हैं। देश का डेवलपमेंट करने में हम सभी को जोर लगाना चाहिए। ...**(समय की घंटी)**... उपसभापति जी, मैं पहले ही बहुत शॉर्ट और जल्दी बोल रहा हूँ। आपको मुझे 10 मिनट देने चाहिए।

**श्री उपसभापति :** नहीं, नहीं, मैंने आपको दो मिनट ज्यादा दिए।

**श्री बलविंदर सिंह भुंडर :** हमारी पार्टी से मैं अकेला ही बोला हूँ।

**श्री उपसभापति :** पार्टी का टाइम नहीं है, आपका नाम 'Others' में है।

**श्री बलविंदर सिंह भुंडर :** ठीक है। अगर आप टाइम नहीं देंगे, तो मैं यहाँ कुछ प्वायंट्स कह कर रुक जाता हूँ।

ऑनरेबल मिनिस्टर साहब, वैसे तो मैं पंजाब के लिए कह रहा हूँ, लेकिन यह पंजाब के लिए नहीं, बल्कि देश के लिए है। जो ईस्टर्न-वेस्टर्न कॉरीडोर है, आप उसको नॉर्थ ले जा रहे हैं, दानकुनी से लुधियाना, अगर आप इसको अमृतसर तक ले जाएँ, अटारी बॉर्डर तक ले जाएँ, तो इसका और फायदा होगा। पाकिस्तान के साथ हमारा जो बिजनेस बढ़ रहा है, इससे अकेले पंजाब को फायदा नहीं होगा, बल्कि देश को फायदा होगा। इसलिए इसको अमृतसर, अटारी तक बढ़ाना चाहिए, इसको बॉर्डर तक ले जाना चाहिए। यह सिर्फ 50-60 किलोमीटर और है।

आप जो रेलवे लाइन डबल कर रहे हैं, जो दिल्ली से हिसार और जाखल तक है, इसको आगे मानसा मौड़ तक बढ़ा रहे हैं। अगर इसको भटिण्डा और फिरोज़पुर ले जाएँ, तो पाकिस्तान का सेकंड बॉर्डर, वाघा आ जाता है। आप इस साल इसको मानसा मौड़ ले जा रहे हैं। इससे सारा हरियाणा

पास होता है, आगे पंजाब आता है। यह पंजाब का मालवा जोन है, जहाँ हमारे चार कोल थर्मल प्लांट्स हैं।

इधर जो डिफिसिट स्टेट्स हैं, वहाँ फूडग्रेस जाएँ और वहाँ से कोल आए, तो इससे आपको फायदा होगा। आयरन ओर से आपका जो गुड्स फ्रेट कम हो रहा है, इससे आपका यह कम्प्लीट होगा और देश को फायदा होगा। इससे डिफिसिट स्टेट को फूडग्रेस जाएगा और हमें कोयले की शॉर्टेज है, तो हमें सेकेंड लाइन से कोल आएगा। इसलिए इसको जल्दी प्रायोरिटी पर, इसी साल भटिण्डा, अभी तक सिर्फ मौड़ है...

**श्री उपसभापति :** आप समाप्त कीजिए।

**श्री बलविंदर सिंह भुंडर :** यह जो स्पेशल कॉरीडोर है, जो डबल रेल लाइन है, इसको आगे भटिण्डा, 30 किलोमीटर है, फिरोज़पुर 40 किलोमीटर ओर है, वहाँ बॉर्डर तक ले जाएँ।

**श्री उपसभापति :** आप समाप्त कीजिए।

**श्री बलविंदर सिंह भुंडर :** अब मैं वेलकम कर देता हूँ।

**श्री उपसभापति :** ठीक है, आप वेलकम कर दीजिए।

**श्री बलविंदर सिंह भुंडर :** आपने जो ट्रेन अमृतसर से पटना, हुजूर साहब, चलाई है, हम उसका वेलकम करते हैं। सेकेंड जो दिल्ली-लुधियाना-मोगा की है, मैं उसका भी वेलकम करता हूँ। ये जो दो-तीन प्वायंट्स हैं, ये केवल पंजाब के लिए नहीं है, कोई कहता है कि ये पंजाब के लिए है, मैं कहता हूँ कि जो हम कर रहे हैं, यह देश के लिए है, क्योंकि पंजाब "फूड बास्केट ऑफ इंडिया" है। इसलिए यहाँ से अनाज वहाँ जाएगा, तो वहाँ अनाज सस्ता होगा और महँगाई पर भी कंट्रोल होगा। वेजीटेबल्स, फ्रूट्स, मिल्क में भी फायदा होगा, क्योंकि पंजाब इन चीजों का प्रोड्यूसर है। इसलिए मैं रेलवे लाइन को डबल करने के लिए और स्पेशल कॉरीडोर को आगे तक ले जाने के लिए आपसे रिक्वेस्ट करूँगा। आपका बहुत-बहुत धन्यवाद।

**श्री उपसभापति :** सुश्री अनुसुइया उड़के। आपके पास पाँच मिनट हैं।

**सुश्री अनुसुइया उड़के (मध्य प्रदेश) :** माननीय उपसभापति महोदय, मेरी यह आखिरी स्पीच है और मैं आपसे अनुरोध करती हूँ कि मुझे पाँच मिनट और अधिक मिल जाएँ, तो बहुत मेहरबानी होगी। मैं क्षमा चाहती हूँ कि कल मैं आपके प्रति आभार व्यक्त नहीं कर पाई। आपने जितना सहयोग और आशीर्वाद दिया है, उसके लिए मैं माननीय कुरियन साहब और आपके प्रति बहुत आभार व्यक्त करती हूँ, क्योंकि आपका मेरे प्रति बहुत सहयोग रहा है। इसके साथ ही मैं हमारे माननीय मुख्य मंत्री, शिवराज चौहान जी, जिनकी मुझे राज्य सभा पहुँचाने में बहुत बड़ी भूमिका रही है, उनके प्रति भी आभार व्यक्त करती हूँ।

सबसे पहले मैं माननीय पूर्व रेल मंत्री, त्रिवेदी जी को बहुत-बहुत धन्यवाद देती हूँ कि उन्होंने जो छिन्दवाड़ा से पातालकोट एक्सप्रेस चलती है, पहले उसे छिन्दवाड़ा से झाँसी, जब ममता जी थीं, उस समय उन्होंने किया, फिर झाँसी से बढ़ा कर ग्वालियर किया और फिर ग्वालियर से बढ़ा कर दिल्ली तक कर दिया। वह पहले सप्ताह में मात्र दो ही दिन चलती थी, लेकिन अब इस बजट में उन्होंने इसे प्रतिदिन चलाने की जो घोषणा की है, इसके लिए मैं अपने छिन्दवाड़ा जिले और मध्य प्रदेश की जनता की ओर से उनके प्रति बहुत-बहुत आभार व्यक्त करती हूँ और धन्यवाद देती हूँ।

माननीय उपसभापति महोदय, मैं एक बात कहना चाहूँगी कि छिन्दवाड़ा और मंडला भौगोलिक दृष्टि से पूरे ही आदिवासी बहुल जिले हैं। छिन्दवाड़ा से मंडला के लिए जो गाड़ी जाती थी, उसको बंद कर दिया गया। मेरा माननीय मंत्री जी से निवेदन है कि उस गाड़ी को, क्योंकि उस लाइन में ट्रैफिक बहुत रहता है, उसे पुनः मंडला तक चलाने के लिए आप स्वीकृत करें, तो बड़ी कृपा होगी। माननीय उपसभापति

[सुश्री अनुसुइया उइके]

महोदय, इसी तरह से छिन्दवाड़ा से इन्दौर जाने वाली जो गाड़ी है, उसमें प्रथम श्रेणी का जो कोच लगता है, करीब-करीब 25 वर्षों से वही कोच चल रहा है। समय-समय पर मैंने इस बात का निवेदन भी किया था कि कम से कम उसमें नया कोच लग जाए। चूंकि उसमें बहुत सारे लोग छिन्दवाड़ा से भोपाल और इन्दौर तक सफर करते हैं और वह कोच बहुत पुराना हो गया है, साथ ही उस कोच में काफी गन्दगी भी रहती है। इसलिए मैं आपसे उस ट्रेन में नये कोच लगाए जाने का निवेदन कर रही हूँ।

इसी तरह जो पंचवेली एक्सप्रेस ट्रेन है, उसमें प्रतिदिन कम से कम 100 से ऊपर प्रतीक्षा सूची या वेटिंग लिस्ट रहती है। यदि उसमें एक अतिरिक्त कोच लगा दें तो बहुत कृपा होगी क्योंकि उसमें इतने लोग सफर करते हैं कि लोगों को आरक्षण नहीं मिल पाता। उसके लिए एक अतिरिक्त कोच की बहुत ज्यादा आवश्यकता है।

छिन्दवाड़ा से मुम्बई के लिए कोई सीधी गाड़ी नहीं है, वह नागपुर या आमला होते हुए जाती है और सभी को नागपुर जाकर गाड़ी पकड़नी पड़ती है। इसलिए छिन्दवाड़ा से मुम्बई के लिए एक गाड़ी चलाई जाए या कुछ कोच छिन्दवाड़ा से इटारसी तक लगाए जाएं तथा वहाँ से किसी दूसरी गाड़ी में इन कोचों को जोड़ कर मुम्बई तक भेजा जाए। इससे भी वहाँ की जनता को बहुत राहत मिलेगी।

दूसरा, नरखेड़ से अमरावती तक जो ट्रेक है, वह कुछ ही समय में पूर्ण हो रहा है। एक गाड़ी मुम्बई से अमरावती तक आकर दिन भर खड़ी रहती है। यदि इसे मुम्बई-अमरावती-नरखेड़-आमला-छिन्दवाड़ा तक चलाया जा सके, इससे जो रैक दिन भर खड़ा रहता है, उसका उपयोग हो सकता है तथा इससे रेलवे की आमदनी भी बढ़ेगी।

इसी तरह छिन्दवाड़ा से परासिया रेलमार्ग में ओटीओएस, अर्थात् केवल एक गाड़ी प्रणाली को तत्काल समाप्त किया जाए, ताकि एक-एक घंटे का हाल्ट समाप्त हो। इससे काफी सुविधा होगी।

यात्रियों की सुविधा के लिए जुन्नारदेव एवं परासिया स्टेशनों पर पीएनआर स्टेटस जानने हेतु एक मशीन लगाई जाए तथा आरक्षण हेतु पृथक काउन्टर स्थापित किया जाए, यह भी मेरा आपसे अनुरोध है।

माननीय महोदय, छिन्दवाड़ा से एक रास्ता जो भोपाल के लिए जाता है, उसमें जुन्नारदेव एवं इकलेहरा स्टेशन पड़ते हैं। वहाँ से आठ-दस गाड़ियाँ प्रतिदिन निकलती हैं तथा वहाँ क्रॉसिंग बहुत होती है। प्लेटफॉर्म एक तरफ हैं, जिसकी वजह से एक तरफ से यात्रियों को गाड़ी में चढ़ने उतरने में कष्ट होता है। वहाँ अगर प्लेटफॉर्म के दोनों ओर पैदलयात्रियों के लिए ब्रिज बनाया जाता है, तो उससे वहाँ के लोगों को बहुत सुविधा मिलेगी।

महोदय, इसी तरह वहाँ शहर के अन्दर एक मार्ग पर रेलवे फाटक है, जहाँ कई एक्सिडेंट भी हो चुके हैं। वहाँ एक आदर्श नगर परासिया रोड है, जो छिन्दवाड़ा से महुआटोला तक जाती है और उसमें से करीब 10 या 11 गाँवों के लोग गुजरते हैं। वहाँ करीब 4-5 लोगों का एक्सिडेंट भी हो चुका है। मेरा माननीय रेल मंत्री जी से निवेदन है कि वहाँ पर रेलवे फाटक की व्यवस्था करवाई जाए। इसके संबंध में मैंने तीन-चार बार माननीय ममता जी से और माननीय त्रिवेदी जी से भी निवेदन किया है। अब आप से भी मैं यही अनुरोध करती हूँ। इसके लिए वहाँ की जनता ने लिख कर मांग भी की है। वहाँ से करीब 10-15 गाँवों के लोग क्रॉस करते हैं। अगर आप वहाँ रेलवे का फाटक बना दें तो बहुत कृपा होगी।

छिन्दवाड़ा से नागपुर गेज परिवर्तन के दौरान कई स्थानों पर लाइन बिछाने के लिए भूमि की कटाई एवं भराई की जा रही है। भराई के लिए मिट्टी दूसरे स्थानों से खोदकर लाई जाती है। इस कार्य हेतु

यदि निकटतम ग्राम के उपयुक्त स्थल से मिट्टी खोद कर लाई जाती है, तो उस ग्राम में स्थाई रूप से बिना किसी अन्य व्यय के तालाब का निर्माण हो सकता है। इस पर अगर जिला प्रशासन तथा रेलवे प्रशासन से कार्यवाही होती है तो इससे लोगों को स्टाप डेम का भी काफी लाभ होगा।

माननीय मंत्री जी, इसी तरह से छिन्दवाड़ा से नागपुर ब्रॉड गेज परिवर्तन का कार्य प्रारम्भ है, जिसकी गति धीमी है एवं निर्धारित समय पर वहाँ कार्य नहीं हो रहा है। इस कार्य को निर्धारित समय 2012 तक पूर्ण कराने का प्रयास किया जाए ताकि जल्द ही वहाँ ब्रॉडगेज बन सके। हमारे यहाँ से कमल नाथ जी करीब 25-30 साल से सांसद हैं। अगर सही में इसके लिए उनका प्रयास होता, तो पता नहीं कब से वहाँ पर ट्रेन का काम हो जाता, जो आज विगत दो या तीन वर्षों में छिन्दवाड़ा से झांसी, झांसी से ग्वालियर और दिल्ली तक लाइन पहुँच चुकी है।

माननीय महोदय, पांच साल में जब भी इलेक्शन होता है, तब वह एक घोषणा करते हैं, फिर काम रुकवा देते हैं। केवल चुनाव के लिए ही वह उद्घाटन और उसका भूमि पूजन करने आते हैं। ऐसे ही छिंदवाड़ा में एक प्लाई ओवर का मामला है। पिछले 25 सालों में उसका भूमि पूजन तीन मंत्रियों द्वारा हो गया। 25 साल पहले जब श्री प्रणब मुखर्जी मंत्री थे, उसके बाद जब अब्दुल गनी खान चौधरी जी मंत्री थे और अभी शायद कोई नए मंत्री वहाँ गए थे, उन्होंने भी वहाँ भूमि पूजन किया है। ...**(व्यवधान)**... मुकुल जी का पता नहीं, अभी आए हैं। लालू प्रसाद जी ने मॉडल स्टेशन बनाने की घोषणा की थी, लेकिन, उसका अभी फिर भूमि पूजन हुआ है। ...**(समय की घंटी)**... पता नहीं, शायद कमल नाथ जी वेट करेंगे कि अगले आने वाला चुनाव कैसे जीतूँ, मगर इस तरह से वहाँ की जनता के साथ खिलवाड़ न करें। मैं माननीय मंत्री जी से निवेदन करना चाहती हूँ कि वहाँ की जनता की आवश्यकता को देखते हुए और वोट की राजनीति न करते हुए आप तत्काल जितनी भी मेरी माँगे हैं, उन सारी माँगों को पूरा करेंगे, ऐसा मुझे विश्वास है।

इन्हीं शब्दों के साथ, माननीय उपसभापति महोदय, मैं आपको बहुत-बहुत धन्यवाद देती हूँ कि आपने मुझे बहुत समय दिया। धन्यवाद।

**प्रो. अलका क्षत्रिय :** उपसभापति महोदय, मैं रेल मंत्री द्वारा वर्ष 2012-2013 के रेल बजट, जो प्रस्तुत रेल बजट है, उसका समर्थन करती हूँ। मैं समय की मर्यादा को ध्यान में रखते हुए जिन बातों को मेरे साथियों ने पहले बताया है, उनको दोहराने के बजाय कुछ अन्य मुद्दों की ओर इस सदन का ध्यान आकृष्ट करना चाहूँगी।

सर, सबसे पहले मैं ममता जी द्वारा 2009-2010 और 2010-2011 के दोनों रेल बजटों में जो बात कही गई थी, उनकी ओर मैं सदन का ध्यान जरूर आकृष्ट करना चाहूँगी। ममता जी ने वर्ष 2009-2010 में कहा था कि जिस प्रकार लोकतंत्र में वोट डालने का अधिकार सबको है, उसी तरह विकास का अधिकार भी सबको है और इसीलिए उन्होंने कहा था कि हम लोग आर्थिक व्यवहारिता की पुरानी सोच के बदले सामाजिक व्यवहारिता की जो बात है, उस पर विचार करें। उनके कहने का मतलब यह था कि जो बात आर्थिक रूप से गैरव्यवहारिक है, लेकिन जो सामाजिक दृष्टि से आवश्यक है, उस पर हमें ध्यान देना चाहिए। इसी तरह से 2010-2011 में भी उन्होंने सम्पर्कता की आवश्यकता को ध्यान में रखते हुए वाणिज्यिक लाभप्रदता की बजाय सामाजिक उत्तरदायित्व को महत्व दिया था। उनका मानना था कि सम्पर्कता के बिना जो आज लाभप्रद नहीं है, वही सम्पर्कता मुहैया कराने के बाद लाभप्रद हो जाएगा। ये दो बातें मैं सदन के माध्यम से मंत्री जी के ध्यान में लाना चाहती हूँ। साथ ही, जब दिनेश त्रिवेदी जी ने इस बजट के ऊपर अपना वक्तव्य दिया था, तब उन्होंने अपने बजट भाषण में "माँ, माटी और मानुष" के आशीर्वाद की बात कही थी। यह बात कहते हुए उन्होंने कहा था कि समय की माँग को देखते हुए हमें सुरक्षा तथा

[प्रो. अलका क्षत्रिय]

उसके साथ ही आधुनिकीकरण के ऊपर सबसे ज्यादा ध्यान देना चाहिए और इसके लिए उन्होंने रेलवे संरक्षा प्राधिकरण और साथ ही रेलवे अनुसंधान एवं विकास परिषद की स्थापना करने का जो प्रस्ताव किया था, उसका मैं समर्थन करती हूँ। बाकी बातों की ओर जैसे सभी सांसदों ने उनका समर्थन किया है, उनका मैं भी समर्थन करती हूँ।

सर, मैं गुजरात से आती हूँ। मैं खासकर मेहसाना और उत्तर गुजरात की बात रखना चाहती हूँ। मैं सदन को यह बताना चाहती हूँ कि दिनेश त्रिवेदी जी और ममता बनर्जी जी, दोनों ने गुजरात के एम.पी.जे. के साथ मीटिंग की थी। गुजरात के एम.पी.जे. को उनके एरिया में क्या चाहिए, उसकी जानकारी लेकर उनको पूरा करने का आश्वासन दिया था। दिनेश त्रिवेदी जी ने तो एक कदम आगे बढ़ कर कुछ राज्यों का दौरा भी किया था और हमें आश्वासन दिया था, लेकिन मैं यह बताना चाहती हूँ और इस बात को बताते हुए मुझे बड़ा खेद भी है कि रेल मंत्री जी ने मीटिंग में दिए गए एश्योरेंस को, कुछ प्रोजेक्ट्स के सर्वे रिपोर्ट आने के बाद भी, उनको पूरा नहीं किया है।

सर, मैं सदन का ज्यादा वक्त न लेते हुए सीधे विस्तार की ही बात करती हूँ। इसके साथ ही पूरे भारतवर्ष में और गुजरात में उन्होंने जो नई ट्रेनें दी हैं या नए गेज परिवर्तन और सर्वे प्रोजेक्ट्स की जो बात की है, उसका मैं समर्थन करती हूँ और उसके लिए उनको धन्यवाद देती हूँ, उनका आभार व्यक्त करती हूँ। मैं कहना चाहूँगी कि ममता जी ने भी धार्मिक स्थानों को जोड़ने की बात अपने बजट भाषण में कही थी। गुजरात में एक सबसे बड़ा धार्मिक स्थान है, एक शक्ति-स्थल है और जिसे शक्तिपीठ कहा जाता है - अम्बा जी। उन्होंने मेहसाना-आबू रोड वाया तारंगा और अम्बा जी लाइन की बात कही थी। जिसका सर्वे करवाने की बात उन्होंने पिछले बजट में कही थी, लेकिन इस बजट में कहीं भी उसका कोई जिक्र नहीं किया गया है। अम्बा जी सबसे बड़ा शक्ति स्थल है। ऐसा कहा जाता है कि वहाँ माँ का हृदय पड़ा हुआ है। तारंगा, जो कि जैन धर्म और बौद्ध धर्म का स्थान है, इसलिए मैं माननीय मंत्री जी से निवेदन करना चाहूँगी कि इस बात की ओर आप ध्यान देंगे।

साथ ही, रामदेव पीर का जो मंदिर है, वहाँ के लिए आपने अहमदाबाद से रामदेवड़ा तक महीने में एक बार, सिर्फ दूज के दिन एक स्पेशल ट्रेन चलाने की बात की थी और कहा था कि एक दिन ट्रेन चलाने में हमें कोई मुश्किल नहीं है, लेकिन बजट में इसका कोई भी जिक्र हमें दिखाई नहीं दे रहा है। मैं यह बताना चाहती हूँ कि मुम्बई से अहमदाबाद के लिए काफी ट्रेन्स हैं और वे ट्रेन्स अहमदाबाद आकर करीब-करीब 6-7 घंटे के लिए खड़ी रहती हैं, रुकी रहती है। अगर उन ट्रेनों में से एक-आध ट्रेन को आप आबू रोड या पालनपुर तक बढ़ा देंगे और एक-आध ट्रेन को पाटन तक बढ़ा देंगे, तो पूरे नॉर्थ गुजरात की जनता को उसका लाभ मिलेगा। वैसे भी उन ट्रेनों को 5-6 घंटे खड़ी रहने से कोई फायदा नहीं है, इसलिए इस ओर भी आप ध्यान देंगे।

सर, मैं दूसरी बात यह कहना चाहती हूँ कि रेलवे की एक पॉलिसी गेज परिवर्तन की है, जिसके अंतर्गत मीटर गेज लाइन्स को ब्रॉड गेज लाइन्स में परिवर्तित करना है, लेकिन मैं बताना चाहती हूँ कि गेज परिवर्तन करने से उस जगह पर पूरी रेल सेवा बंद हो जाती है। यह काम कभी-कभी साल, दो साल तक चलता रहता है, लेकिन सबसे बड़ी दिक्कत हमें तब होती है, जब गेज परिवर्तन होने के बाद भी उस रूट पर पहले से जो पुरानी ट्रेन थी, वह ट्रेन चालू नहीं की जाती है। इस संबंध में मैं एक उदाहरण देना चाहूँगी कि पहले हमारी डिमांग पाटन-मेहसाना लाइन को चालू करने की थी। हालांकि उसको तो

आपने चालू कर दिया, लेकिन गेज परिवर्तन होने के बाद हमारी मांग राजकोट से दिल्ली वाया वीरमगाम-मेहसाना की जो ट्रेन थी, उसे चलाने की थी, उसे पूरा नहीं किया गया है, उस ओर आप जरूर ध्यान देंगे।

साथ ही, मैं यह कहना चाहूंगी कि गुजरात एक बॉर्डर स्टेट है। अगर कभी ऐसी परिस्थिति आ जाए कि आर्मी को अहमदाबाद cantonment से बॉर्डर पर शिफ्ट करने की जरूरत पड़ जाए, तो इसके लिए हमारी यह मांग थी और यह पूरे देश की मांग है कि अहमदाबाद से कच्छ भुज वाया मेहसाना-चानासामा पर संखेत्वर और राधनपुर होकर एक रेलवे लाइन बिछायी जानी चाहिए। इस ओर भी आप ध्यान देंगे।

साथ ही, मैं बताना चाहती हूँ कि बलसाड-सोनपुर और सूरत-वाराणसी के बीच जो ट्रेन थी, उसको आपने आगे तक बढ़ाया है। बलसाड-सोनपुर के बीच चलने वाली ट्रेन को छपरा तक और सूरत-वाराणसी के बीच चलने वाली ट्रेन को आपने मुजफ्फरपुर तक बढ़ा दिया है।

**(उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) पीठासीन हुए)**

इन दोनों ट्रेनों को आपने बिहार तक बढ़ा दिया है, यह बड़ी अच्छी बात है, इसके लिए मैं आपको धन्यवाद करना चाहूंगी, लेकिन इससे एक दिक्कत और बढ़ गई है कि इसके बिहार तक बढ़ने से अब यह ट्रेन आगे से ही पूरी भर कर आती है, जिससे उत्तर प्रदेश के लोग जो सूरत में काम करते हैं, उनको उसमें बैठने की जगह नहीं मिलती है। इसलिए, उत्तर प्रदेश के जो लोग सूरत में हैं, उनकी यह मांग है कि सूरत-वाराणसी के बीच एक और ट्रेन चलायी जाए। अगर ऐसा हो जाता है, तो इससे उनको भी काफी लाभ होगा।

मैं अहमदाबाद की बात करना चाहूंगी कि अहमदाबाद-दिल्ली के बीच एक राजधानी ट्रेन है, उसकी लाइन को दोहरीकरण करने का काम लंबे अर्से से चल रहा है, लेकिन वह अभी तक पूरा नहीं हुआ है। मेरी मांग है कि उसको आप जल्द से जल्द पूरा करवाएं, ताकि लोगों को उससे सहूलियत हो। इससे समय की भी बचत होगी और ट्रेन भी जल्दी पहुंचेगी।

मैं बताना चाहती हूँ कि सैद्धांतिक तौर पर रेल मंत्रालय को एक बात स्वीकार करना चाहिए कि जहाँ-जहाँ राजधानी ट्रेन्स के स्टोपेज हैं, वे स्टेशंस बहुत महत्वपूर्ण स्टेशन्स होंगे, तभी आपने उन स्टेशनों पर उनका स्टोपेज दिया होगा। मेरी मांग है कि अब जब भी कोई नई ट्रेन शुरू हो और अगर वह राजधानी ट्रेन की रूट से निकलती हो, तो स्वाभाविक रूप से जहाँ राजधानी ट्रेन की स्टोपेज हो, उस स्टेशन पर उस ट्रेन की स्टोपेज होनी ही चाहिए, लेकिन ऐसा होता नहीं है। जैसे, मैं मेहसाना की बात करना चाहती हूँ, जहाँ से मैं आती हूँ। मेहसाना नॉर्थ गुजरात का कर्माशियल हब है। इसके साथ ही पूरे भारतवर्ष में सबसे ज्यादा crude oil का प्रॉडक्शन मेरे जिले में होता है। वहाँ एक उंझा नामक जगह है, जहाँ जीरा, सोंफ और ईसबगोल का इंटरनेशनल मार्केट है। भारत में दो ही सूर्य मंदिर है - एक ओडिशा में है और एक मेरे जिले, मेहसाना के मोढेरा में है, इसलिए वहाँ काफी टूरिस्ट भी आते हैं। मेहसाना में जो दूधसागर डेयरी है, पूरे गुजरात में वहाँ सबसे ज्यादा दूध का प्रॉडक्शन होता है। हरियाणा के मानेसर में हमारा जो डेयरी प्रोजेक्ट चल रहा है, वहाँ हम हर रोज दस लाख लीटर दूध बाई रोड भेज रहे हैं। अगर आप मेहसाना में यह सुविधा दे देंगे, तो यहाँ दूध बाई रेल पहुंचेगा। इससे आपको भी इनकम होगी और यहाँ के लोगों को दूध जल्दी मिल जाएगा। सर, मैं बताना चाहती हूँ कि आपने लालू जी के समय में मेहसाणा में राजधानी ट्रेन्स की स्टॉपेज दी थी, लेकिन उसके बाद जितनी ट्रेन्स चलीं, उनकी स्टॉपेज वहाँ नहीं हो रही है। इसको आप देखिए और आप यह जरूर बताइये कि अगर आगे कोई भी ट्रेन शुरू हो, तो उसकी स्टॉपेज उस स्टेशन पर जरूर होना चाहिए।



[प्रो. अल्का क्षत्रिय]

मैं एक बात और कहना चाहूँगी कि आधुनिक समय में आपने कम्प्यूटरीकरण कर दिया है, लेकिन कम्प्यूटरीकरण होने के बावजूद वीआईपी कोटे से जो टिकटें रिलीज़ होती हैं, उनमें रिजर्वेशन करवाने या वीआईपी का लेटर देने के लिए मेहसाणा, पाटन, बनासकांठा, साबरकांठा और गांधीनगर के लोगों को अहमदाबाद तक जाना पड़ता है, तो फिर इससे हमें क्या फायदा। आप कम से कम वहाँ किसी को जिम्मेदारी सौंपिए। कम्प्यूटरीकरण होने की वजह से वहाँ से उनको मैसेज भेज सकते हैं, इस बात पर आप ध्यान दें।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) :** प्लीज़।

**प्रो. अलका क्षत्रिय :** सर, अब ज्यादा नहीं, बस एक-बातें और हैं।

जैसा कि हमारे साथी, जो कि हमारे जिले के ही हैं, ने सिद्धपुर के बारे में बताया कि वह मातृ श्राद्ध के लिए प्रसिद्ध है, तो सिद्धपुर के महत्व को देखते हुए उसको पूरे भारतवर्ष के साथ जोड़ने की आवश्यकता है। इसके लिए अगर आप ज्यादा से ज्यादा ट्रेन्स मेहसाणा तक दे देंगे, तो सिद्धपुर भी हमारे नजदीक है और वह पूरे भारतवर्ष के साथ जुड़ जाएगा।

मैं एक और बात बताना चाहती हूँ कि पहले हमने कुलियों को गैंगमैन या लाइनमैन बनाने का काम किया है। यह बहुत अच्छी बात है कि उनको सरकारी नौकरी दी गयी, लेकिन इस वजह से कुलियों की संख्या कम होने के कारण वृद्ध लोगों, औरतों और बच्चों को अपना सामान उठा कर चलने में काफी दिक्कत होती है, इसलिए नये कुलियों की भर्ती करने की जरूरत है।

अब मैं आखिरी बात बताऊँगी कि जो बान्द्रा-बीकानेर ट्रेन है, उसको डेली करने की जरूरत है, क्योंकि उस पर काफी ट्रेफिक रहता है। वलसाड-जोधपुर, अजमेर-अहमदाबाद और अहमदाबाद-गोरखपुर के बीच चलने वाली जो ट्रेन्स हैं, उनको आपने वाया पालनपुर चलाया है, यह बहुत अच्छी बात है, उसके लिए मैं आपको धन्यवाद कहूँगी, लेकिन कोयम्बटूर से बीकानेर तक चलने वाली जो ट्रेन है, उसको अगर आप वाया समडारी भिलडी चला देंगे, तो वहाँ के लोगों को भी उसका लाभ मिल जाएगा और उनका देश के बाकी हिस्सों से सम्पर्क बढ़ जाएगा। अब मैं आखिरी बात कहूँगी।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) :** आपकी आखिरी बात कितनी है?

**प्रो. अलका क्षत्रिय :** सर, मेरी एक ही आखिरी बात है, जिसे मैं बताना चाहूँगी कि मुम्बई में सेंट्रल रेलवे और पश्चिमी रेलवे का जोनल ऑफिस है, जबकि पश्चिमी रेलवे की सबसे ज्यादा लाइन्स, करीब 80 प्रतिशत गुजरात में हैं। हमारी यह बहुत लम्बे अर्से से डिमांड रही है कि पश्चिमी रेलवे का जोनल ऑफिस गुजरात के अहमदाबाद में होना चाहिए, क्योंकि यही समय की माँग है। आप यह देखिए कि जहाँ 80 प्रतिशत लाइन्स हैं, वहाँ जोनल ऑफिस नहीं है और जहाँ 20 प्रतिशत लाइन्स हैं, वहाँ जोनल ऑफिस दिया गया है।

**THE VICE CHAIRMAN (PROF. P.J. KURIEN) :** Okay. That's all.

**प्रो. अलका क्षत्रिय :** इससे कहीं न कहीं ऐसा लगता है कि ऑफिसर्स लोग मुम्बई छोड़ना नहीं चाहते हैं।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) :** ओके, हो जाएगा। अब आप बस कीजिए।

**प्रो. अलका क्षत्रिय :** आपने मेरी बात सुनी, आपने मुझे बोलने का मौका दिया, इसके लिए मैं आपका धन्यवाद करती हूँ।

**श्री राम कृपाल यादव :** माननीय उपसभाध्यक्ष महोदय, मैं आपके प्रति आभार व्यक्त करना चाहता हूँ कि बहुत देर से ही सही, आपने मुझे रेल बजट पर बोलने का मौका दिया। सर, मैं एक निवेदन करना चाहता हूँ कि आप घंटी तुरन्त मत बजा दीजिएगा।

महोदय, जैसा कि लगभग सभी माननीय सदस्यों ने कहा कि भारतीय रेल आम लोगों की जीवन रेखा है। उन्होंने बिल्कुल सही बात कही। अगर एक दिन भी रेलवे की हड़ताल हो जाती है, तो कोहराम मच जाता है। लोगों को कितनी परेशानियाँ झेलनी पड़ती हैं, हम सब लोग उसका एहसास कर सकते हैं। महोदय, रेल का जो बजट है, मैं मानता हूँ कि कमोवेश यह एक संतुलित बजट है। कुछ कमियाँ हैं, जिनको दूर करने का बहुत कुछ प्रयास किया गया है। रेलवे ने खास तौर पर दो महत्वपूर्ण कमिटियाँ, काकोदकर और सैम पित्रोदा की देखरेख में बनाई और इन कमिटियों ने जो **Reports** दी हैं, उनसे निश्चित तौर पर यह पता चलता है कि रेलवे की हालत कुछ ठीक नहीं है और रेलवे परेशानियों से गुजर रही है। स्थिति यह है कि इसमें 14 लाख कर्मचारी हैं। उन कर्मचारियों के वेतन भी नियमित रूप से भुगतान नहीं किए जा रहे हैं, जो चिंता का विषय है। इस प्रकार संवेदकों का भुगतान करने में रेल असमर्थ हो गई है, जिसकी वजह से विकास में काफी अवरोध आ रहा है और विकास ठप्प सा हो गया है। यही कारण है कि बजट में जिन बातों का जिक्र किया गया है, उसमें 487 प्रोजेक्ट लम्बित पड़े हुए हैं। इसके अलावा कई कमियाँ सामने नजर आ रही हैं, जिसके कारण रेल की समुचित व्यवस्था चरमरा सी गई है। मैं समझता हूँ कि रेल का जो अपना रेपो है, प्राइवेट इन्वेस्टर्स हैं, वे आने में घबरा रहे हैं। यह इसके शुभ संकेत नहीं हैं। इसलिए हमारी रेल की जो आर्थिक विश्वसनीयता है उस पर धब्बा सा लग गया है। मैं समझता हूँ कि इस कारण बहुत सारी परेशानियों का सामना करना पड़ रहा है। मैं माननीय मुकुल राय जी के प्रति शुभकामना देना चाहता हूँ, बधाई देना चाहता हूँ कि ये नए रेल मंत्री के रूप में आए हैं, जमीन से जुड़े हुए एक कार्यकर्ता के रूप में भी ये रहे हैं। इनको काफी अनुभव है और मुझको भरोसा है कि इनके नेतृत्व में रेल कुछ अच्छा काम करेगा और देश की जनता की इच्छाओं के अनुरूप इसको उचित स्थान पर ले जाने का काम करेंगे। जैसा कि पूर्व रेल मंत्री ने कहा कि वे रेल को आई.सी.यू. से निकालना चाहते हैं, मैं समझता हूँ कि वे उसमें अपने प्रयासों से सफल होंगे।

महोदय, मैं आपसे निवेदन करूँ कि मुझे ऐसा लगता है कि पिछले दो-तीन बजट में बिहार के प्रति कुछ नजरिया ठीक-ठाक नहीं लग रहा है। आज मैं आपके माध्यम से देश की जनता को, सदन को यह जानकारी दे दूँ कि आज बिहार ने अपना सौवां वर्ष पूरा कर लिया है और वह इसको पूरे देश में सेलिब्रेट कर रहा है। मैं निवेदन करूँगा कि माननीय मंत्री जी, बिहारवासियों को एक उपहार देने का काम करें, जिसकी आबादी दस करोड़ अड़तीस लाख है। बहुत सारी योजनाएँ आपके यहाँ पेंडिंग पड़ी हुई हैं, ये महत्वपूर्ण योजनाएँ हैं। पिछले दो-तीन वर्षों से रेल का बजट आ रहा है, उसमें बिहार की उपेक्षा की जा रही है। कुछ महत्वपूर्ण योजनाएँ हैं, जिनका मैं यहाँ जिक्र कर दूँ। पाँच-सात योजनाएँ हैं जो बहुत महत्वपूर्ण योजनाएँ हैं। इन योजनाओं में राशि नाममात्र की दी जा रही है और उसमें कोई खास काम नहीं हो पा रहा है। पूर्व में जो प्रोजेक्ट सैंक्शंड किए हैं, उसमें डीजल लोको फैक्टरी मधुपुरा, इलेक्ट्रिक लोको फैक्टरी मधुपुरा, रेल व्हील फैक्टरी छपरा, रेल व्हील फैक्टरी डालमियां नगर, वैगन वर्कशॉप छपरा, न्यू डी.एम.यू. शैड सोनपुर, एक्सटेंशन ऑफ वर्क लोको शैड समस्तीपुर, इसी तरह के वर्कशॉप जमालपुर, रेल फैक्टरी की कई योजनाएँ काफी दिन से पेंडिंग पड़ी हुई हैं। छपरा में जो रेल फैक्टरी है, यह पूर्व रेल मंत्री का

[श्री राम कृपाल यादव]

क्षेत्र है, वहाँ पर भी काम अधूरा सा है। तो मेरा निवेदन होगा कि ये जो महत्वपूर्ण फैक्टरियाँ हैं, जिससे रेलवे को आत्म-निर्भरता हो जाएगी।

अगर आपकी महती कृपा हो तो उसमें आप राशि आबंटित करके इन स्कीम्स को आप जिन्दा करके चलाने की कोशिश कीजिए। चार-पांच और जो महत्वपूर्ण योजनाएँ हैं, उसका भी जिक्र मैं कर देना चाहता हूँ। महोदय, अगर मैं विस्तार से बात रखूंगा तो समय भी अधिक लगेगा।

THE VICE CHAIRMAN (PROF. P.J. KURIEN) : Mr. Ram Kripalji, just a minute. I hope the House agrees that we sit till this business is over.

श्री राम कृपाल यादव : सर, दीघा और पहलेजा में रेलवे ब्रिज और रेलवे रोड का निर्माण हो रहा है और यह पूरे बिहार का लाइफ लाइन है। वहाँ पहले से महात्मा गांधी जी के नाम पर जो रोड ब्रिज है, श्रीमती इंदिरा गांधी जब प्रधान मंत्री थीं तो उन्होंने यह बिहार को उपहार दिया था, वह अब निश्चित तौर पर मरणासन्न स्थिति में है। उस की alternative व्यवस्था के लिए दीघा में रेलवे ब्रिज पर रोड ब्रिज बनाने का काम किया जा रहा है जिसके काम में बहुत प्रोग्रेस है, लेकिन वह स्लो है। महात्मा गांधी सेतु के खराब हो जाने के कारण लोगों को आने-जाने में बहुत दिक्कतों का सामना करना पड़ रहा है। इस पुल के निर्माण की प्रोग्रेस थोड़ी स्लो है, इसे और तेजी से पूरा करने की जरूरत है। मैं समझता हूँ हमारा जिला, जो हमारी लोक सभा की constituency भी रही है, जब हम लोक सभा के मॅबर थे, बिहटा से औरंगाबाद, न्यू रेलवे लाइन sanction हुई थी, उसके लिए जमीन भी acquire हो चुकी है, मगर अभी तक उस रेलवे लाइन के निर्माण का काम प्रारंभ नहीं हुआ है। उस इलाके में आज तक लोगों ने ट्रेन देखी तक नहीं है। इसीलिए मेरा आपसे निवेदन है कि इस बारे में भी तवज्जो दें।

महोदय, दानापुर मंडल के अंतर्गत बहुत सारे स्टाफ क्वार्टर बने हुए हैं। वे आज बड़ी बुरी स्थिति में हैं। वह आप का स्टाफ है, वे लोग आप के रेलवे परिवार का अंग हैं और मैं समझता हूँ कि अगर वे तकलीफ में हैं तो आप स्वयं तकलीफ में हैं। इसलिए उनकी हालत सुधारने की ओर भी ध्यान दें।

महोदय, देश के विभिन्न भागों में वर्ल्ड क्लास रेलवे स्टेशंस बनाने की बात की गयी थी। महोदय, बिहार की राजधानी, पटना जंक्शन है, उसे भी वर्ल्ड क्लास रेलवे स्टेशन बनाने की बात की गयी थी, लेकिन अभी तक उसके लिए कार्य प्रारंभ नहीं हुआ है। इस तरफ भी आप निगाह रखिए। बिहार में कई मॉडल स्टेशंस के निर्माण की बात की गयी, लेकिन वह काम भी ठप्प पड़ा है। उस बारे में भी आप तवज्जो देंगे। महोदय, एक महत्वपूर्ण योजना मुगलसराय से मुकामा की है। आप देखते हैं कि बहुत सी ट्रेंस जब बिहार में प्रवेश करती हैं और मुगलसराय के बाद वे स्लो हो जाती हैं। महोदय, मुगलसराय और मुकामा के बीच में बहुत लोड है। वहाँ तीसरी रेल लाइन बनाने की मांग बहुत सालों से की जा रही है। वहाँ पैसेंजर ट्रेन की वजह से एक्सप्रेस ट्रेंस के आने-जाने में बाधा पहुंचती है। इसलिए मेरा निवेदन होगा कि वहाँ तीसरी लाइन के निर्माण पर तवज्जो दें। इसके निर्माण से बिहार के लोगों को बहुत फायदा होगा।

महोदय, अभी मेरी बहन अलका जी बता रही थीं कि कुली को गैंगमैन बनाने का यू.पी.ए. 1 की सरकार ने किया था और बहुत सारे कुलियों को गैंगमैन बनाया गया है, लेकिन उसमें बहुत सारे लोग छूट गए हैं। इस कारण उन लोगों में काफी agitation है। इसलिए मेरा आप से निवेदन है कि जो कुली अब criteria पूरा कर रहे हैं और वे छूट गए थे, उन की तरफ भी आप निगाह करिए और इन बचे हुए कुलियों को भी गैंगमैन बनाने की कार्यवाही करिए।

**THE VICE CHAIRMAN (PROF. P.J. KURIEN) :** Yes, please conclude.

**श्री राम कृपाल यादव :** सर एक-दो मिनट और दे देते तो आप की बड़ी कृपा होगी। मैं आप के आदेश का अनुपालन करूंगा। सर, मैं आप की क्लास का सच्चा विद्यार्थी हूँ।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) :** और दो मिनट ले लीजिए।

**श्री राम कृपाल यादव :** सर, अगर आप की अनुमति हो तो बिहार से संबंधित जो मेरी मांगें हैं, उन्हें मैं टेबल पर रख देता हूँ। इन्हें मेरे भाषण में जुड़वा दें। अंत में मैं आप से निवेदन करूंगा कि आप ने कुछेक अच्छे स्टैप्स लिए हैं जिनकी मैं प्रशंसा करता हूँ। आप ने **Safety fund** बनाकर अच्छा काम किया है। आज **safety** की बहुत जरूरत है। आप **Safety fund** में 24000 करोड़ रुपए लगाना चाहते हैं। यह एक अच्छा कदम है और इस से लोगों की सुरक्षा में काफी सुविधा होगी।

महोदय, खान-पान व्यवस्था हटा ली गई है, उसे आई.आर.सी.टी.सी. कहते हैं। इसके लिए कोई **infrastructure develop** नहीं किया है जिसकी वजह से खान-पान व्यवस्था में बहुत कमी आ गई है। इस पर भी विचार किए जाने की आवश्यकता है। आप किसी ट्रेन में चले जाएं, खासतौर पर जिस बिहार से हम आते हैं, वहाँ की ट्रेन्स का खान-पान तो इतना चौपट है कि अगर खा लीजिएगा, तो निश्चित तौर पर आपकी तबियत खराब हो जाएगी। मैं जब दूसरी जगह जाता हूँ, एक बार मैं मुम्बई गया, ट्रेन से सफर कर रहा था, वहाँ के खान-पान को देखा, तो वहाँ के खान-पान में और हमारे यहाँ के खान-पान में जमीन-आसमान का अंतर पाया। इसलिए उस ओर देखने की जरूरत है।

सर, मैं अपनी बात खत्म कर रहा हूँ। जो पैसेंजर ट्रेन हैं, उनकी हालत ठीक नहीं है, खासतौर पर जो बिहार के इलाके में ट्रेन आती हैं, उनके हालात तो बिल्कुल ठीक नहीं है। निश्चित तौर पर उनको व्यवस्थित करने की जरूरत है। आम लोग, गरीब लोग, जिसकी चिंता ममता जी कर रही हैं और जिनके दबाव से यात्रियों का किराया भाड़ा आप कम करने जा रहे हैं, मैं समझता हूँ कि उनकी तरफ निगाह रखिए। पैसेंजर ट्रेन्स को अपटू मार्क कीजिए, उनमें बिजली नहीं होती है, जैसा सभी माननीय सदस्यों ने कहा। प्लेटफॉर्म की हालत भी ठीक नहीं है, जिसको ठीक-ठाक करने की जरूरत है, दुरुस्त करने की जरूरत है।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) :** बैठिए, बैठिए।

**श्री राम कृपाल यादव :** सर, बहुत सारे स्टेशन ऐसे हैं, जहाँ ड्रिंकिंग वाटर नहीं है, रहने के लिए शेड नहीं है। इन तमाम चीजों पर भी तवज्जोह देने की जरूरत है। आपने मुझ पर विशेष कृपा की है, मैं आपके प्रति आभार व्यक्त करता हूँ। मुझे विश्वास है कि रेल मंत्री जी नए जोश के साथ, चूँकि नौजवान हैं, नए जोश के साथ काम करेंगी और रेल को वर्ल्ड क्लास लेवल तक पहुंचाने में अपनी भूमिका निभाएंगे।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) :** प्लीज, बैठिए। श्री हुसैन दलवाई।

**श्री राम कृपाल यादव :** सर, सभी माननीय सदस्यों ने जो अपनी भावना रखी है, उस ओर तथा खासतौर पर बिहार पर विशेष तवज्जोह देने का काम करेंगे। बिहार का सौ वर्ष पूरा हो रहा है, उसके लिए निश्चित तौर पर बिहार-वासियों को गिफ्ट देने का काम करेंगे। जो पुरानी योजनाएं हैं, उनको पूरा करने का काम करेंगे। धन्यवाद।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) :** हुसैन जी, पांच मिनट।

**श्री हुसैन दलवाई (महाराष्ट्र) :** धन्यवाद, उपसभाध्यक्ष जी। मैं पांच मिनट भी नहीं लूंगा, मुक्तसर में बोलूंगा। मैं कोंकण से आया हूँ, जो पहले कोंकण रेलवे के ट्रेक बने, वह एक ही ट्रेक बन गया है, जिससे

[श्री हुसैन दलवई]

कोंकण में और गाड़ियों का जाना बड़ा मुश्किल हो गया है। उसे डबल ट्रेक करने की मांग बहुत दिनों से है, जिसे पूरा करने के लिए मंत्री महोदय को थोड़ा उसके ऊपर ध्यान देना चाहिए। दूसरा यह है कि मुम्बई से लेकर सावंतवाड़ी तक जो गाड़ी जाती है, वह गाड़ी फिर साफ-सफाई के लिए और दुरुस्ती के लिए गोवा में जाती है। उसकी बजाय मडुरा में एक टर्मिनल बनाया जाए, जो गोवा और महाराष्ट्र की सीमा है। यह सावंतवाड़ी ताल्लुका में आता है। सावंतवाड़ी के तहसीलदार ने और सरकार ने उसके लिए 29 एकड़ जमीन देना कबूल भी किया है। इसे जल्दी से जल्दी किया जाए। फिर मैं यह कहूंगा कि कोल्हापुर-राजापुर का सर्वे हो गया है, **survey in progress** बोला जाता है, वह लाइन अगर होगी और कराड-चिपलुणलु रेल लाइन होगी, तो घाट और कोकल नजदीक आ जाएंगे, जिसकी वजह से, बड़े पैमाने पर जो वहाँ अभी खेती का उत्पादन होता है, वह जरूर आर्थिक प्रगति में सहायक होगा। वहाँ से कोंकण में जो बंदरगाह हैं, उन बंदरगाह से निर्यात भी बड़े पैमाने पर हो सकता है। मैं फिर यह भी कहूंगा कि कोंकण से जाने वाली जो गाड़ियाँ हैं, उनमें कोंकण के लोगों के लिए आरक्षित सीटें नहीं होती, अगर होती हैं तो बहुत ही कम होती हैं, उन्हें बढ़ाना बहुत जरूरी है। मेरे ख्याल से कोंकण के लिए रत्नागिरि और सावंतवाड़ी के लिए मुम्बई से एक-एक और गाड़ी जाना जरूरी है। अगर इतना करेंगे, तो वह एक बड़ा काम होगा।

मैं मुम्बई के बारे में मुक्तसर में कहूंगा कि मुम्बई के बारे में मंत्री महोदय ने एक बड़ी बात की है कि 75 नई गाड़ियाँ छोड़ेंगे, डबल डेकर रेलवे करेंगे और इलेक्ट्रिक रेलवे करेंगे। ये 75 गाड़ियाँ छोड़ने से थोड़ा सा लोगों को दिलासा मिल सकता है, लेकिन मेरा यह कहना है कि आज रेलवे को जो बड़े पैमाने पर फायदा होता है, वह सब-अर्बन ट्रेन से होता है, लेकिन सब-अर्बन ट्रेन में काम करने जो कर्मचारी और मजदूर लोग हैं उनको जिस हालात में चलना पड़ता है, उसके ऊपर ध्यान देना बहुत जरूरी है। इसके बिना मुम्बई का यातायात ठीक ढंग से मैनेज नहीं हो सकता। इसके लिए ज्यादा से ज्यादा ट्रेनें देनी चाहिए और सभी ट्रेनें 12 डिब्बों की कर देनी चाहिए। इसके अलावा **elevated trains and double decker trains** के बारे में भी जल्दी से जल्दी सोचना चाहिए, केवल **announcement** करने से काम नहीं चलेगा।

मेरा सुझाव है कि रेलवे के ट्रेक बनाने या उन पर मिट्टी डालने का जो काम होता है, इनको महात्मा गांधी राष्ट्रीय रोजगार योजना के अंतर्गत शामिल करने से उस पैसे का लाभ भी रेलवे को मिल सकेगा।

मैं बांद्रा इलाके से आता हूँ। वहाँ बहरामपाड़ा, नवपाड़ा आदि कई ऐसे इलाके हैं, जहाँ बड़े पैमाने पर गरीब बस्तियाँ हैं और वे गरीब लोग रेलवे की जमीन पर रहते हैं। अभी उनको वहाँ से हटाना मुश्किल है। मेरा सुझाव है कि उस इलाके का **redevelopment** करके, वहाँ पर **commercial complex** बनाया जाए। इससे रेलवे को बड़े पैमाने पर पैसा मिलेगा और मुम्बई में रेलवे को विकास के काम करने हैं, उनके लिए बड़ी राशि उपलब्ध हो सकेगी और वहाँ बसे हुए गरीब लोगों को घर भी दिए जा सकते हैं। इसलिए इस पर रेलवे मंत्रालय को जरूर विचार करना चाहिए। आज इस देश में रेलवे के पास 5 लाख एकड़ जमीन पड़ी हुई है। उसमें से रेलवे ने 60 प्रतिशत जमीन का भी उपयोग नहीं किया है। रेलवे के पास करीब 2 लाख एकड़ जमीन ऐसे ही पड़ी हुई है, जिसके ऊपर बड़े पैमाने पर **encroachment** हो रही है। उसका उपयोग कैसे करना है, यह सोचना चाहिए। मुम्बई और दिल्ली जैसे जो शहर हैं, यदि इन शहरों की जमीन हम ठीक ढंग से उपयोग में लाएंगे, तो मेरे ख्याल से रेलवे को बहुत आमदनी होगी और रेलवे को किराया भी नहीं बढ़ाना पड़ेगा।

मैं यह भी सुझाव दूंगा कि आप किसी भी रेलवे स्टेशन पर चले जाएँ, वहाँ एक बोर्ड दिखाई देता

है - "दलालों से बचकर रहें" और उसी बोर्ड के नीचे दलाल रहते हैं। वे आपके पास आकर पूछते हैं कि आपको कहाँ जाना है, हम आपको टिकट दिला देंगे, थोड़े से ज्यादा पैसे लगेंगे। वहाँ बहुत से बोगस दलाल भी होते हैं। मेरा आरोप है कि रेलवे के कर्मचारी भी उनकी मदद करते हैं। मैं बांद्रा से आता हूँ, बांद्रा में एक दलाल बहुत बड़ी दुकान लगाकर बैठा है और टिकट देने का काम करता है। अगर रेलवे के कर्मचारी मुझसे आकर पूछेंगे, तो मैं उसका नाम भी बताने के लिए तैयार हूँ। वह एक बोगस आदमी है और बड़े पैमाने पर लोगों से पैसे वसूल करने का काम करता है। अगर रेलवे मंत्रालय इस ओर ध्यान देगा, तो अच्छा होगा।

अब मैं यह निवेदन करना चाहता हूँ कि पूना से कल्याण तक जो गाड़ी आती है, वह आगे कल्याण तक जाती है, फिर मुम्बई के लिए पीछे आती है। इसके बजाय वह सीधे पनवेल आएगी, तो ज्यादा खर्चा भी नहीं आएगा। आपको इसके लिए 2 ट्रेक्स बनाने पड़ेंगे, लेकिन इससे 50-60 किलोमीटर का अंतर कम हो जाएगा, रेलवे का खर्चा कम हो जाएगा तथा लोगों के किराए और समय में भी बचत होगी।

अंत में मैं यह कहूँगा कि यह जो रेलवे बजट आया है, मैं इसका स्वागत और समर्थन करता हूँ। चीन से हमारी जो स्पर्धा है, उसको ध्यान में रखते हुए हमें काम करना चाहिए। धन्यवाद।

**THE VICE CHAIRMAN (PROF. P.J. KURIEN) : Shri Ranbir Singh Parjapati.**  
Please take only five minutes.

**श्री रणवीर सिंह प्रजापति (हरियाणा) :** उपसभाध्यक्ष जी, आपने मुझे इस रेल बजट पर हो रही चर्चा में बोलने का मौका दिया, इसके लिए मैं आपको धन्यवाद देता हूँ। रेलवे बजट पर विस्तृत चर्चा हुई है, चूंकि मेरा नंबर आखिर में आया है, इसलिए मैं उन बातों को दोहराकर सदन का समय खराब नहीं करूँगा। जहाँ तक रेलवे बजट का सवाल है, जब भी रेल बजट आता है, तो उसमें हरियाणा के साथ भेदभाव किया जाता है। पिछली बार जब रेल बजट आया था, तो उसमें हरियाणा को एक तरह से अछूता ही रखा गया था और हरियाणा की कोई भी मांग उस बजट में पूरी नहीं की गई थी।

उपसभाध्यक्ष जी, मैं रेल मंत्री जी को धन्यवाद देना चाहता हूँ कि हरियाणा की जो बहुत पुरानी मांग थी हांसी-महम-रोहतक रेलवे लाइन की, उसे इस बार के बजट में शामिल करके उन्होंने हरियाणा को दिल्ली से जोड़ने का काम किया है। हमने पिछली बार भी रेलवे बजट के दौरान माननीय रेल मंत्री जी से आग्रह किया था कि अग्रोहा, अग्रवाल समुदाय का सबसे बड़ा प्रसिद्ध तीर्थ स्थल है। पूर्व में जब माननीय लालू प्रसाद जी रेल मंत्री थे, उस समय वे अग्रोहा धाम में बतौर मुख्य अतिथि पहुंचे थे। उन्होंने उस समय घोषणा की थी कि अग्रोहा को रेल लाइन से जोड़ा जाएगा।

उपसभाध्यक्ष जी, हरियाणा का फतेहाबाद, जिला मुख्यालय होने के बावजूद आज तक रेल लाइन से अछूता है, जबकि इस जिले की सीमाएं पंजाब से लगती हैं, इसलिए मैं आपके माध्यम से रेल मंत्री जी से अनुरोध करूँगा कि हिसार-अग्रोहा-फतेहाबाद को रेलवे लाइन से जोड़ा जाए। हर बार केवल सर्वे का नाम देकर उसे अधूरा छोड़ दिया जाता है।

महोदय, हरियाणा का ऐतिहासिक शहर जींद पूर्व में महाराजाओं की रियासत रहा है। यह एक बड़ा शहर है और जिला मुख्यालय है। जींद से हाँसी रोड पर railway crossing पर पुल न होने की वजह से इस पर अक्सर किलोमीटरों लंबी लाइन जाम के रूप में लग जाती है, क्योंकि हरियाणा की प्रमुख पानीपत तेल रिफाइनरी के लिए जाने वाले अधिकतर वाहन इसी मार्ग से जाते हैं। इस रेलवे पुल की मांग वर्षों पुरानी है, इसलिए माननीय उपसभाध्यक्ष जी, आपके माध्यम से मैं रेल मंत्री जी से अनुरोध करना चाहूँगा

[श्री रणवीर सिंह प्रजापति]

कि इस मांग को इस बजट में शामिल किया जाए।

महोदय, इसी प्रकार हरियाणा के साथ लगते पंजाब में जाने के लिए प्रमुख मार्ग डबवाली में रेलवे पुल की मांग बहुत पुरानी है, परंतु इस मांग पर भी इस बजट में कोई गौर नहीं किया गया है, इसलिए मैं पुरजोर अनुरोध करूंगा कि इस railway crossing पर over bridge को इसी बजट में शामिल किया जाए।

महोदय, हिसार शहर की आबादी तकरीबन पांच लाख की है और हरियाणा सरकार ने इसको महानगर घोषित कर दिया है। यहाँ बहुत बड़ा आर्मी कैंन्ट, तीन universities समेत बड़ा औद्योगिक क्षेत्र है, परंतु इसके बावजूद यहाँ से अभी तक कोई भी मेल गाड़ी नहीं है। हिसार से वाया जाखल-लुधियाना-ब्यास-अमृतसर जाने के लिए केवल पैसेंजर गाड़ी है। अमृतसर सिखों का बहुत बड़ा धार्मिक स्थल है, तीर्थ-स्थल है और ब्यास भी इसी रास्ते हज़ारों की संख्या में श्रद्धालु प्रतिदिन धार्मिक स्थल राधास्वामी डेरे में जाते हैं, इसलिए हिसार से अमृतसर इंटरसिटी रेल चलाई जाए। इसके बारे में कई बार पत्र लिखकर अनुरोध किया जा चुका है। जब हमने इसके बारे में लिखा था कि पैसेंजर गाड़ी को मेल में कन्वर्ट कर दिया जाए, तब यह जवाब आया था कि वह कन्वर्ट नहीं की जा सकती, इसलिए हमारा अनुरोध है कि यहाँ इंटरसिटी रेल चलाई जाए। इसी प्रकार हिसार से हरिद्वार के लिए रेल की भी लोगों की बहुत पुरानी मांग है। हरिद्वार एक बहुत बड़ा तीर्थ स्थल है, वहाँ भी एक नई रेल चलाई जाए।

महोदय, मैं आपके माध्यम से रेल मंत्री जी का ध्यान नलवा विधान सभा क्षेत्र में हिसार से सादलपुर रेलवे लाइन, जो देवां गांव के बिल्कुल साथ से होकर जाती है, की ओर दिलाना चाहता हूँ। वहाँ किसानों की ज़मीन दूसरी साइड में है। पहले यहाँ छोटी लाइन थी, उसके ऊपर से लोग जाते थे और अब जब वह बड़ी लाइन बन गई है, तो किसानों को, जो अनाज पैदा करते हैं, उनको सामने खेत दिखाई देते हैं, लेकिन रेलवे फाटक न होने की वजह से उनको आठ-दस किलोमीटर का चक्कर काटना पड़ता है, इसलिए मैं अनुरोध करूंगा कि इसी लाइन पर एक तो गंगवा से कैमरी रोड पर और दूसरा देवां के पास, रेलवे फाटक बनवाए जाएं। इसके बारे में हमने कई बार लिखा है, लेकिन मंत्रालय की तरफ से यह जवाब आया कि हरियाणा सरकार उसके लिए पैसे जमा कराए। एक फाटक के लिए लगभग 1 करोड़ 35 लाख का amount था, लेकिन न तो राज्य सरकार ने वह जमा कराया और न ही आपने बनवाया। इसकी वजह से किसानों को बड़ी दिक्कत और परेशानी है, इसलिए मैं विशेष रूप से आपसे आग्रह करूंगा कि आप इसे तुरंत कराएं, क्योंकि उसके ऊपर दूसरी साइड में पक्की सड़क बन चुकी है और केवल फाटक न होने की वजह से किसानों को बड़ी दिक्कत और परेशानी का सामना करना पड़ रहा है। ...**(समय की घंटी)**... महोदय, इन्हीं बातों के साथ मैं आपका धन्यवाद करूंगा कि आपने मुझे बोलने का मौका दिया और मंत्री जी से अनुरोध करूंगा कि रेल बजट के reply के दौरान इस मांग को पूरा करने का आश्वासन दें, धन्यवाद। जय हिन्द।

SHRI MOHAMMED ADEEB (Uttar Pradesh) : Sir, I am here to support the proposed Railway Budget 2012-13. I welcome the fare increase also. I was long over due. For the last nine years, no increase in passenger fare was made. The result is before us. The Railway don't have money to move forward and to carry out its existing responsibilities efficiently. We need upgradation and modernization. We also need high-speed trains and bullet trains for which separate tracks have to be laid. At many places, the condition of the existing tracks is very poor and there is always a risk of

accidents. Accidents do take place because of over-use of the existing infrastructure as well as congestion on existing railway tracks. We have to develop alternative routes to decongest the existing routes. Many countries have moved fast in the modernization and development of Railways and they are far ahead of us although they started very late. The best examples are Japan and China.

Increases have been announced to be effected in train fares, but much more increase is required, if needed. Railways have to take a quantum jump if it has to catch up with the developments taking place in other countries and also to meet growing needs of Indian people for which existing resources are grossly insufficient. It will have to find out some way to arrange required finances and to carry forward the job of maintenance, modernization and development on a fast track. Already hundreds of projects announced in previous Budgets are lying pending and are not being completed for want of money. This is a serious situation and is a handicap in our ambitious plan to carry our Railways forward. I would suggest that there should be mechanism by which there should be an automatic increase of, at least, 5 per cent in fares every year for at least five years. At the same time, the Planning Commission and the Finance Ministry should also give more allocations to the Railways.

There is a proposal to set up a Railway Safety Authority and Mission to implement the modernization programme and also to set up a Rail-Road Grade Separation Corporation, Safety Villages at Bengaluru and Lucknow. These are all welcome steps. I demand that there should be adequate representation of Muslims on these bodies. Similarly, there is a proposal to set up an Indian Railway Station Development Corporation. I support this also.

The work on high speed corridors is going on at a very slow speed. This needs to be accelerated and a time-bound programme of having these corridors ready by 2015 needs to be worked out and implemented.

Cooperation with State Governments is a very important and landmark step. Some State Governments have adequately come out to collaborate with Railways for various railway works in their States, but there are a lot many States which are yet to come forward. UP is perhaps one of them. There is a need to undertake effective steps to involve these States also, so that an all-round development of Railways can take place.

Connectivity with neighbouring countries is yet another welcome step. There is also a need to connect India by rail with Central Asian countries, where we have many many stakes.

There are some rail-based industries. But, at the same time, Railways are venturing into the areas which are not, at all, rail-based such as hospitals and education. The



[Shri Mohammed Adeb]b]

idea is not bad. But let us first be in a position to take proper care of the core activities of the Railways, only then we should diversify our activities into other areas. Certain proposals for improving passenger amenities and amenities for rail users have been put forward. These are all necessary and deserve to be executed at a fast speed. However, this area faces thousands of deficiencies and deserves proper attention to be given to it. The officers at the local level and their involvement in corruption, along with inadequate allocation for such services, are also to be blamed for the poor conditions and poor amenities. A system of fixing responsibility should also be put in place.

There is a need for linking many areas of Uttar Pradesh with railway network. In respect of trains, some areas of Uttar Pradesh are deficient. Some tracks in Uttar Pradesh are in a very poor condition and trains cannot run at good speed, such as Manipuri-Farrukhabad track. ...(*Time-Bell rings*)... I will take only one minute. There are other proposals like Farrukhabad and Aligarh. I will give this list to the hon. Minister.

Lastly, I just want to give best wishes to the hon. Minister. I hope that he will do something. The only thing I want to say is that the yesterday's Minister sent the Railways to ICU. If that is so, please do something to increase the fares. And, if it is the need of the hour, please, don't hesitate; don't bring politics in it because India cannot afford another Air India. The burden of Air India is sufficient for this country. So, I request the hon. Minister not to take political steps. Please, take drastic steps. If you need to increase the fares, please do it. But, in that case, please provide the services and safety to the people. Thank you very much.

THE VICE CHAIRMAN (PROF. P.J. KURIEN) : Now, the last speaker, Shri Anil H. Lad. Please take only five minutes.

SHRI ANIL H. LAD (Karnataka) : Sir, I stand here to support the Railway Budget. Our country, India, is the largest democratic country and I have been seeing this debate for the past three years. Every Member's dream is to stand in the Parliament and talk about his State and get a few trains for his State. Sir, basically, I am also an industrialist and I would like to say a few words. In a year, we have only 365 days. But, if we take requests from all the Members, there is a demand for about 3,000 to 4,000 trains every year. Asking is not a problem. But, as we know, railway today is the second cheapest transport in the world. Sir, today, China, Japan, Korea and our neighbouring countries are way ahead.

(MR. DEPUTY CHAIRMAN in the Chair)

Today, Japanese people have come here and they are helping us in Metro rail project. Metro rail has helped a bit in controlling the traffic in the city areas.

Sir, time is the main constraint. We have only 365 days in a year. Even if the

Railway Minister flags off one train every month, only 12 trains can be flagged off in a year. So, the Government has to come forward to support the Railways in terms of providing safety and in terms of bring investments. I request the Government to come forward to help the tourist centres and the congested cities. For example, last month, I visited China. I travelled from Shanghai to Beijing. It took only four-and-a-half hours to cover a distance of 1200 kilometres. So, today, every country's life depends on the speed of road transport and the rail transport in that country. For example, in America, the speed of road transport is near about 70-90 kilometres per hour. In China, this speed is 50 kilometers per hour whereas in India, we are travelling at a speed of 17 kilometers per hour. So, we are away behind in the road transport.

As far as rail traffic in China is concerned, they have left whatever existing facility was there, and, by its side, they now have elevated rail. They have inter-connected all the metro cities through the bullet train, which runs at a speed of 350 kilometers per hour.

In Shanghai, they have a train running from the airport to the city at a speed of 487 kilometers per hour. It is the magnetic train, and, from the airport, it reaches the city in just seven minutes.

Sir, I have a request to make. Every two, three years, the Ministers change but the officials, the Board of Directors and the R&D teams remain there. We have a history of so many years. Can't we develop our own bullet train? What has happened to our engineering sector? India is a sixty-year old country with such a large rail network, which the English people had created. We have to think on those lines.

Basically, Sir, the cold chain system to transport the vegetables from the neighbouring villages to the cities will help the city people to get the vegetables at cheaper rates.

Today, Sir, nobody has control over the prices of air fuel. Every year, the air fuel prices are going up. You have buses or other transport, which is provided to the citizens, but every year, there are hikes in diesel or petrol prices. Therefore, Sir, train is the only media available for the common people to travel to cities, work there and go back. So, the Government has to really help in this matter.

Sir, I discussed this matter with the people of our neighbouring countries like Korea and others. They are of the view that if the Government gives guarantee, they are ready to invest in any Government bond project. So, they have to look into this kind of investment and try to develop the railways. Sir, I thank you for giving me this opportunity to speak.

MR. DEPUTY CHAIRMAN : Thank you. Now, hon. Railway Minister to reply.

THE MINISTER OF RAILWAYS (SHRI MUKUL ROY) : Sir, at the outset, I would like to express my heartfelt gratitude to the hon. Members who have participated in the discussion on the Railway Budget; the Demands for Grants on Account, 2012-13; Supplementary Demands for Grants, 2011-12; and, the Demands for Excess Grants, 2009-10.

Sir, in these two and a half days, forty hon. Members of this House, cutting across Party lines, have raised very pertinent issues about the Railway Budget and the Railway Organization at large.

The wisdom of the House, as emanating from many of the senior Parliamentarians have made me so much wiser in just a few days of my taking over. Sir, I would like to assure the House that the points raised by hon. Members will receive my utmost attention, and, I will take appropriate action on each one of them, wherever feasible. My worthy leader, Mamata Banerjee, gave the Indian Railways a roadmap through her Vision 2020 document. She envisaged that the Indian Railways will cater to the needs of the people across the country and income strata. The objective was to deepen and broaden the agenda of inclusive growth.

I salute the core objective underlined in her vision to take Indian Railways on a new path of high growth. I am committed to continue to work on the agenda.

I intend to galvanize efforts towards mopping up resources through other measures to fill the gap created by providing the much needed relief to the *aam aadmi*. I would like to assure all the hon. Members that I intend to launch an aggressive drive to mop up resources through non-conventional means. This would be achieved through PPP initiatives that are in the pipeline. These would be given an increased thrust and taken forward on a fast track to augment conventional methods of resource mobilisation. I am also convinced that advertising, as a source of earning, has not been fully exploited. Huge potential exists due to prominent locations where our stations are located. This would allow me to meet the aspirations of the poor whose reliance on the Indian Railways as the most affordable and reliable form of travel is well established. There would be a focused approach for utilising the vacant land and airspace available with the Railways, while fully complying with the norms laid down by the Government.

The idea of an independent Railway Tariff Regulatory Authority was proposed to be taken up for examination. The Railways are unlike the telecom or power sector where there are many competing agencies. The Railways have always determined the tariff structure on their own, judiciously balancing the needs and aspirations of the *aam aadmi*. At the same time, the Railways' developmental needs have also been kept in mind. I see no reason as to why this time-tested system is not continued. I, therefore, have decided to hold this proposal in abeyance.

The Vision 2020 document envisages elimination of accidents on Indian Railways in the next ten years' time. Hon. Members would have noted that safety has been provided a definite thrust. I would, from my side, assure this House that the safety initiatives, already proposed would be implemented. All resources required for the purpose would be mobilised and deployed. Hon. Members are aware that it is accidents at unmanned level crossings that are the main cause for concern. Even though negligence is invariably on the part of the road-users, the Railways feel duty-bound to address this issue proactively to avoid the untold misery caused to many families. Therefore, the commitment to eliminate the unmanned level crossings in a focused and time-bound manner would be pursued with vigour.

I would also lay increased emphasis on filling up all posts in safety categories, including the posts required for manning of level crossings. A strong thrust would be given for modernisation of tracks, bridges, signalling and telecommunication works, rolling stock and terminals. These would receive a strong thrust to realise the vision of transforming the Indian Railways into a technology-friendly modern organisation.

A large number of requests have been received from hon. Members for introduction of new trains and for stoppages of trains. I fully appreciate and respect the concern of hon. Members for the convenience of the people they represent. As hon. Members are aware, I have assumed charge only recently and I would be able to respond to all such demands in due course of time taking into account the constraints and possibilities. I am, however, happy to state that progressive augmentation of infrastructure facilities is helping the Railways in introduction of new passenger carrying trains. I am happy to inform the House that continuing with the good performance achieved in 2010-11, the Railways are adding 725 km of new line in the current year. In addition to it, 825 km of gauge conversion and 750 km of doubling are being completed. All proposals of Road Over Bridges and Road Under Bridges for which cost sharing consent of the State Governments have been received are proposed for inclusion in the Works Programme.

I would also like to inform this august House that I am also pursuing the inclusion of four critical projects as national projects. These projects are : Jammu-Poonch New Line, Bilaspur-Manali-Leh New Line, Tanakpur-Bageshwar New Line and Rupai-Parshuram Kund New Line.

It is important that the Railways run passenger and freight trains efficiently and economically and, most importantly, safely. However, I assure that each of the suggestions made by the hon. Members will be examined by the Railways and all possible steps would be taken to accommodate the feasible demands. Some of the hon. Members have expressed deep anguish at the standard of cleanliness at the stations and in the trains, condition of bed rolls and linen, etc. The hygienic standards prevalent in catering have also been a reason for concern. I would like to assure this august

[Shri Mukul Roy]

House that cleanliness and hygiene would be my most important agenda after safety. I would personally look into the efficacy of inspections carried out by railway officers and results of such monitoring.

Members have pointed out cases of poor quality of food being served in trains. I would like to inform the House that the core catering activity is slowly regaining its feet under the new Catering Policy announced recently. I am confident that the monitoring envisaged under the Zonal and Divisional control would streamline the supervision process and eliminate any shortcomings. India is a vast country having diverse culinary variety. We should be proud that Indian food has come to acquire worldwide popularity. I am committed to improvement of standard and quality of catering in the Railways on the strength of local talent and expertise, by suitably revamping the existing systems. I, therefore, believe that there is no need to look for expertise beyond our borders.

It has been mentioned that recruitment of more than one lakh persons would be made during 2012-13. One of the hon. Members had made a mention of backlog vacancies of loco pilots. I would like to assure the House that the process of filling up of these vacancies is already on. In fact, we also aim to wipe out all the backlog vacancies for weaker sections of the society, including those of the physically challenged.

Sir, I am sure that all hon. Members would agree that the present structure of the Railway Board represents functional expertise, experience and wealth of knowledge. In view of this, there does not appear to be any reason for expanding the Board further, at this stage, to create the positions of Member (PPP/Marketing) and Member (Safety/Research).

Sir, many of the hon. Members have expressed anguish over the hike in passenger fares that would impact the *aam aadmi*. The concern for the poor man is overriding, even if this means biting another bullet, though of a different kind. The impact of the fare hike on the *aam admi* is huge. The proposal to increase fare by two paise, three paise and five paise per kilometre in Second suburban and non-suburban and Sleeper class is, in effect, a huge drain on the pockets of the masses. Similarly, the increase in fares of AC Chair Car and AC-3 Tier classes, which is now being patronised by the middle class, is also quite severe. I intend to give relief to the already over-burdened common man by not effecting any increase, in its entirety, in these classes.

Sir, the 'On Account' Demand for grants cover expenditure for first two months amounting to Rs. 41,834 crore and represent about 1/6th of the total estimated expenditure under each Demand. However, higher requirements are included for

Demand 9 and 16 to meet the lease payment liability to IRFC as the payments are made in two instalments, the first in April itself.

The Supplementary Demands for Grants of Rs. 7771 crore for the current year are being obtained primarily to meet higher expenditure on staff costs, fuel and pension liabilities and to account for the loan of Rs. 3000 crore extended by the Ministry of Finance. Further, Demands for Excess Grants for 2009-10 of Rs. 1923 crore are also sought.

With this, Sir, I would request the august House to return the 'On Account' Demands for Grants for 2012-13, Supplementary Demands for Grants, 2011-12, Demands for Excess Grants, 2009-10 and also the related Appropriation Bills. I also [Shri Mukul Roy]

request the House to approve the proposal relating to implementation of recommendation of the Railway Convention Committee on rates and other ancillary matters on dividend. Thank you, Sir.

SHRI S.S. AHLUWALIA : Sir, before you take vote, I have a small point. Although the new Railway Minister has withdrawn some of the fare hikes, which is a welcome move, I have a small submission because the Railway Budget announced some trains for Sikh pilgrims, that is, Guru Parikrama. The Guru Parikrama was announced from Amritsar to Nanded to Patna and Patna to Amritsar. That should be implemented as fast as possible because a lot of Sikh pilgrims and non-Sikh pilgrims are there. ...(*Interruptions*)... That is announced in the Budget.

SHRI MUKUL ROY : It is implied.

SHRI S.S. AHLUWALIA : I need an assurance that it would be implemented quickly.

SHRI PRASANTA CHATTERJEE : What is the fate of the Railway Budget speech? Has it gone?

MR. DEPUTY CHAIRMAN : It has not gone.

SHRI PRASANTA CHATTERJEE : In addition to this, he is placing another speech.

MR. DEPUTY CHAIRMAN : It is only a reply to the debate.

SHRI PRASANTA CHATTERJEE : That means it remains. Then what about withdrawal of the freight charges?

MR. DEPUTY CHAIRMAN : He has announced it.

SHRI PRASANTA CHATTERJEE : He mentioned about the passenger fares only.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL) : The hon. Member knows that when a Minister makes certain proposals in the Budget, they are always open for the Minister to make any amendments.

SHRI PRASANTA CHATTERJEE : In the suburban trains there are no toilets. Senior citizens travel in those trains ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN : He said that it will be ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... He has replied to that.

SHRI PRASANTA CHATTERJEE : Finally, on that statement I have to say something.

MR. DEPUTY CHAIRMAN : When the hon. Railway Minister made a statement he wanted to seek some clarifications. Then it was said that clarifications would be taken up at the end of the reply.

SHRI PRASANTA CHATTERJEE : Now, we want to know what its fate is.

MR. DEPUTY CHAIRMAN : The fate is known.

SHRI PRASANTA CHATTERJEE : He is making the statement.

SHRI BALBIR PUNJ (ODISHA) : I have an important point to make.

श्री उपसभापति : ऐसे तो डिबेट शुरू हो जाएगी ...*(व्यवधान)*...

श्री बलबीर पुंज : नहीं सर, डिबेट नहीं कर रहा हूँ। His predecessor has said that the Railways are in ICU. Now, the railway Minister has said just now that the Railways are in good health. Now, what is the exact position? It is the same UPA Government. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN : That is not an issue. ...*(Interruptions)*...

SHRI BALBIR PUNJ : You have to give me a chance. Two days back when the Railways Budget was presented, the then Railway Minister said that the Railways are in ICU. Today his successor has said that the Railways are in good health.

MR. DEPUTY CHAIRMAN : It has come out of the ICU.

SHRI BALBIR PUNJ : It is the same Government. We need to know.

MR. DEPUTY CHAIRMAN : He has declared that it has come out of the ICU.

SHRI BALBIR PUNJ : I would like the Railway Minister to clarify whether his predecessor was wrong or whether he is wrong. It is a very important point.

MR. DEPUTY CHAIRMAN : He has replied.

SHRI BALBIR PUNJ : Two Ministers belong to the same Government. They have made two different statements before the House. This needs to be clarified.

MR. DEPUTY CHAIRMAN : Whenever a reply is given to the debate, that is final.

SHRI BALBIR PUNJ : That is okay. He needs to clarify whether his predecessor...

MR. DEPUTY CHAIRMAN : Two points have been covered. What is the point?

SHRI TARUN VIJAY : I congratulate Mr. Mukul Roy for taking back the fare hike. But, I want to submit one thing. Ladakh and Arunachal Pradesh border areas, he must also try to introduce railway network in these places which have been neglected so far.

DR. T. SUBBARAMI REDDY (Andhra Pradesh) : In the last Railway Budget, the Railway Minister committed that the Durgam Express train would be introduced between Visakhapatnam and Hyderabad. But it has not yet been introduced. I would request the Railway Minister to fulfil that promise.

MR. DEPUTY CHAIRMAN : Mr. Reddy, you write to the hon. Minister, He will reply. Now, the hon. Minister to move the Bills and Resolution. ...(*Interruptions*)... The debate is over. He has assured that he will reply.

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### GOVERNMENT BILLS

Appropriation (Railways) Vote on Account Bill, 2012

and

Appropriation (Railways) Bill, 2012-13

and

Appropriation (Railways) No. 2 Bill, 2012

and

### RESOLUTION

Approval of Recommendations of Railway Convention Committee

THE MINISTER OF RAILWAYS (SHRI MUKUL ROY) : Sir, I beg to move:

That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial



year 2012-13 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration.

Sir, I also beg to move :

That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 2010 in excess of the amounts granted for those services and for that year, as passed by Lok Sabha be taken into consideration.

Sir, I also beg to move :

That the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2011-12 for the purpose of Railways, as passed by Lok Sabha, be taken into consideration.

I also move the following Resolution :-

"That this House approves the recommendations contained in Paras 75, 77, 78, 79, 80, 81, 82 and 84 of the Second Report of the Railways Convention Committee (2009), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues etc., which was laid on the Table of the Rajya Sabha on the 30th August, 2011."

*The questions were proposed.*

MR. DEPUTY CHAIRMAN : I shall first put to vote The Appropriation (Railways) Vote on Account Bill, 2012. The questions is :-

That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2012-13 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration.

*The motion was adopted.*

MR. DEPUTY CHAIRMAN : We shall now take up clause-by-clause consideration of the Bill.

*Clauses 2 and 3 and the Schedule were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI MUKUL ROY : Sir, I move :

That the Bill be returned.

*The question was put and the motion was adopted.*

MR. DEPUTY CHAIRMAN : I shall now put to vote The Appropriation (Railways) Bill, 2012. The question is :

That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on 31st day of March, 2010 in excess of the amounts granted for those services and for that year, as passed by Lok Sabha, be taken into consideration.

*The motion was adopted.*

MR. DEPUTY CHAIRMAN : We shall now take up clause-by-clause consideration of the Bill.

*Clauses 2 and 3 and the Schedule were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI MUKUL ROY : Sir, I move :-

That the Bill be returned.

*The question was put and the motion was adopted.*

MR. DEPUTY CHAIRMAN : I shall now put to vote The Appropriation (Railways) No. 2 Bill, 2012. The question is :-

That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2011-12 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration.

*The motion was adopted.*

MR. DEPUTY CHAIRMAN : We shall now take up clause-by-clause consideration of the Bill.

*Clauses 2 and 3 and the Schedule were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI MUKUL ROY : Sir, I move :-

That the Bill be returned.

*The question was put and the motion was adopted.*

MR. DEPUTY CHAIRMAN : We shall now take up the Government Resolution. The question is :-

"That this House approves the recommendations contained in Paras 75, 77, 78, 79, 80, 81, 82 and 84 of the Second Report of the Railway Convention

Committee (2009), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues etc., which was laid on the Table of the Rajya Sabha on the 30th August, 2011".

*The motion was adopted.*

MR. DEPUTY CHAIRMAN : The House stands adjourned to meet...

SHRI PRASANTA CHATTERJEE : Sir, what about the statement?

MR. DEPUTY CHAIRMAN : I had told you to raise it. The House stands adjourned to meet at 11 a.m. on Monday, the 26th March, 2012.

The House then adjourned at  
Fifty-Five minutes past Six  
of the clock till eleven of the clock on  
Monday, the 26th March, 2012.

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