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Thursday
2 May, 2013
12 Vaisakha, 1935 (Saka)

PARLIAMENTARY DEBATES
RAJYA SABHA
OFFICIAL REPORT
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[P.T.O.]

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The Appropriation (No. 3) Bill, 2013 (pages 323-76)

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RAJYA SABHA

Thursday, 2nd May, 2013/12th Vaisakha, 1935 (Saka)

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

MR. CHAIRMAN: Question No. 501. ...(*Interruptions*)... Don't come into the Well. ...(*Interruptions*)... No posters please. ...(*Interruptions*)... पोस्टर्स मत दिखाइए।...(*व्यवधान*)... The House is adjourned till 1200 hours.

The House then adjourned at two 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

Passport counter for Haj pilgrims

†*501. CHAUDHARY MUNABBAR SALEEM: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether Government proposes to set up passport counters in each district of the States for the convenience of Haj pilgrims; and
- (b) if so, by when this scheme would be implemented?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED):
(a) and (b) No, Sir. There is no such proposal by the Government to set up Passport counters in each district of the State for the convenience of Haj pilgrims. The Passport services to Haj pilgrims continue to be delivered through the nation-wide network of 38 Passport Offices, which are supported by 77 Passport Seva Kendras. To facilitate speedy disposal of Passport applications of prospective pilgrims of Haj-2013, Passport Offices and Passport Seva Kendras set up special facilitation counters; earmarked appointment slots for intending Hajis; coordinated with Police authorities to expedite Police Verification; organized Passport melas during weekend

†Original notice of the question was received in Hindi.

and nominated nodal officers to monitor applications and their disposal. In spite of the mandatory requirement of possessing a valid Passport before the application date, approximately 3 lakh Haj application forms were received by the Haj Committee of India by the prescribed deadline of 30.03.2013 against the allocated Haj quota of 1,25,000.

Power generation from Kudankulam power plant

*502. SHRI DEVENDER GOUD T.: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Kudankulam is going to generate power from the next month;

(b) if so, the details of the States to which power from Kudankulam would be allocated;

(c) whether Andhra Pradesh has been requesting for allocating 300 MW from Kudankulam for, at least, one year; and

(d) if so, the reasons for refusing to allocate to Andhra Pradesh at a time when it is reeling under a severe power crisis?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Yes, Sir. The first unit of Kudankulam project is expected to start operation this month, after receipt of stage-wise clearances from the Atomic Energy Regulatory Board (AERB).

(b) Government has allocated 2000 MW of power to be generated from Kudankulam Nuclear Power Plant Units-1&2 as given below:—

State	Allocation (MW)
Tamil Nadu	925
Karnataka	442
Kerala	266
Puducherry	67
Unallocated	300

Based on a request from Chief Minister of Tamil Nadu, Ministry of Power has allocated additional 100 MW power to Tamil Nadu from the unallocated power.

(c) and (d) A request to allocate 300 MW unallocated power from Kudankulam Nuclear Power Project to Andhra Pradesh was received in July, 2012. Unallocated power of Southern Region including the unallocated power from Kudankulam is pooled and fully utilised by Southern Region. However, based on request of Andhra Pradesh, 100 MW power of NTPC stations of Eastern Region was allocated to them in July, 2012.

Allocation and expenditure under JNNURM and UIDSSMT

*503. SHRI K.C. TYAGI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the amount allocated and actually expended in different States for the schemes under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) and Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) during the last three years, year-wise and State-wise;

(b) the details of the projects received and expected to be taken up for execution during the extended period of the above schemes, State-wise; and

(c) the details of the projects under the above schemes received from the States, particularly from Jammu and Kashmir the projects approved, the projects rejected and the projects still under construction with value of each project?

THE MINISTER OF URBAN DEVELOPMENT (SHRI KAMAL NATH): (a) Details of Additional Central Assistance (ACA) committed and released for utilisation during the last three years, State-wise and year-wise under Urban Infrastructure and Governance (UIG) Sub-Mission of Jawaharlal Nehru National Urban Renewal Mission (JNNURM) and under Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) are given in the Statement-I and II respectively. (See below).

(b) and (c) JNNURM has completed its normal tenure of 7 years on 31.03.2012 and the Government had earlier extended the period for 2 years for completion of ongoing projects and reforms. The Government, on 17.01.2013, has given approval for continuation of the JNNURM to *inter-alia* sanction new projects till March, 2014.

Pursuant to this decision, as on 25.4.2013, 59 projects under UIG and 180 projects under UIDSSMT on various admissible sectors have been received by different States/Union Territories. Of these, 10 projects under UIG and 37 projects under UIDSSMT have been approved as on 25.4.2013, inclusive of 4 projects worth

Rs. 217.35 crore with ACA commitment of Rs. 195.61 crore for the State of Jammu and Kashmir. The State of Jammu and Kashmir has not forwarded as yet any projects other than these.

Further, projects under JNNURM are considered for approval subject to their conformity with the guidelines under JNNURM, their technical appraisal and availability of funds.

Statement-I

State-wise and year-wise details of funds committed and released for utilisation for projects under UIG Sub-Mission of JNNURM

(As on 25.04.2013)

(Amount in Rs. lakh)

Sl. No	Name of State/ UT	2010-11		2011-12		2012-13	
		Amount of ACA committed	Amount of ACA released for utilisation (inclusive of projects approved during the Mission period)	Amount of ACA committed	Amount of ACA released for utilisation (inclusive of projects approved during the Mission period)	Amount of ACA committed	Amount of ACA released for utilisation (inclusive of projects approved during the Mission period)
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	0.00	15,569.86	6037.70	32,500.10	0.00	12,648.51
2.	Arunachal Pradesh	0.00	0.00	0.00	4,759.16	0.00	1,738.20
3.	Assam	0.00	3,792.54	0.00	6,795.91	0.00	0.00
4.	Bihar	0.00	0.00	0.00	0.00	0.00	2,451.85
5.	Chandigarh	0.00	734.52	0.00	0.00	0.00	0.00

1	2	3	4	5	6	7	8
6.	Chhattisgarh	0.00	3,643.68	0.00	0.00	0.00	0.00
7.	Delhi	47,520.00	43,509.00	0.00	6,938.27	0.00	32,498.40
8.	Goa	0.00	0.00	5,987.26	72.45	0.00	1,424.37
9.	Gujarat	2,104.84	7,297.21	8,944.52	39,612.00	0.00	16,032.68
10.	Haryana	0.00	5,283.80	0.00	6,888.13	0.00	7,501.94
11.	Himachal Pradesh	0.00	0.00	840.50	121.09	0.00	210.13
12.	Jammu and Kashmir	0.00	0.00	1,828.83	10,032.72	0.00	6,295.53
13.	Jharkhand	1,668.12	417.03	0.00	6,204.58	0.00	10,340.96
14.	Karnataka	0.00	7,659.85	264.00	24,234.18	0.00	8,186.20
15.	Kerala	0.00	0.00	0.00	6,516.15	0.00	0.00
16.	Madhya Pradesh	9,000.00	4,828.66	0.00	14,280.93	2,871.10	17,000.55
17.	Maharashtra	0.00	42,004.49	3,829.55	76,471.17	4,260.25	35,296.16
18.	Manipur	0.00	0.00	0.00	2,078.42	0.00	3,464.02
19.	Meghalaya	0.00	0.00	0.00	7,296.11	0.00	550.35
20.	Mizoram	0.00	0.00	9,981.32	0.00	0.00	2,722.39
21.	Nagaland	0.00	0.00	3,623.49	1,246.83	0.00	1,792.49
22.	Odisha	0.00	0.00	0.00	6,999.34	0.00	10,098.53
23.	Punjab	0.00	0.00	0.00	0.00	0.00	1,810.43
24.	Puducherry	0.00	0.00	0.00	2,189.00	0.00	252.00
25.	Rajasthan	0.00	0.00	0.00	4,584.94	0.00	5,215.70
26.	Sikkim	0.00	0.00	0.00	1,273.24	0.00	2,172.07
27.	Tamil Nadu	4,063.50	2,635.84	0.00	47,132.47	0.00	13,355.30

1	2	3	4	5	6	7	8
28.	Tripura	0.00	0.00	0.00	2,406.51	0.00	4,010.85
29.	Uttar Pradesh	0.00	25,479.16	0.00	65,351.90	0.00	1,456.44
30.	Uttarakhand	3,501.86	981.06	945.82	6,741.55	0.00	4,128.78
31.	West Bengal	42,251.49	17,412.81	53,248.03	27,043.89	0.00	21,177.51
TOTAL:		110,109.81	181,249.51	95,531.02	409,771.04	7,131.35	223,832.34

Statement-II

State and year-wise details of funds committed and released for utilisation for projects under UIDSSMT of JNNURM

(As on 25.04.2013)

(Amount in Rs. lakh)

Sl. No	Name of State/ UT	2010-11		2011-12		2012-13	
1	2	3	4	5	6	7	8
		Amount of ACA committed	Amount of ACA released for utilisation (inclusive of projects approved during the Mission period)	Amount of ACA committed	Amount of ACA released for utilisation (inclusive of projects approved during the Mission period)	Amount of ACA committed	Amount of ACA released for utilisation (inclusive of projects approved during the Mission period)
1.	Andhra Pradesh	0.00	43,079.00	0.00	22,017.66	0.00	2,897.54
2.	Arunachal Pradesh	0.00	0.00	0.00	1,771.19	0.00	0.00
3.	Assam	0.00	0.00	0.00	2,408.73	0.00	1,670.43

1	2	3	4	5	6	7	8
4.	Bihar	0.00	0.00	0.00	0.00	0.00	0.00
5.	Chhattisgarh	0.00	2,447.46	0.00	4,289.00	0.00	0.00
6.	Goa	1,866.35	337.20	387.78	768.30	0.00	380.33
7.	Gujarat	0.00	4,651.09	0.00	4,919.97	0.00	0.00
8.	Haryana	2,982.40	0.00	0.00	2,913.22	0.00	2,904.07
9.	Himachal Pradesh	147.70	345.82	8359.36	2,098.37	0.00	2,644.58
10.	Jammu and Kashmir	0.00	4,020.85	0.00	0.00	0.00	16,462.60
11.	Jharkhand	2,574.24	0.00	0.00	0.00	0.00	1,287.12
12.	Karnataka	0.00	17,662.95	0.00	2,069.43	0.00	3,917.28
13.	Kerala	0.00	0.00	0.00	0.00	0.00	12,278.24
14.	Madhya Pradesh	0.00	3,871.53	32749.55	13,330.16	26765.18	39,159.96
15.	Maharashtra	0.00	22,781.21	6586.96	35,455.01	0.00	16,039.06
16.	Manipur	0.00	0.00	0.00	0.00	0.00	2,824.65
17.	Meghalaya	0.00	0.00	0.00	0.00	0.00	567.26
18.	Mizoram	0.00	0.00	0.00	0.00	0.00	699.77
19.	Nagaland	0.00	0.00	0.00	0.00	0.00	1,046.42
20.	Odisha	180.73	90.37	0.00	0.00	0.00	1,278.44
21.	Punjab	0.00	1,982.00	0.00	0.00	0.00	9,836.92
22.	Rajasthan	0.00	0.00	0.00	0.00	0.00	204.90
23.	Sikkim	0.00	0.00	0.00	1,796.77	0.00	0.00
24.	Tamil Nadu	18,191.61	2,135.61	0.00	724.88	0.00	2,994.31
25.	Tripura	0.00	0.00	0.00	2,759.76	0.00	577.54

1	2	3	4	5	6	7	8
26.	Uttar Pradesh	0.00	16,933.83	0.00	8,789.60	0.00	4,221.62
27.	Uttarakhand	0.00	0.00	0.00	0.00	0.00	2,469.30
28.	West Bengal	0.00	2,005.51	2907.87	7,346.82	0.00	9,675.65
29.	Delhi	0.00	0.00	0.00	0.00	0.00	0.00
30.	Puducherry	0.00	0.00	0.00	1,567.20	0.00	0.00
31.	Andaman and Nicobar Islands	0.00	0.00	446.50	0.00	0.00	223.25
32.	Chandigarh	0.00	0.00	0.00	0.00	0.00	0.00
33.	Dadra and Nagar Haveli	0.00	0.00	1491.78	719.89	0.00	0.00
34.	Lakshadweep	0.00	0.00	0.00	0.00	0.00	0.00
35.	Daman and Diu	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL:		25,943.03	122,344.43	52,929.80	115,745.96	26,765.18	136,261.24

Irregularities in National Highway projects

*504. SHRI PRABHAT JHA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has examined the report of the fact-finding Committee appointed under the Director General, Road Development regarding irregularities committed by some companies in National Highway projects funded by World Bank;

(b) if so, the details thereof;

(c) the details of the persons/companies against whom action has been taken in response to the report of the fact-finding committee; and

(d) if not, the reasons for the delay and the time-frame by which Government would examine the report and take action against the guilty?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI): (a) to (d) The basic facts regarding alleged irregularities Committed by some companies in National Highway projects funded by World Bank was prepared by a committee constituted under the guidance of Director General (Road Development) and Special Secretary by Ministry of Road Transport and Highways (MoRT&H). Further enquiry was conducted by another Committee constituted by MoRT&H based on the basic facts prepared by the first committee. The matter was subsequently forwarded to National Highways Authority of India (NHAI) to verify/ascertain facts and consequences on outcome and take appropriate action. It has been informed by NHAI that Central Bureau of Investigation (CBI) has taken over the case for verification. As per Central Vigilance Commission (CVC) guidelines once a case is taken up by CBI for investigation, parallel investigation by departmental agencies should be avoided.

Funds for connecting heritage sites in North East States

*505. SHRIMATI NAZNIN FARUQUE: Will the Minister of TOURISM be pleased to state:

(a) the funds provided to the States of North East as assistance for connecting heritage sites and tourist spots in the States with the National Highways in the last three years, especially to Assam;

(b) whether in order to promote tourism in the State, Government intends to provide special assistance to the State for these roads; and

(c) if so, by when special assistance would be provided?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) to (c) The Ministry of Tourism (MoT) provides Central Financial Assistance (CFA) to various State Governments/Union Territory Administrations for development of tourism products and sites, including provision for the last mile road connectivity to tourist sites. The CFA is granted on the basis of projects prioritized every year in consultation with the State Governments subject to availability of funds, *inter-se*-priority and adherence to the scheme guidelines.

The details of projects sanctioned to the North Eastern States since 2010-11, which involve component of the last mile connectivity, are given in the Statement-I (*See* below). States of Arunachal Pradesh, Manipur, Mizoram, Nagaland,

Sikkim and Tripura in the North East have availed the CFA for a few projects involving last mile connectivity, in the last three years.

The Ministry of Road Transport and Highways also provides CFA to State Governments from Central Road Fund, for construction and development of State Roads including link roads connecting tourist and pilgrim destinations. The total amounts released to the North East States in the last three years from Central Road Fund are given in Statement-II.

Statement-I

The details of projects sanctioned to the North Eastern States in last three years, which involved the component of the "Last Mile Connectivity"

(Rs. in lakhs)

Sl. No.	Year	Name of the projects	Total sanctioned amount	Amount sanctioned for last mile connectivity
1	2	3	4	5
Arunachal Pradesh				
1.	2010-11	Construction of tourist complex at Tajgi Pith 13 km. away from Lower Subansiri district, Arunachal Pradesh	270.84	07.68
2.	2010-11	Construction of Eco-Tourism at Tego Gamlin Village, West Siang, Arunachal Pradesh	370.65	44.32
3.	2010-11	Development of Park Angling and Picnic Spot in the Confluence of Sie and Rime River at ESI Rite in West Siang district in Arunachal Pradesh	221.42	18.51
4.	2010-11	Preservation of Historical Ruin at Kekar Monying in Arunachal Pradesh	391.48	49.86

1	2	3	4	5
5.	2011-12	Construction of White water Rafting River Front Development at Tai, West Siang district, Arunachal Pradesh	475.55	15.03
6.	2011-12	Development of Tourist Resort at Lebok under Kamba, West Siang district, Arunachal Pradesh	385.07	6.39
7.	2012-13	Eco-Tourism at Kone Gipong area under Sambuk sub-division of Lower Dibang Valley district at Arunachal Pradesh	468.43	39.33
8.	2012-13	Tourist Resort-cum-Amusement Park at Karmajuli-Karsinrsa, Itanagar, Arunachal Pradesh	455.47	11.88
9.	2012-13	Illumination, Landscaping, Furnishing and Additional Basic Infrastructure for Tourist C	450.44	82.42
10.	2012-13	Construction of Adventure Tourism on Subansiri River in Upper Subansiri district (Tribal Area)	378.11	22.98
TOTAL:			3867.46	298.4
Manipur				
1.	2010-11	Mega project INA Memorial Complex at Moirang in Manipur	1238.59	17.63
TOTAL:			1238.59	17.63
Mizoram				
1.	2010-11	Construction of Serlui 'B' Lake at Bilkhawthilir, Kolasib in Mizoram	384.39	35.00
TOTAL:			384.39	35.00

1	2	3	4	5
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Nagaland

1.	2011-12	Integrated Tourist Destination at Tsiesama, Nagaland	491.95	19.84
2.	2012-13	Development of Integrated Tourist Circuit at Dezeiphe-Doyang-Suruhoto-Atoizu-Dzulha-Kezo, Nagaland	800.00	19.74
3.	2012-13	Development of Tourist Destination at Mhayan, Nagaland	500.00	30.93
TOTAL:			1791.95	70.51

Sikkim

1.	2010-11	Development of Integrated Adventure Tourism Infrastructure in and around Thami Dara in East Sikkim	398.01	54.59
2.	2011-12	Development of Geo-Tourism Park at Mamley below Namchi in South Sikkim	418.44	17.42
3.	2012-13	Development of Tourist Infrastructure along Nathula Axis in East Sikkim	800.00	381.22
TOTAL:			1616.45	453.23

Tripura

1.	2010-11	Destination Development of Brahmakunda in Tripura	445.07	4.58
TOTAL:			445.07	4.58
GRAND TOTAL for all the North East States			9343.91	879.35

Statement-II

The State-wise details of the Central Road Fund releases made during the last three years

(Amount in crore)

Sl. No.	State	2010-11	2011-12	2012-13
1.	Arunachal Pradesh	35.72	55.36	46.05
2.	Assam	45.47	33.53	32.04
3.	Manipur	5.28	5.84	5.95
4.	Meghalaya	16.76	16.50	13.83
5.	Mizoram	3.10	6.90	3.63
6.	Nagaland	2.17	11.53	15.55
7.	Sikkim	2.48	4.05	2.56
8.	Tripura	7.95	9.81	0.00

**Recommendations of Dharmadikari Committee
on Air India**

*506. SHRI RAM KRIPAL YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has received report and recommendations of Dharmadikari Committee on restructuring of Air India and making it a profit-making unit;

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

(c) whether Government has accepted the recommendations and the details of action taken report;

(d) the amount of losses of Air India during the financial years 2010-11, 2011-12 and 2012-13;

(e) whether it is a fact that Air India is expecting profit of Rs. 1040 crore during the financial year 2013-14; and

(f) if so, the details of their future plan?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. Government has received the Report of 'Dharmadikari Committee'. The Committee has given its recommendations broadly in four areas namely, Level mapping, career Progression, Wage and Salary structure and other related issues like passage facilities, pensions scheme, voluntary retirement scheme, etc. of Air India employees.

(c) Yes, Sir. The Government has accepted the Committee's Report and sent it to Air India for its implementation. Air India has constituted following committees to carry out the implementation in a smooth and transparent manner:—

- (i) Implementation and Anomaly Rectification Committee.
- (ii) Pay Fixation Committee for fixation of salary for each employee.
- (iii) Manpower Restructuring Committee for carrying out a fresh exercise for determining the number of posts at various levels as per the requirements of the fresh set up with revised hierarchy of posts in the merged entity.
- (iv) Asset Monetization Committee.

(d) The details of losses incurred by Air India are as under:—

2010-11	Rs. 6835.17 crores
2011-12	Rs. 7559.74 crores
2012-13	Rs. 5198.55 crores (provisional)

(e) and (f) No, Sir. However, Air India is expecting EBITDA (Earning Before Interest, Tax, Depreciation and Amortization) positive of Rs. 1040 crores during Financial Year 2013-14.

Slum Upgradation Index

*507. SHRI SANJAY RAUT: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether Government is planning to set up a Slum Upgradation Index for Mumbai city and State-wise monitoring of its schemes with an aim to rehabilitate slum dwellers and provide them with basic civic amenities;

- (b) if so, the details thereof; and
- (c) by when, it would be done?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) to (c) The Ministry of Housing and Urban Poverty Alleviation has 'in principle' decided to create a Slum Index for the country. The objective of this index is to capture the improvement in identified infrastructure of the slums. Details of this index including methodology are presently under consideration.

Unauthorised presence in the cockpit

*508. SHRI SALIM ANSARI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Air India has grounded some commanders for misbehaving with air hostesses, instances of which have come to the notice of Director General of Civil Aviation (DGCA);
- (b) if so, the details of such cases reported during the last two years and the action taken against erring commanders;
- (c) whether recently, an Air India commander allowed a senior customs official to travel unauthorisedly in the cockpit;
- (d) if so, the details thereof and whether DGCA has complained to the Ministry of Finance regarding his unauthorised presence in the cockpit; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. Air India has grounded one Commander who operated AI-020 on 02 March, 2013 for misbehaving with Air Hostess. This is the only case reported in last two years. The Commander has been placed under suspension and departmental proceeding has been initiated against him.

(c) to (e) Yes, Sir. It has been reported that a Custom Official travelled unauthorisedly in cockpit of Air India's flight No AI-020 on 02.03.2013, seating behind the seat of the Commander on the side console. Ministry of Finance has been informed of the incident.

Mono Rail and Metro Rail in Patna

*509. DR. ANIL KUMAR SAHANI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that a proposal has been received from State Government of Bihar for starting Mono Rail and Metro Rail in Patna;

(b) if so, the details thereof; and

(c) by when, Patna city is proposed to be brought under Mono Rail and metro network?

THE MINISTER OF URBAN DEVELOPMENT (SHRI KAMAL NATH): (a) No, Sir.

(b) Does not arise.

(c) As no such proposal in the form of a detailed project report duly approved by State Government has been received from the State Government of Bihar on Mono Rail and/or Metro train in Patna, no firm commitment can be given.

Proposals of Maharashtra under CRF

*510. SHRI RAJKUMAR DHOOT: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of proposals received by Government from Maharashtra under the Central Road Fund (CRF) and for periodical repair of roads during the last three years, year-wise and project-wise; and

(b) the present status of each of these projects?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI): (a) and (b) The details of proposals received under Central Road Fund (CRF) and Periodical repairs for the State of Maharashtra for the last 3 years are as given under:—

Year	CRF works		Periodical repairs	
	Proposals received	Proposals sanctioned	Proposals received	Proposals sanctioned
1	2	3	4	5
2010-11	388	57	24	24

1	2	3	4	5
2011-12	Nil	Nil	6	6
2012-13	45	1	14	14
TOTAL:	433	58	44	44

Policies to improve air connectivity in NE Region

*511. SHRI KUMAR DEEPAK DAS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of effective policies to improve air connectivity in the remote North-Eastern Region;

(b) whether it is a fact that the Flight Operators failed to implement the need of dedicating ten per cent of their fleet for the North-Eastern Region;

(c) if so, the action taken therefor; and

(d) the details of steps taken for implementation of the recommendations of the Rohit Nandan Committee?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI KC. VENUGOPAL): (a) Government has laid down Route Dispersal Guidelines (RDG) with a view to achieve better regulation of air transport services taking into account the need of air transport services of different regions of the country including North-East (NE) 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.

In accordance with RDG, Scheduled Airlines who operate on Category-I (Metro) routes are required to deploy 10% of the capacity deployed on Category-I routes, on Category-II routes. Category-II routes are those connecting stations in N.E. region, Jammu and Kashmir, Andaman and Nicobar Islands and Lakshadweep.

Further, the Government has also granted initial No Objection Certificate to M/s North East Shuttle to operate scheduled air transport (Regional) services in N.E. region. Pawan Hans Limited is also providing non-scheduled air transport services in N.E. region.

(b) No, Sir. All the scheduled airlines are complying with the requirement contained in RDG.

(c) Does not arise in view of (b) above.

(d) The Government has engaged an expert consulting agency to assist in implementing various recommendations of Rohit Nandan Committee.

Quality of construction work of National Highways

†*512. SHRI OM PRAKASH MATHUR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has received complaints from the State Governments regarding quality of construction work of National Highways;

(b) if so, the details thereof during the last three years, State-wise including Rajasthan along with the action taken in this regard;

(c) the details of steps Government has taken or is considering to take for the inspection of quality of construction of roads and highways;

(d) the action being taken by Government to remove the shortcomings found in the inspections conducted by them during the last three years; and

(e) the steps being taken by Government to ensure quality of construction of National Highways?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI): (a) Yes, Sir.

(b) The State-wise details of complaints received from the State Governments regarding quality of construction work of National Highways (NHs) during the last three years along with the action taken thereof are given in the Statement (*See* below).

(c) to (e) All NH projects are constructed as per quality standards corresponding to Indian Roads Congress (IRC)/Ministry of Road Transport and Highways (MoRT&H) specifications. The quality of construction is closely monitored through regular checks and tests by the Engineers, Supervision/Independent Consultants. Besides, quality of construction is also closely monitored by field officers executing the project and Regional Officers (ROs) of the Ministry, including Officers from headquarters. On

†Original notice of the question was received in Hindi.

complaints regarding quality of construction work on NH, whenever received, action is taken as per extant policy and in accordance with the provisions of the contract agreements.

Statement

The State-wise details of complaints received from the State Governments regarding quality of construction work of National Highways (NHs) during the last three years alongwith the action taken thereof

Sl. No.	State	No. of complaints	Name of works	NH No.	Details of action taken
1.	Rajasthan	1	Kota-Baran	76	The case is under examination of Vigilance Division of NHAI.
2.	Karnataka	1	4-laning of Surathkal to B.C. Road along NH-17, 48 and 13	17	The Contractor M/s IRCON was instructed to improve finishing which is in progress.

Six-laning with service roads on NH-7

*513. SHRI Y.S. CHOWDARY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has received any proposal from Andhra Pradesh Government for development of six-laning with service roads on NH-7 of Hyderabad-Bengaluru section;

(b) if so, the status thereof; and

(c) the steps taken/being taken by Government to expedite the proposal?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI): (a) to (c) Consultant engaged for conducting Feasibility Study and Preparation of Detailed Project Report has submitted the feasibility report for 6/8 laning from 9.400 km. to 19.000 km. of Hyderabad-Bangalore section of National Highway (NH) No. 7. The consultant has been instructed to re-assess the two proposed alternative alignments based on techno economic analysis. The DPR is expected to be finalized by June, 2013.

Projects under JNNURM in Uttarakhand

†*514. SHRI MAHENDRA SINGH MAHRA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the number of cities included under the component of Urban Infrastructure Development Scheme for Small and Medium Towns and Urban Infrastructure and Governance component of Jawaharlal Nehru National Urban Renewal Mission (JNNURM) in Uttarakhand State;

(b) the projects sanctioned and implemented in the cities of this State so far, city-wise;

(c) whether Government proposes to include some cities like Berinaag, Gangolihaat, Didihat, Nachni, Lohaghaat, Champawat, Kanda, Kameridevi, Bhikiyasen, Bhatronjkhan, Taadikhet, Syalde, Garud, Gwaldam, Narayanbagad, Chaukhtia, Pratap Nagar, Nand Prayag, Gopeshwar and Bailpadav of this State under JNNURM;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF URBAN DEVELOPMENT (SHRI KAMAL NATH):

(a) and (b) Under Urban Infrastructure Governance (UIG) Sub-Mission of Jawaharlal Nehru National Urban Renewal Mission (JNNURM), 3 cities namely Dehradun, Haridwar and Nainital are included in the State of Uttarakhand. All other cities/towns are covered under Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) of JNNURM. Details of projects approved under UIG and UIDSSMT are given in the Statement (*See* below).

(c) to (e) All notified towns, not included in UIG are eligible for funding under UIDSSMT. However, inclusion of projects in the towns/cities under UIDSSMT component of JNNURM depends upon the recommendation of the State Level Sanctioning Committee (SLSC), Government of Uttarakhand. The normal Mission period has completed in March, 2012. Extension has been given by Government in January, 2013 for sanction of new projects till March, 2014. In pursuance of this decision, no proposal has been recommended by Government of Uttarakhand for sanction of projects for these towns so far.

†Original notice of the question was received in Hindi.

Statement

*Details of the projects approved under UIG and UIDSSMT
in Uttarakhand*

Sl. No.	Name of the Town/ City	Sector
UIDSSMT Component		
1.	Mussoorie	Sewerage
UIG Component		
1.	Dehradun	Water supply
2.	Dehradun	Solid Waste Management
3.	Dehradun	Roads/Flyover/ROB
4.	Dehradun	Sewerage
5.	Dehradun	Sewerage
6.	Haridwar	Water supply
7.	Haridwar	Roads/Flyover/ROB
8.	Haridwar	Solid Waste Management
9.	Haridwar	Sewerage
10.	Haridwar	Sewerage
11.	Nainital	Water supply
12.	Nainital	Sewerage
13.	Nainital	Solid Waste Management
14.	Nainital	Heritage

Six-laning of Ahmedabad-Bamanbore Section

*515. SHRI DILIPBHAI PANDYA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has approved the proposal received from the

State Government of Gujarat for six-laning of Ahmedabad-Bamanbore Section of NH-8A;

- (b) if so, the details and present status thereof; and
- (c) the time by which the project is likely to be started/completed?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI): (a) No, Sir.

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

Losses suffered by Air India

*516. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) when there is steady expansion of Indigo Airlines, Spicejet Airlines and Jet Airways, what is the reason for incurring of losses by Air India;
- (b) who is responsible for such losses; and
- (c) whether Government could make an enquiry about the losses and take appropriate action to reduce the losses and improve of passenger check-in and in-flight services?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) The Indian market is dominated by Low Cost Carriers (LCCs) whose market share is nearly 70%. Jet and AI are full service carriers. Jet Airways has reported losses in the year 2011-12 and 2012-13 (first half) and even Spice Jet has also reported losses in 2011-12 and 2012-13 (first half). Indigo has not published its result. So far as Air India is concerned, some of the main factors responsible for its losses are as follows:—

- (i) Abnormal increase in price of Aviation Turbine Fuel and unfavourable pricing/taxation structure in India.
- (ii) Increase in depreciation expenditure due to aircraft acquisition.
- (iii) Increase in interest on aircraft loans due to induction of new aircraft fleet.
- (iv) Continuous increase in Airport Charges.
- (v) Increase in interest cost on account of accumulation of arrears.

- (vi) Fall in value of rupee *vis-à-vis* dollar.
- (vii) Pressure on yields due to entry of LCCs and increase in the capacity of foreign airlines.
- (viii) Global recession and fall in premium traffic.

(c) Government had constituted a Committee of Secretaries (CoS) and thereafter, a Group of Ministers (GoM) to review and monitor the operational and financial performance of Air India. On the recommendation of the Group of Ministers Air India had come up with Turn Around Plan (TAP) and a Financial Restructuring Plan (FRP) in consultation with State Bank of India Capital (SBI Caps), duly vetted by an independent Expert M/s Deloit. The TAP and FRP have been approved by the Government on 12.4.2012 and Oversight Committee has been constituted to monitor the implementation of TAP/FRP by Air India.

Air India has taken following steps to reduce losses and to improve its services:—

- Fuel Efficiency and Gap Analysis conducted with the help of IATA is being implemented which has brought substantial saving on fuel consumption. Critical analysis of fuel consumption on all flights is being done with the help of a Fuel Council.
- Route rationalization of erstwhile AI & IA routes has been done. Route networks involving parallel operations are eliminated.
- Certain loss making routes have been rationalized.
- Induction of brand new aircraft on several domestic and international routes.
- Phasing out of old fleet and consequential reduction in maintenance cost.
- Closure of overseas offline offices at certain locations.
- Operationalization of separate Subsidiaries AIATSL and AIESL to handle ground handling and MRO business respectively.
- Upgradation of IT infrastructure and implementation of Quick Win IT solutions.
- Introduction of PPS (Passenger Service System) to have single code and SAP ERP based solutions through the organization in terms of increase in revenue and decrease in Cost.

- Upgradation of FFP and Introduction of several marketing initiatives including Companion Free Scheme, Apex fare, GoI packages, Preferred Agents Partnership, Promotion of web bookings and other promotional schemes like AI Holidays, Get Upfront Scheme, etc.
- Integration of HR of erstwhile IA & AI.

Steps taken by ATC to prevent major accidents

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

(a) whether it is a fact that several cases of near mishaps were averted at many airports in the country very recently;

(b) if so, the details thereof;

(c) whether it is also a fact that recently Air Traffic Control (ATC) System at the Indira Gandhi International Airport was put into a tizzy after a private aircraft misread the directions given by it and entered in a functional runway; and

(d) if so, the steps taken by ATC to prevent such major accidents?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) No, Sir. However, there were a few cases of runway incursions at Delhi, Kolkata and Vijayawada airports recently, but none of them was a case of near mishap. The details of these incidents are given in the Statement (*See* below).

(c) An incident was reported from the Indira Gandhi international Airport, Delhi, wherein a private aircraft misunderstood the instructions of the Air Traffic Control (ATC) and wrongly entered an active runway at the airport. The ATC detected the problem well in time and took appropriate corrective actions. The licences of the Pilot in Command and the Co-Pilot of that aircraft were suspended by DGCA and after corrective training their licences were restored.

(d) The Aeronautical information Circular and Civil Aviation Requirements issued by the DGCA contain guidelines and instructions for pilots, aerodrome operators, controllers and drivers of vehicles/persons working at airports for prevention of runway incursions. The DGCA takes action on lapses on the part of pilots, air traffic controllers and other stakeholders. The Advanced Surface Movement Guidance

and Control Systems (A-SMGCS) that are operational at major airports provide monitoring of aircraft and vehicles routings/operating inside the operational area of airports and generate alerts to controllers in case of any unauthorised entry by aircraft, vehicle or person onto the runway. The air traffic controllers are subjected to Refresher Training/Sensitization Programme in which strategies to reduce runway incursions are discussed. Through these programmes they are sensitised to have effective surveillance on operations of aircraft/vehicle/person on or near the runways visually or through A-SMGCS. Airport signages and markings have been enhanced to make them prominently visible to pilots and drivers so as to ensure that they do not enter runway inadvertently. Performance checks/proficiency checks of controllers are carried out regularly for compliance of Standard Operating Procedures for prevention of runway incursions. Runway Safety Teams have been established at airports to develop action plan for runway safety and advise airport management as appropriate on potential runway incursion issues.

Statement

*The details of runway incursions at Delhi, Kolkata and
Vijayawada airports*

Sl. No.	Name of airport	Date of occurrence of runway incursion	Description of runway incursion
1	2	3	4
1.	Indira Gandhi International Airport (IGIA), New Delhi	30.10.2012	A taxiing aircraft VTJSP inadvertently took wrong taxiway which was not clear of runway 28. Therefore, ATC instructed the arriving aircraft VUDXM AN32 Srinagar to Delhi to go around.
2.	IGIA, New Delhi	05.11.2012	Private aircraft VTCLA, C56X, Mumbai to Delhi misunderstood the instructions of ATC and entered the active runway. ATC cancelled the take-off clearance of departing aircraft and arriving aircraft was instructed to go around. ATC had

1	2	3	4
			full control of traffic situation, and there was no likelihood of any mishap.
3.	IGIA, New Delhi	22.11.2012	Saudi Arabian Airlines flight SVA761 Boeing 772 from Delhi to Riyadh crossed holding point runway 28 on taxiway P. ATC instructed Spicejet flight SEJ255 Boeing 738 from Kolkata to Delhi to carry out missed approach runway 28.
4.	Kolkata	16.01.2013	JAI2514, Kolkata to Patna, type of aircraft ATR crossed Holding Point Runway 19R. Arriving aircraft JLL4401, B737 was instructed by ATC to go around.
5.	IGIA, New Delhi	29.01.2013	Departing aircraft GFA131, A321 Delhi to Bahrain VIDP-OBBI at crossed Taxiway Z. ATC instructed arriving aircraft AIC940, A319 to go around runway 09.
6.	IGIA, New Delhi	18.02.2013	THA316 Delhi to Bangkok crossed Holding Point Rwy28. Arriving aircraft AICO43, A320, was instructed by ATC to go around runway 28.
7.	IGIA, New Delhi	20.02.2013	VTACD, PC12 observed to be close RWY 28 near Taxiway 'B' Arriving aircraft UAL82, B777, was instructed by ATC to go around runway 28.
8.	Vijayawada	07.04.2013	An unauthorised person was sighted crossing runway 26. ATC instructed arriving aircraft SEJ1001, DHC-8-402 to go around runway 26.

1	2	3	4
9.	IGIA, New Delhi	12.04.2013	Mahan Air IRMO70 A310 from Delhi to Tehran crossed holding point runway 28. Indigo Airlines IGO258, A320 from Bhubaneswar to Delhi was advised by ATC to go around.

Road projects funded from CRF

†*518. SHRI DARSHAN SINGH YADAV: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the number of road projects funded from the Central Road Fund (CRF) in Uttar Pradesh and other States as on date during the last three years;
- (b) whether any road out of them is being constructed in the State of Uttar Pradesh, especially in backward districts; and
- (c) if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI): (a) Four hundred and two (402) road projects in the country including forty one (41) in Uttar Pradesh have been sanctioned from the Central Road Fund (CRF) scheme during the last three years.

(b) and (c) Projects under CRF scheme are approved as per the Central Road Fund (State Roads) Rule, 2007 which provides for selection of projects with a view to provide balance development of road network in the State and does not consider road in a backward district as a criteria for sanction.

Quality roads in border States

*519. DR. T. SUBBARAMI REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has proposed to provide quality roads for better connectivity in border States of the country; and
- (b) if so, the progress made in this regard in each State during the last three years?

†Original notice of the question was received in Hindi.

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI): (a) and (b) This Ministry is primarily responsible for development and maintenance of National Highways. Criteria for declaration of National Highways includes road connecting adjacent countries and important strategic requirement. Length of National Highways declared during the last three years in the bordering States of the country are given in the Statement.

Statement

*The details of State-wise length of National Highways
declared during the last three years*

Sl. No.	Name of the State	Length in Km.
1.	Arunachal Pradesh	35
2.	Assam	199
3.	Bihar	526
4.	Gujarat	583
5.	Himachal Pradesh	97
6.	Jammu and Kashmir	450
7.	Manipur	358
8.	Meghalaya	361
9.	Mizoram	100
10.	Rajasthan	1595
11.	Sikkim	87
12.	Uttar Pradesh	1044
13.	West Bengal	103

Delay in implementation of highway projects

*520. SHRI MOHD. ALI KHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there is an inordinate delay in the implementation of highway projects due to shortage of technical officers/engineers at various stages in the Highway sector;

(b) if so, the details thereof and the number of projects affected due to such reasons; and

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

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI): (a) No, Sir.

(b) and (c) Does not arise.

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

Setting up of Road and Transport regulator

3876. SHRI SANJAY RAUT: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Ministry is looking at setting up a road and transport regulator to address the issues of delays in development of projects and work on ways to remove the hurdles in the sector;

(b) if so, what would be its key functions; and

(c) by when, it will come into being?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (c) Yes, Sir. The Government has announced to constitute a regulatory authority for the road sector to address the challenges such as financial stress, enhanced construction risk and contract management issues that are best addressed by an independent regulator. The matter has been examined in the Ministry of Road Transport and Highways. Further consultation with various stakeholders on the issue of setting up of the proposed independent regulator is currently underway to address important issues like scope of the proposed regulator, degree of autonomy and its legal framework. Accordingly, it is not possible to indicate any fixed time frame.

Safety measures for the Jaitapur Nuclear Plant

3877. SHRI P. RAJEEVE: Will the PRIME MINISTER be pleased to state:

- (a) whether the reactors which will be used for Jaitapur atomic plant have been operationalised anywhere in the World;
- (b) if so, the details thereof;
- (c) if not, whether any safety measures have been ensured; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) The nuclear power reactors planned at Jaitapur site are Evolutionary Pressurised Water Reactors (EPRs). These have evolved from the proven design, safety principles and manufacturing technologies employed in 'N4' reactors in France and 'KONVOI' nuclear power reactors in Germany which are in safe operation for last several years. Currently, EPRs are under construction in Finland, France and China. These will be operational in 2 to 4 years and their operational feedback will also be available for reactors to be set up at Jaitapur.

(c) and (d) The EPRs are Generation III+ reactors employing advanced safety features. Safety of the EPRs has been reviewed by the regulatory authorities in Finland, France and China where these reactors are in different stages of construction. The safety aspects of the reactors are reviewed and stage-wise clearances accorded by the Atomic Energy Regulatory Board (AERB) for every stage of implementation.

Safety of nuclear energy

3878. SHRI T.M. SELVAGANAPATHI: Will the PRIME MINISTER be pleased to state:

- (a) whether there is a great need to enhance per capita consumption of nuclear energy in the country and the little use at present is mainly because of non-availability of this crucial energy;
- (b) if so, the steps taken by Government in this regard;
- (c) whether the total share of nuclear energy in total energy stock is 3.8 per cent;

(d) if so, whether Government has taken any action plan to improve the situation;

(e) whether one of the reasons for low production of the nuclear energy in India is because of the fear attached to it; and

(f) if so, the steps taken by Government to convince all about the safety of nuclear energy?

THE MINISTER OF STATE IN PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) There is a need to increase the per capita consumption of electricity to spur economic growth in the country. Nuclear energy is a clean source of electricity generation which has huge potential and needs to be deployed in addition to other sources of electricity to meet growing demand of electricity in the country.

(b) The Government has taken steps to augment nuclear energy generation by setting up nuclear power reactors based on indigenous technology and also with foreign technical cooperation.

(c) The share of nuclear energy in the total electricity generation in the country was about 3.6% in the year 2012-13.

(d) The low share of nuclear power is on account of low installed capacity base, which is currently 4780 MW out of the total installed capacity of 223344 MW in the country. The present nuclear power installed capacity will reach to 10,080 MW by 2017 on progressive completion of projects under construction. The Twelfth Five Year Plan proposals envisage start of work on new projects totaling to 17400 MW capacity. More nuclear power plants are planned to increase the nuclear power capacity in future.

(e) and (f) The Fukushima accident in Japan led to apprehensions about safety of nuclear power in some sections of the people. A massive public outreach programme has been undertaken, adopting a multi-pronged approach, to reach out to all sections of the society and allay the apprehensions about the safety of nuclear power and all related issues in a credible manner.

Safety measures in Kudankulam Nuclear Power Plant

3879. SHRI T.K. RANGARAJAN: Will the PRIME MINISTER be pleased to state:

(a) the additional safety measures incorporated in Kudankulam Nuclear Power Plant;

- (b) the contribution of Indian Engineers for such safety;
- (c) whether there is any proposal to allot the entire power produced by Project-I to power starving Tamil Nadu; and
- (d) the cost of per unit power produced?

THE MINISTER OF STATE IN PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) Several additional safety features have been incorporated in the Kudankulam reactors over the features in standard VVER 1000 reactors of second generation in operation after in-depth review by Indian engineers, both from the utility (Nuclear Power Corporation of India Limited) and the regulatory authority (Atomic Energy Regulatory Board). Some of the important additional features in Kudankulam reactors over earlier VVER 1000s are:—

- (i) Four safety trains instead of three
 - (ii) Passive Heat Removal System
 - (iii) Passive core flooding system
 - (iv) Core Catcher
 - (v) Passive Hydrogen Recombiners
 - (vi) Double Containment
 - (vii) Four Emergency Diesel Generators instead of three
 - (viii) Larger number of reactor control rods
- (c) No, Sir.
- (d) The tariff of electricity from Kudankulam Units 1 and 2 is yet to be notified.

Funds for welfare of the people around Kudankulam

3880. DR. V. MAITREYAN: Will the PRIME MINISTER be pleased to state:

- (a) whether the Nuclear Power Corporation of India Limited (NPCIL) or Union Government have allocated funds or monetary package to carry out the welfare of the people around Kudankulam;
- (b) if so, the details thereof and the amount allocated so far;

(c) whether the funds allocated thus will be handed over to State Government of Tamil Nadu or will it be executed by any independent agency of NPCIL; and

(d) if so, the details thereof?

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

(b) Nuclear Power Corporation of India Limited (NPCIL) has made an allocation of Rs. 200 crore for neighbourhood development around Kudankulam. Government of India has also accorded approval for allocation of Rs. 300 crore for providing housing for ten thousand families as part of Neighbourhood Development Programme in and around Kudankulam Nuclear Power Project.

(c) The projects are being implemented by the Tamil Nadu Government and the funds for the same would be released to the Tamil Nadu Government progressively in accordance with the progress.

(d) So far, a sum of Rs. 45 crore has been released to the Tamil Nadu Government in this regard.

Deal to produce rare earths

3881. DR. CHANDAN MITRA: Will the PRIME MINISTER be pleased to state:

(a) whether Indian Rare Earths Ltd. (IREL) has signed a deal to produce rare earths like Lanthanium, Cerium and Neodymium for Japan;

(b) if so, the details thereof;

(c) the steps taken by Government to have a regulatory mechanism to take care of the strategically important natural resources like Monazite and Ilmenite; and

(d) the further steps taken by Government to check plundering of country's Thorium rich Monazite which is going on for decades?

THE MINISTER OF STATE IN PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) No, Sir. No deal has been signed by Indian Rare Earths Ltd. (IREL) to produce rare earths like Lanthanum, cerium and Neodymium for Japan. However, a Memorandum of Understanding on co-operation in rare earths has been signed on 16.11.2012 between Department of Atomic Energy and Ministry of Economy, Trade and Industry (METI) of Japan.

(c) Ilmenite, one of the beach sand mineral, has been delisted from the list of 'Prescribed Substances' under the Atomic Energy Act, 1962 from 01.01.2007 *vide* Notification No. S.O.61 (E) dated 20.01.2006. However, monazite continues to be a 'Prescribed Substance' under the Atomic Energy Act. Till date no licence has been issued to any private entity for production of monazite, its downstream processing for extracting thorium, and their export. Indian Rare Earths Ltd. (IREL) a Public Sector Undertaking under the Department of Atomic Energy, is the only entity which has been permitted to produce monazite, process it to extract thorium and handle it for domestic as well as for export purpose.

(d) The Department has initiated steps to put in place comprehensive systems to check illegal mining/exporting of country's Thorium rich Monazite. Prescribed regulatory inspections of beach sand mining facilities are being carried out by Atomic Energy Regulatory Board. The Central Board of Customs and Excise has also been requested for monitoring of radioactivity at ports and testing of Beach Sand Minerals export consignments.

Safety of nuclear power plant

3882. SHRI N. BALAGANGA: Will the PRIME MINISTER be pleased to state:

- (a) whether Government has made any assessment about the safety of the nuclear plants in the country;
- (b) if so, the details thereof;
- (c) whether the safety parameters in India are at par with the standards set by the IAEA;
- (d) if so, the details thereof and if not, the reasons therefor; and
- (e) the steps taken by Government to ensure safety of the nuclear power plants?

THE MINISTER OF STATE IN PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) The safety reviews of the Indian nuclear power plants (NPPs) are carried out by the regulatory authority, the Atomic Energy Regulatory Board (AERB). All nuclear power projects undergo an elaborate in-depth safety review during the consenting stages, *viz.* sitting, construction, commissioning, etc. After satisfactory review during project stage, AERB issues operating licence to an NPP for a period of upto five years. During the licence period, safety

performance of an operational NPP is continuously monitored in compliance with regulatory guidelines. A consolidated safety assessment of the plant is undertaken while renewing the operating licence. In addition, the NPPs have an established programme of operating experience feedback.

(c) and (d) The safety system of nuclear power plants is established and enforced in India with Safety Codes, Safety Guides, Safety Manuals and Technical Documents developed by the AERB, which are prepared in line with the IAEA Safety Documents. The safety standards followed in India in respect of NPPs are consistent with global best practices.

(e) All the NPPs in India are under continuous regulatory surveillance by AERB. In addition to the prescribed safety review assessments, comprehensive safety audits of all Indian NPPs against external events were undertaken by AERB and the Nuclear Power Corporation of India Ltd. following the Fukushima accident. The Operational Safety Review Team of IAEA reviewed RAPS Units 3 and 4 in 2012 at the invitation of the Government.

Construction of heliports to improve connectivity

3883. DR. CHANDAN MITRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government proposes to enhance the present operations of helicopters and construction of heliports at various places to improve connectivity of smaller places with bigger cities;

(b) if so, the details thereof along with the names of the places identified for the purpose in Madhya Pradesh; and

(c) the time by which regular operations of helicopter services to small cities are likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) to (c) Recognising the significant role of Helicopter operations in the Country, the Government has taken a number of steps which include the following:—

- (i) Pawan Hans Limited has been set up as a Government Company with the Primary objective of providing helicopter services *inter-alia* to operate in hilly and inaccessible areas and make available charter flights for

promotion of travel and tourism. Pawan Hans Limited is providing regular helicopter services for State Governments, of Meghalaya, Mizoram, Tripura, Sikkim, Arunachal Pradesh, Himachal Pradesh, Andaman and Nicobar Administration and Lakshadweep Administration. In addition, Pawan Hans is also operating commercial services on Vasihnodevi (for whole year), Kedarnath and Amarnath (during yatra season).

- (ii) Pawan Hans Limited has undertaken development of heliports at Rohini, Delhi and Hadapsar Gliding Centre, Pune. It has also constructed helipad at Commonwealth Games Village (Akshardham), Delhi. However, at present no heliports in Madhya Pradesh are under consideration.
- (iii) Besides, Pawan Hans, a number of Non-scheduled operators are engaged in the provision of Helicopter operations in the country.

Committee to work out additional aviation safety

3884. SHRI BAISHNAB PARIDA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government has constituted some Committee to work out additional aviation safety;
- (b) if so, the details thereof;
- (c) whether this Committee has laid down certain rules and regulations for safety in the air both for the men and the machine;
- (d) if so, the details thereof; and
- (e) with the closure of Kingfisher Airlines, what is the action plan to create additional passenger carrying facilities that have been lost as a result of the above closure?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. Ministry of Civil Aviation has constituted a 'Civil Aviation Safety Advisory Council' (CASAC) in May, 2010 and it was reconstituted *vide* order dt. 16.07.2012. Copy of the order is given in the Statement (*See* below).

- (c) No, Sir. The scope of the council is advisory in nature.
- (d) Does not arise.

(e) 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. The airlines provide additional capacity to specific places depending upon the traffic demand and commercial viability while complying with these Route Dispersal Guidelines.

Statement

**No. A.60015/165/2010-DG
Government of India
Ministry of Civil Aviation**

New Delhi, dated the 26th July, 2012

**Subject: Civil Aviation Safety Advisory Council (CASAC) to the Ministry
of Civil Aviation**

Keeping in line with composition of Advisory Councils to Ministry of Civil Aviation on economic and security issue, the revised composition of the Civil Aviation Safety Advisory Council will be as under:—

- | | | |
|-------|---------------------------------------|----------|
| (a) | Secretary, Ministry of Civil Aviation | Chairman |
| (b) | Director General of Civil Aviation | Member |
| (c) | Airlines | |
| (i) | CMD, Air India | Member |
| (ii) | CEO, Jet Airways/Jetlite | Member |
| (iii) | CEO, Kingfisher Airlines | Member |
| (iv) | CEO, SpiceJet | Member |
| (v) | CEO, Indigo | Member |
| (vi) | CMD, PHHL | Member |
| (d) | Flight Operations | |
| (i) | Capt. Mohan Ranganathan | Member |
| (ii) | Capt. Rohinton Bhappu | Member |

(e) **Aerodromes**

- | | | |
|-------|---------------------------------------|--------|
| (i) | Chairman, Airports Authority of India | Member |
| (ii) | Shri Arun Rao | Member |
| (iii) | Shri Robeylal | Member |
| (iv) | CEO, DIAL | Member |
| (v) | CEO, MIAL | Member |

(f) **General Aviation and Helicopters**

- | | | |
|------|---------------------------|--------|
| (i) | AVM (Retd.) K. Sreedharan | Member |
| (ii) | Shri Ravi Menon | Member |

(g) **Aircraft Engineering**

- | | | |
|------|------------------------|--------|
| (i) | Shri Kota Hari Narayan | Member |
| (ii) | Shri N. Mukundan | Member |

(h) **Human Factors and Aviation Medicine**

- | | | |
|-----|------------------------------|--------|
| (i) | DGAFMS or his representative | Member |
|-----|------------------------------|--------|

(i) **Aviation Meteorology**

- | | | |
|-----|------------------------|--------|
| (i) | Shri A. D. Ravishanker | Member |
|-----|------------------------|--------|

Shri J.S. Rawat, Joint DGCA shall be the Member Secretary to the CASAC.

2. In addition, the representatives from the following organisations will be invited as special invites as per the requirements to participate in the meeting of CASAC:—

- (a) ICAO
- (b) FAA
- (c) National Transport Safety Board
- (d) Flight Safety Foundation
- (e) Various Aircraft Manufacturers

SCOPE

3. The Council shall perform the following functions, namely:—
- (a) To advise DGCA in the following key areas:—
 - (i) Operations of aircraft (Commercial and General Aviation);
 - (ii) Aerodromes and Heliports;
 - (iii) Air Navigation Services;
 - (iv) Air Operator Certification;
 - (v) Airworthiness of aircraft including maintenance;
 - (vi) Certification of aeronautical products; and
 - (vii) Human Performance and Training.
 - (b) To review the existing regulatory framework and give recommendations to further strengthen the aviation safety.
 - (c) To develop, examine and recommend incorporation of best regulatory practices.
 - (d) To recommend short, medium and long-term measures of safety enhancement.
 - (e) To reflect public, views on aviation safety matters.
4. The Council may co-opt any other expert(s), if necessary, for taking requisite advice and inputs on safety matters with the permission of the Chair.
5. The Council shall have its meetings at Delhi or at any other place within India as decided by the Chair. The Council shall meet at least once in every quarter or as may be decided by the Chair.
6. The Council, from time to time, can set up Working Groups in focused areas and can also conduct business by electronic means as decided by the Chairman. The Working Group on Flight Operations, Airworthiness, Aerodromes and ANS will be chaired by Director General of Civil Aviation and ATR on the recommendations of these Working Groups may be brought before CASAC.

(G. Asok Kumar)
Joint Secretary

Safety standards of aircrafts

3885. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that DGCA has recently noticed declining safety standards of aircrafts operating in the country;
- (b) if so, whether DGCA has submitted any report on the matter;
- (c) if so, the details thereof; and
- (d) the action Government has taken or proposes to take in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) No, Sir. Any decline in safety standards of aircraft operating in the country has neither been reported to Directorate General of Civil Aviation so far nor has it been noticed by DGCA.

(b) to (d) Does not arise. However, DGCA carries out safety oversight of maintenance and engineering activities of all operators in accordance with the Civil Aviation Requirements (CARs) Section 2, Series "A", Part-IV, Issue-I dated 28.08.1996, to ensure the effective implementation of safety related airworthiness rules, regulations and requirements contained in various national documents and Safety and Recommended Practices (SARPs) and associated procedures contained in ICAO Annexes.

Flight services between Madurai and Singapore

3886. SHRI A. ELAVARASAN: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Centre has rejected the proposal of operation of flight services between Madurai and Singapore despite Singapore's inclination to operate flight service to Madurai and the readiness expressed by two private airlines to commence operation in the sector;
- (b) if so, the details thereof; and
- (c) the reasons behind not wanting to connect Madurai to Singapore when the two nations have agreed to increase air traffic in the existing routes to 29,400 weekly passenger seats from India to Singapore and 28,700 weekly passenger seats in the return direction?

THE MINISTER. OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) to (c) The operation of air services between two countries are based on the principles of sovereignty of nations, nationality of carrier and reciprocity in terms of commercial opportunities for the airlines of each side. Singapore has already been granted 7 points of call in India besides access to 18 tourist destinations. Madurai is not the point of call under present bilateral air services agreement with Singapore. However, the points of call *viz.* Chennai, Tiruchirapalli, Coimbatore are already available to the designated airlines of Singapore in Tamil Nadu. Besides, the Government has already allocated seven services per week to M/s Spicejet for operation on Madurai — Singapore sector effective Summer Schedule 2013.

Cities not covered by air travel

3887. SHRIMATI JAYA BACHCHAN: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether many tier-II and tier-III cities of the country are not adequately covered by air travel;
- (b) if so, the details of such cities and towns;
- (c) the steps Government has taken to provide proper and affordable air connectivity to tier-II and tier-III cities; and
- (d) the details of the same?

THE MINISTER. OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) At present scheduled air services are available to/from 76 airports in the country. Details are given in the Statement (*See below*).

(c) and (d) Operations in domestic sector have been deregulated and flights are being operated by concerned airlines on the basis of commercial viability subject to adherence to Route Dispersal Guidelines laid down by Government in 1994 with a view to ensure better connectivity to remote regions of the country. According to these guidelines, all scheduled operators are required to deploy in the North Eastern region, Jammu and Kashmir, Andaman and Nicobar Islands and Lakshadweep (Category-II routes) at least 10 per cent of their deployed capacity on trunk routes (Category-I routes). Further, at least 10 per cent of the capacity thus required to be deployed on Category-II routes, is required to be deployed for connectivity

exclusively within these regions (Category-II-A). All scheduled operators are required to deploy at least 50 per cent of their deployed capacity on trunk routes (Category-I routes) onto Category-III routes.

Further, to enhance regional connectivity in the country, Government introduced a separate category of Scheduled Air Transport (Regional) Services in 2007. The Scheduled Regional Operator operates mainly in the region for which they have been granted permission. However, in operational exigencies, they can connect cities, except metro cities, of other regions also.

Statement

State-wise air connectivity

Sl. No.	State	Names of cities airlinked
1	2	3
States		
1.	Andhra Pradesh	Hyderabad, Rajamundry, Tirupati, Vijayawada, Vizag
2.	Arunachal Pradesh	—
3.	Assam	Dibrugarh, Guwahati, Jorhat, Silchar
4.	Bihar	Gaya, Patna
5.	Chhattisgarh	Raipur
6.	Delhi	Delhi
7.	Goa	Goa
8.	Gujarat	Ahmedabad, Bhavnagar, Bhuj, Jamnagar, Porbandar, Rajkot, Surat, Vadodara
9.	Haryana	—
10.	Himachal Pradesh	—
11.	Jammu and Kashmir	Jammu, Leh, Srinagar, Thoise

1	2	3
12.	Jharkhand	Ranchi
13.	Karnataka	Bangalore, Beigaum, Hubli, Mangalore, Mysore
14.	Kerala	Calicut, Cochin, Trivandrum
15.	Madhya Pradesh	Bhopal, Gwalior, Indore, Jabalpur, Khajuraho
16.	Maharashtra	Aurangabad, Mumbai, Nagpur, Nanded, Pune
17.	Manipur	Imphal
18.	Meghalaya	—
19.	Mizoram	Aizwal
20.	Nagaland	Dimapur
21.	Odisha	Bhubaneswar
22.	Punjab	Amritsar, Ludhiana
23.	Rajasthan	Jaipur, Jodhpur, Udaipur
24.	Sikkim	—
25.	Tamil Nadu	Chennai, Coimbatore, Madurai, Salem, Trichy, Tuticorin
26.	Tripura	Agartala
27.	Uttar Pradesh	Agra, Allahabad, Gorakhpur, Kanpur, Lucknow, Varanasi
28.	Uttarakhand	Dehradun
29.	West Bengal	Bagdogra, Kolkata
Union Territories		
1.	Andaman and Nicobar Islands	Port Blair
2.	Lakshadweep	Agatti
3.	Chandigarh	Chandigarh

1	2	3
4.	Dadra and Nagar Haveli	—
5.	Daman and Diu	Diu
6.	Puducherry	Puducherry

Mandatory licences to airports

3888. SHRI PANKAJ BORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that around 40 airports in the country do not have mandatory licences;

(b) whether it is also a fact that those airports do not conform to Indian Aircraft Rules, 1937 or the International Civil Aviation Safety Standards;

(c) if so, whether in case of an accident, insurance companies shall not be liable for compensation; and

(d) at what costs those airports were build separately and the date of construction?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) No, Sir. All civil airports having schedule flight operation have been licensed except Patna and Diu Airport.

(b) No, Sir. All the aerodrome where scheduled flight operations taking place meet the minimum safety requirements.

(c) Does not arise.

(d) These are existing airports and not separately built to meet the licensing requirements.

States developing airports from own expenses

3889. SHRI BALWINDER SINGH BHUNDER: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of States in the country who are developing airports from their own expenses;

(b) the number of requests from such States pending with the Ministry; and

(c) the role of Airports Authority of India in such cases?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) Presently, 9 States in the country are developing new Greenfield Airports either from their own resources or on PPP model.

(b) 4 cases of site clearance have been granted by Ministry of Civil Aviation and 14 cases are at the stage of consideration for site clearance.

(c) Airports Authority of India provide pre-feasibility report for site clearance and also help the airport operators in technical matters such as finalization of DPR, Master Plan, Land Use Plan, Traffic Potential Assessment etc.

Recommendation of Dholakia Committee

3890. SHRI ARVIND KUMAR SINGH:

SHRI PRABHAT JHA:

SHRI ALOK TIWARI:

SHRI MOTILAL VORA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Dholakia Committee has raised concern over use of ATF by Air India and purchase of equipments;

(b) if so, the details thereof;

(c) whether Committee has suggested measures for fiscal reforms in Air India;

(d) if so, the details thereof; and

(e) the details of the measures taken in response to recommendations of Dholakia Committee so far by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) The 'Dholakia Committee' on Cost Saving and Resource Optimization in Air India has recommended that Air India should use appropriate hedging strategies for the payables of the ATF in the international market. The Committee has also suggested that a technical and efficiency audit of engineering activities in Air India should be undertaken to save future costs.

(c) and (d) The Committee has suggested various cost cutting measures. The recommendations at a glance are given in the Statement (*See* below).

(e) The Report of Dholakia Committee is being examined by the Government.

Statement

Various recommendations by the Dholakia Committee on cost saving and resource optimization in A.I.

Recommendations at a glance

The Committee recommends that:—

1. There should be an efficiency audit carried out for the whole organization by an independent reputed firm and its recommendations seriously considered by the management of AI.
2. Air India should urgently adopt appropriate governance systems and organization structure that promote strong accountability by everybody and swift decision making at all levels, and are suitable for the dynamic and competitive aviation sector. Well-functioning planning, budgeting, and control systems need to be immediately in place. In the best interest of the public resource utilization and taxpayers' money, Air India needs to be ultimately privatized.
3. Air India should re-visit its business model, and its short-term and long-term business strategies in light of the dynamic aviation market, where most airlines in India are operating as low cost carriers. Further, Air India should review how its subsidiary, Air India Express (which follows the LCC model) performed, what has the experience been on creating such a subsidiary, and explore if it could transfer some of its existing operations in Air India to Air India Express.
4. Air India should seriously explore implementing LCC model in the domestic sector and at least to begin with, it should start charging for the food provided in the domestic sector for the economy class passengers. However, tea/coffee/water/cold drinks (served from large bottles) and biscuits/peanuts may be given on a complimentary basis. Any other food item over and above this should be fully charged to the customer at market prices. This will reduce not only the food cost and wastages in the domestic sector,

but also reduce losses through additional revenue from the sale of food by about Rs. 100 crores per annum. Reduced weight of food on the aircraft will also lead to fuel savings.

5. Various ancillary services provided by Air India to the passengers be unbundled and made available on payment basis. Examples of such services are preferential allotment of seats, express check-in, issuance of printouts of the tickets at airports, use of lounges by economy class passengers. Further, it should explore enhancing revenue generating possibilities through advertisements on the back of the boarding passes, back of the seats, and minimising the number of cabin crew within the DGCA norms. All these measures have a high potential to generate additional revenues. To begin with they may generate at least Rs. 50 – 60 crores annually. It may increase over time.
6. Management may explore the possibility of discontinuing food uplift on flights which leave after midnight from point of origin especially from India as a passenger is likely to have had his dinner prior to three hours before the departure, In the domestic sector, introducing a charge for food will itself restricts food wastage and pilferage.
7. Based on the discussions and suggestions received, catering bills at foreign stations should be verified through an external audit in order to see whether the caterers are subjecting themselves to proper discipline relating to loading of food on board in relation to passenger load, as well as charging the rates contracted for as well as providing volume discounts.
8. Government of India should allow Air India to issue tax free bonds, guaranteed by the Government of India for an amount of Rs. 10,000 crores. This would reduce the interest burden of Air India by approx. Rs. 300 crores per annum. This would be beneficial both, for the Government of India as well as Air India.
9. GoI should issue comfort letter or guarantees for raising additional loan to service the debt arising out of the adverse movement of exchange rate (US dollar vs. INR) in servicing the guaranteed aircraft loans. This will ease Air India's liquidity and help Air India in achieving profitability as per the approved FRP/TAP.

10. Air India should also follow concept of 0% commission on sale of tickets, in line with international practices.
11. Air India should immediately improve its web site significantly and make it customer friendly, so that customers can book their tickets directly through Air India's web-site, saving significant distribution cost now incurred through GDS portals. Further, customers who book through the web-site could be incentivized and the website should be properly advertised, including by in-flight announcements. Recommendations 10 and 11 would lead to additional saving of about Rs. 200 crores per annum.
12. The hived off entities, MRO and Ground Handling should be revenue generating Strategic Business Units and operate as profit centers. They must not only undertake activities for the parent organization, Air India, but also solicit business from other airlines.
13. The 'Power-by-the-Hour' concept followed by successful airlines should be adopted by Air India for inventory management.
14. Existing systems like Inventory Management, Warranty Management and Outsourcing contracts need to be re-examined/re-defined carefully with a clear shift in the strategy from full MRO to preventive maintenance based on 'Just in Time model' and pooling arrangements. It may lead to annual saving of at least Rs. 300 crores.
15. A technical and efficiency audit of engineering activities in AI should be undertaken at the earliest to save future costs.
16. Charges for excess baggage should be simplified and rationalized. Only one uniform rate per kilogram of excess baggage should be there for the domestic sector. For the international sector, three different rates per kilogram be adopted respectively for Short, Medium and long haul flights. This should be strictly enforced and no waivers should be allowed.
17. AI should strictly adhere to the excess baggage charges and bring down the free baggage allowance from the current 25 kg. to 20 kg. per passenger in the domestic sector and to 23 kg. per passenger, in the international sector (except where two pieces concept of baggage is applicable) to be on par with other competing airlines. Recommendations 16 and 17 will reduce the losses by about Rs. 350 crores p.a.

18. There is a scope for enhancement in revenue generation through a mechanism of dynamic and proactive pricing decisions, instead of being reactive. Management of AI should ensure that specific revenue targets are fixed after a comprehensive interaction between the Commercial and Finance departments. However, for taking day to day pricing decisions, Commercial department should be fully responsible and accountable. The resultant Improvement may lead to minimum reduction In losses by Rs. 450 crores in the short run and about Rs. 1000 crores In the long run.
19. Schemes to upgrade passengers to higher class should be advertized providing relevant information about the rates through websites, e-mails and on airport counters so that the travelling public is made aware of these schemes and charges. Moreover, the revenue generating schemes for the upgrade should be first available to the general passenger with a paid ticket in the next lower class. The staff travelling on duty should get the upgrade only at the time of boarding, subject to unsold vacant seats in the higher class.
20. Operating flights on international sector not meeting variable costs need to eliminate the losses by either restructuring the current pattern of operations or withdrawing the flights. If the suggested steps are taken, it is expected that almost all flights would break even or at least become cash surplus within a reasonable time frame of 3 to 6 months. If they still persist with cash deficit, they have to be withdrawn. This would translate to a saving of Rs. 500 crores on international routes.
21. All flights not meeting ATF costs during major part of the last one year should be suspended and withdrawn.
22. Even after taking steps for proper marketing and proper pricing and allowing a reasonable time frame of 6-12 months, if cash deficit, flights still exist in the domestic sector, they will have to be withdrawn. This should result in an annual reduction in deficit by over Rs. 80 crores in the domestic routes.
23. Point to point operation rather than multi-sector operations should also apply to domestic flights as far as possible.

24. Air India should review its routes to ensure that its idle aircrafts are put to use in most profitable sectors including current high potential trunk routes. If that is not possible, then idle aircraft should either be sold if these are owned, or surrendered if they are on lease.
25. All its underutilized assets such as luxury lounges at airports, hangar space, time slots at busy foreign airports, buildings, floors, large plots of land, hotels, etc. should be either leased out or sold outright.
26. In order to have a committed amount for maintenance so that the airline is able to have more aircraft flying than on the ground, the Cargo revenue may be kept in a separate Escrow account for the purpose.
27. Air India should follow a proper fleet age policy on the lines of other successful Airlines which will enable it to save on maintenance costs and provide better service.
28. Surplus crew like the ones at Mumbai should be relocated to the base as per crew pattern requirements. Including savings on other SOD movements, the total reduction in cost would be around Rs. 30 crores per annum.
29. Since AI has not been a profit making PSU, it should strictly adhere to the recent DPE instructions that *w.e.f.* 01.07.2012 there shall not be any encashment of Sick Leave in PSUs. Till date a provision of Rs. 50 crores exists in the books of AI for the encashment of SL, which can be considered as saved. Likewise the encashment of PL (lapsable leave) beyond 300 days should be discouraged and employees should be encouraged to avail of their leave during the 12 months in a phased manner. This would result in an annual saving of Rs. 35 crores.
30. At the foreign stations also there should not be any encashment of PL {lapsable) and SL for local staff who are retiring.
31. Temporary posting of employees should stop except under exceptional circumstances as it involves hotel and outstation allowance. Currently, AI spends Rs. 12 crores on employees on this count.
32. AI crew, pilots and cabin crew should use the same transport even if they stay in different hotels. Hotels near to the airport should be preferred over the ones in downtown, which are both far away and more expensive.

Decent 3 or 4 Star hotels should be used instead of 5 Star hotels. As far as possible, hotels of the same chain should be preferred. Breakfast allowance should not be distributed in cash in the hotels to the crew at foreign stations but a voucher should be given to the crew to be utilized at the hotel where they are staying. All these measures can save annually Rs. 25 crores or more equivalent in foreign currency.

33. Layover pattern of pilots and crew should be brought in line with other successful airlines where crew has reduced layover at foreign stations thereby improving the availability of the crew and saving costs. The layover pattern of such airlines could be studied and similar practices introduced. This would further reduce layover and hotel costs.
34. All excessive unjustified allowances such as entertainment allowance to Executive Pilots, trolley charges, portorage at hotels, etc. should be stopped. It is likely to result in a saving in excess of Rs. 15 crores equivalent in foreign currency annually.
35. Training of employees should be limited to those who have more than 3 years of service left as this would also groom them for higher responsibilities. The existing proposals for training need to be reviewed and accordingly modified.
36. All special reimbursements for clothing, car wash, driver's salary, newspapers, etc. should be merged with other allowances and all of the allowances including reimbursements should be covered within the overall ceiling of 50% of the revised basic pay as per DPE guidelines and Dharmadhikari Committee recommendations.
37. Provision of transport facility should be stopped and no extra transport allowance over and above the regular transport allowance be given. This may result in annual saving of Rs. 17 crores, spent currently on providing free transport facility.
38. All canteen services at non-factory areas should be withdrawn and the canteen employees can be re-deployed to other departments where there is a pressing requirement of peons, loaders, etc. Canteens at the factory areas should be outsourced and rates should be revised to cover the variable costs. This measure is likely to save Rs. 18 crores annually.

39. There should be only two recognized unions in the company and not more than 4 representatives from all recognized unions should be given time off as and when required and justified for doing the union work.
40. The unions should bear the rental for the office space and other facilities like telephones, air conditioners, etc., because space is becoming increasingly expensive.
41. Holiday Home facility should be discontinued. It would release space where the holiday homes are owned and would save rentals where they are taken on lease.
42. Those offline international stations that have not yet been closed, as was recommended by the internal report (October, 2009), including Toronto and Washington, making the total of 15 offline stations, should be closed at the earliest. Moreover, all IBOs at these stations should be called back and local staff to be dispensed with at the earliest to save costs. Similarly, the Security, Finance and other non-essential IBO's at all foreign stations should be called back. All this would result in the annual saving of about Rs. 7 crores.
43. A Voluntary Retirement Scheme should be offered primarily for regular employees of AI in the Indian pay-scales who do not meet the minimum health standards or who would be declared "surplus" after careful scrutiny. The company may consider other employees also for this benefit. The scheme should aim at those with service of 25+ years in the company or above 53 years of age for all categories except cabin crew for whom the experience of 15 years and minimum age of 35 years should apply.
44. The benefit structure of VRS may be as follows: The employee opting for voluntary retirement under the Scheme will be eligible for payment of gratuity at the rate which they would have been eligible for at the time of their normal retirement on attaining the age of 58 years. The encashment of leave and all other benefits should be calculated as on the date of applying for VRS. The precise details and costs and benefits of this proposed scheme may be worked out by the management for early implementation.

45. 14 Flight Despatches should be recruited or trained and re-deployed on an urgent basis. This is because against the expected cost in the range of Rs. 50 lacs to 1 crore per annum, the projected annual saving is more than Rs. 110 crores which is likely to increase with wider implementation.
46. Air India should use appropriate hedging strategies for the payables of the ATF in the international market.
47. 10 personnel should be hired or re-deployed for fuel and environment under EMS – QMS. It can cost maximum of Rs. 60 lakhs per annum, but could result in the gain of about Rs. 240-360 crores per annum.

Air India Express Service

3891. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Air India Express Service is created to facilitate to all migrant workers to Middle East State from India as low price carrier;
- (b) whether it is a fact that Air India Express flights operation centre of Delhi and Kolkata has been closed and Air India Express flight which was being operated from Delhi, Chandigarh, Lucknow, Allahabad, Cuttack, Jaipur were also stopped; if so, the reasons therefor; and
- (c) whether the subsidised Air India Express is meant only for some States of India or for all States?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) Air India Express (AIE) was formed to cater to the price sensitive air travelers from Tier-II and Tier-III cities in India to the cities in Middle-East/South East Asia.

(b) AIE has stopped its operation to/from Delhi and Kolkata due to losses on these routes. AIE is still operating to/from Lucknow and Jaipur. However, AIE has never operated the routes Chandigarh, Allahabad and Cuttack.

(c) Government does not provide any subsidy to AIE. Keeping in view of its low cost operation, AIE operates mainly from Tier-II and Tier-III cities in India. Its operations are based on the demand and not restricted to any State(s).

Strategy for utilisation of flights

3892. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that Air India flights are not being fully utilised;
- (b) if so, the average flying hour of flight of India in comparison to international standard; and
- (c) the strategy for the full utilisation of flights available?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) There is no international standard for utilisation of aircraft. The utilization of aircraft depends on a number of factors like availability of aircraft, flying crew, airport constraints and the maintenance check requirements. During March, 2013, the utilisation of different types of aircraft by Air India was as under:—

Type of aircraft	Utilisation (in hours/day)
A319	9.9
A320	8.8
A321	11.7
A330	6.3
B777-200LR	12.6
B777-300ER	12.6
B747-400	4.8
B787-800	Grounded

(c) Air India has acquired new aircraft to replace its fault prone aging aircraft and is providing adequate funds to Engineering Department to keep its fleet in fly worthy condition. It has also established Integrated Operations Control Centre and the Central Planning and Control System, which will cover Network Planning and Scheduling, Flight Operations Control (including integrated Operations Management and Hub Management) and Comprehensive crew Management System to improve its aircraft utilisation.

Pragmatic policy to allocate traffic rights

3893. SHRI NAND KUMAR SAI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government has adopted a pragmatic policy to allocate traffic rights to private Indian carriers on various international routes;
- (b) if so, the details in this regard;
- (c) whether Government allocated traffic rights in advance upto the end of 2013 to enable them to make arrangements accordingly;
- (d) if so, the details thereof;
- (e) whether a number of new international routes have been opened for Indian carriers to fly in the next three seasons; and
- (f) if so, the details in this regard, airline-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. The Government has laid down guidelines for allocation of traffic rights on international sector, which provide a level playing field to all eligible private airlines while retaining the primacy of the national carrier *viz.* Air India. The allocation of traffic rights to an applicant airline depends on the availability of traffic rights under bilateral air service agreement with various countries and the traffic rights are allocated to private Indian carriers after considering the operational requirements of Air India.

(c) and (d) The Government has allocated traffic rights to Indian carriers upto Winter Schedule, 2013 in November, 2012. The details of additional services per week granted to the Indian carriers are given in the Statement (*See* below).

(e) and (f) Traffic rights on the following new international routes have been granted to Indian scheduled carriers in November, 2012 for operations:—

Delhi-Rome-Madrid/Barcelona, Delhi-Moscow, Delhi-Sydney/Melbourne, Mumbai-Nairobi, Mumbai-Al Najaf, Lucknow-Al Najaf, Varanasi-Al Najaf, Mumbai-Jakarta, Mumbai-Zurich, Delhi-Tashkent, Mumbai-Ho Chi Minh City, Delhi-Ho Chi Minh City, Delhi-Macau.

Statement

The details of additional services per week granted to the Indian carriers

Name of the Airline	Services per week granted during		
	Winter 2012	Summer 2013	Winter 2013
Air India and Air India Express	106	73	41
Jet Airways	80	42	63
Indigo	21	14	21
Spicejet	60	56	44

Irregularities in civil aviation

†3894. SHRI JUGUL KISHORE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any step is being taken by Government to check the ongoing irregularities, corruption etc. in civil aviation;

(b) if so, the details thereof;

(c) whether Government has made any plan to take action against officers involved in such acts in civil aviation; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. All the necessary steps are being taken by the Government in terms of the extant Rules and Instructions of the Government and the Guidelines of the Central Vigilance Commission. Wherever such instances come to notice, appropriate action is being taken.

(c) and (d) All necessary actions are being taken in terms of extant Rules and Instructions of the Government and the Guidelines of the Central Vigilance Commission keeping in view the gravity of the misconduct.

†Original notice of the question was received in Hindi.

Construction of more air strips at international airports

‡3895. SHRI NARENDRA KUMAR KASHYAP: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the air strips of various international airports including Delhi are under huge pressure because of growing air traffic;
- (b) if so, whether Government is contemplating on construction of more airstrips/expanding existing air strips at the international airports of the country;
- (c) if so, details thereof, place-wise; and
- (d) the steps taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) to (d) No, Sir. The runways at the International Airports of Airports Authority of India (AAI) as well as Joint Venture Airports are not under any pressure due to growing air traffic. The runway of Bangalore International Airport operates much below the defined capacity. AAI has planned extension of runway at Jaipur Airport for B747 type of aircraft operations. Runways at Kolkata and Chennai International Airports have been extended. The secondary runway at Chennai Airport has been extended by 1032 meters including 200 meters bridge over Adyar river. The secondary runway at Kolkata Airport has also been extended by 431 meters.

Collision between aircraft and bus

‡3896. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether cognizance has been taken of the narrow escape from a collision between an aircraft and the bus plying to ferry passengers to the plane at Mumbai airport;
- (b) whether in the accident all the passengers had a narrow escape;
- (c) whether some people were injured in the accident;
- (d) whether first aid was not provided to injured people at the airport;

‡Original notice of the question was received in Hindi.

(e) whether all the injured people had got treatment from private doctors on their own cost;

(f) if so, the details thereof; and

(g) whether Government has ordered an inquiry into the said accident or the report of the accident has been received?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) Yes, Sir. On 29th December, 2011, one unmanned passenger coach of Jet Airways (Regn. No. DL-01 PB 9052) parked at Jet Airways Equipment washing area in front of Parking Stand No. 1, started moving on its own and hit Go- Airways, A-320 aircraft VT-WAJ, parked on Stand No. 1, thereby damaging the radome of the aircraft and surrounding parts/structure.

(b) The bus was not carrying any passengers.

(c) to (f) There was no injury to any person reported.

(g) The subject occurrence does not come under the category of accident as defined in Aircraft Rules. However, to avoid recurrence of such ground incidents, inquiry was conducted by O/o DAS, DGCA Mumbai. The inquiry report in this regard has since been received.

**Improvement in concept of investment in
aviation sector**

‡3897. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has failed completely in its efforts to bring improvement in the concept of investment in aviation sector and has been unable to take timely action;

(b) whether Government has been successful in carrying out the modernisation of airports through private-public-partnership mode;

(c) whether any step has been taken by Government to provide loans at cheaper rates to aviation sector or any special allocation has been made for this;

(d) whether any special steps have been taken or will be taken by Government

‡Original notice of the question was received in Hindi.

keeping in view the need for improvement in concept of investment in aviation sector; and

- (e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION
(SHRI K.C. VENUGOPAL): (a) No, Sir.

(b) Yes, Sir. Government of India has under taken restructuring and modernization of airports on public private partnership concept in two different ways:—

- (i) Through revenue sharing model in respect of Brownfield airports at Delhi and Mumbai and
- (ii) Greenfield airports at Bengaluru and Hyderabad.

(c) to (e) Loan is a matter of commercial agreement between the investor and financial institutions. However, the Government has taken several measures to ensure long term viability of the aviation sector, which include:—

- (i) Director General of Foreign Trade has allowed direct import of ATF by airlines on actual user basis.
- (ii) The Government has revised the foreign direct investment norms in 2008 in order to improve the concept of investment in aviation sector.
- (iii) FDI by foreign airlines in the domestic scheduled and non-scheduled carrier has been permitted upto 49% of their paid up capital.
- (iv) ECB upto \$ USD 1 billion has been permitted for the airlines to meet their working capital requirement.

Indian air traffic control capacity

†3898. SHRI MOTILAL VORA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) Indian air traffic control capacity per hour presently;

(b) whether Government, taking into account present needs of the country, will make special changes in air traffic control system of the country for enhancing operational capacity of airports;

†Original notice of the question was received in Hindi.

- (c) if so, by when; and
- (d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) Air Traffic Control Capacity per hour varies for each airport and airspace depending upon airport ground infrastructure like number of runways, availability of Rapid Exit Taxiways (RET), parking stands, apron layout and airspace complexities and weather conditions.

(b) to (d) Yes, Sir. It is a continuous process and Airports Authority of India (AAI) constantly makes changes in Air Traffic Control Systems of the country in order to enhance operational capacity of the airports in line with technological developments and growth in traffic demands. The details are as under:—

1. Three runway operations at IGI Airport, New Delhi has increased the capacity from 60 aircraft movement per hour to 75 movements per hour.
2. Cross runway operations have been implemented at CSI Airport, Mumbai minimizing delays to traffic.
3. Implementation of reduced radar separation of 3 NM from 5 NM in terminal airspaces of Delhi, Mumbai, Bangalore and Hyderabad.
4. Construction of many RETs at busy airports for reduced Runway Occupancy Time (ROT) has helped in enhancing traffic handling capacity,
5. Implementation of Airport Collaborative Decision Making (A-CDM) at metro airports to increase airport capacity at these airports.
6. Implementation of Central Air Traffic Management (CATFM) to balance the air traffic capacity and demand, thereby eliminating delays in the air and on the ground.
7. Advanced Surface Movement Guidance and Control Systems (A-SMGCS) are operational at major international airports which has helped in enhancing traffic handling capacity.
8. Performance Based Navigation (PBN) SIDs and STARS implemented at 9 international airports which has helped in traffic handling capacity of Air Traffic Control System. AAI is further implementing PBN SIDS and STARS at another 7 airports.

9. Advanced ATM Automation Systems have been implemented at 38 airports in addition to Metro airports at Delhi, Mumbai, Chennai, Hyderabad and Bangalore providing the controllers with advanced Safety nets and tools for enhancing safety and efficiency. AAI has also taken up automation of Kolkata ATC System.
10. Restructuring of Indian airspace has commenced in September, 2011. Upper Airspace Harmonization at Chennai has been completed. This has increased traffic handling capacity of Chennai Air Traffic Control and other major airports in Chennai Flight Information Region. Harmonization of airspaces of Kolkata, Delhi and Mumbai has also been taken up.
11. Integration of Radars in ATC Automation System has enhanced surveillance capability and therefore helped in enhancing airport and airspace capacity.
12. Automatic Dependent Surveillance Broadcast (ADS-B) systems have been installed at 14 airports to provide back-up cover to Radars and to cover the surveillance gaps in the left out continental areas and also oceanic airspace around Port Blair. This enhanced surveillance coverage will help Air Traffic Control to handle more traffic.
13. Automatic Dependent Surveillance (ADS) and Controller Pilot Data Link (CPDLC) have been installed at Delhi, Chennai, Kolkata and Mumbai Airports enhancing the area of surveillance and increase airspace capacity.
14. Clearance Delivery System (CDS) on a dedicated channel and Data Link Communication System permitting issue of pre-departure clearance to aircraft via Data Link has been implemented at 6 airports namely Delhi, Mumbai, Kolkata, Chennai, Hyderabad and Bangalore.
15. Flexible use of airspace between Civil and Defence airspace has been approved in-principle so as to reduce traffic congestion in the airspace.

Heavy rush between Delhi-Dimapur Sectors

3899. SHRI KHEKIHO ZHIMOMI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that between Delhi-Dimapur sectors, there is always heavy rush and mostly air tickets are not available between these sectors;

(b) if so, whether Air India proposes to start daily direct flights between Delhi-Dimapur sector instead of *via* Kolkata; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) No, Sir.

(b) and (c) Do not arise.

Scheme for imparting air hostess training

3900. SHRI AAYANUR MANJUNATHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government proposes to start any scheme for imparting air hostess training to the minority candidates especially girls in the country;

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

(c) the number of girls trained, caste-wise, till date; and

(d) the time by which these girls are to be employed?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) No, Sir. However, Directorate General of Civil Aviation (DGCA), an attached office of Ministry of Civil Aviation specifies the training requirements for Air Hostesses/cabin crew. Employment of girls, including minority candidates, as air hostess is made as per operator's employment policy.

(c) and (d) Do not arise.

Civil aviation schemes in States

†3901. SHRI DARSHAN SINGH YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the civil aviation schemes implemented during the last and current Five Year Plan in the States including Uttar Pradesh as on date;

(b) the progress made under these schemes as on date;

(c) whether the works on these projects are being done as per schedule;

†Original notice of the question was received in Hindi.

- (d) if so, the amount spent upon these projects as on date; and
- (e) the total amount sanctioned for these projects?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) to (e) There is no central sector scheme or centrally sponsored scheme applicable for Civil Aviation Sector in the States, as Civil Aviation is a subject matter under centre list, as per constitution.

Details of delayed payments by Airlines

3902. DR. T. SUBBARAMI REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of delayed payments of airlines/amount due to Airports Authority of India (AAI) during each of the last three years and the current year, airline-wise;

(b) whether AAI proposes to charge penal interest for such long delays and recover the arrears of dues;

(c) if so, the details thereof along with the total amount collected/to be collected by way of penal interest during the above period, airline-wise;

(d) if not, the reasons therefor; and

(e) the steps taken/proposed to be taken by Government to recover the arrears of dues?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) The details about airlines dues for the last three years, airline-wise, are given in the Statement (*See* below).

(b) to (d) Yes, Sir. Airports Authority of India (AAI) charges penal interest at the rate of 12% on payments delayed beyond 15 days from the due date. Details of penal interest on delayed payments as on 31st March, 2013 are also given in the Statement.

(e) Steps taken by AAI to recover the airline dues are:—

- (i) charging of penal interest;
- (ii) encashment of security deposit by the defaulting airline;
- (iii) put the airline on cash and carry basis; and

- (iv) regular monitoring of the outstandings and continuous persuasion for recovery of the same.

Statement*Airlines dues provisional subject to reconciliation with the parties*

(Rs. in crores)

Sl. No.	Domestic airlines	Dues as on 31.03.2011	Dues as on 31.03.2012	Dues as on 31.03.2013 (unaudited)	Penal interest collected/ to be collected as on 31.03.2013
1	2	3	4	5	6
1.	Air India Ltd. (Indian Airlines, Air India, Air India Express and Alliance Air)	736.85	1252.16	1618.35	248.98
	National Carrier (A)	736.85	1252.16	1618.35	248.98
2.	GO Airlines	4.66	8.96	9.42	0.86
3.	Interglobe Aviation Ltd. (Indigo)	2.78	11.86	4.26	2.18
4.	Jet Airways	24.1	106.49	80.49	7.46
5.	Jet Lite (India) Ltd.	7.85	34.39	21.90	2.69
6.	Kingfisher Airlines	196.74	197.81	202.48	93.38
7.	Paramount Airways	3.67	2.21	2.22	2.58
8.	Spicejet Ltd.	12.38	44.16	77.30	5.44
	Major Private Scheduled Airlines (B)	252.18	405.88	398.08	114.59
9.	Other Domestic Airlines (C)	53.55	8.03	203.46	0.09
TOTAL DOMESTIC DUES (A+B+C):		1042.58	1668.07	2219.89	363.66

1	2	3	4	5	6
Foreign airlines					
1.	Air Arabia	1.92	2.82	3.49	0.04
2.	Alitalia Italian Airlines	1.48	1.29	1.38	0.00
3.	British Airways	4.97	2.54	3.17	0.22
4.	Cargolux	0.69	0.70	0.84	0.12
5.	Cathey Pacific Airways Ltd.	1.96	2.41	2.31	0.16
6.	Emirates	5.96	15.80	14.30	0.57
7.	Ethiopian Airlines	2.21	1.63	2.30	0.36
8.	Etihad Airways	2.95	3.24	5.34	0.34
9.	Gulf Air	3.87	3.54	2.63	0.99
10.	Kuwait Airways	0.58	0.82	0.92	0.02
11.	Lufthansa German Airlines	2.6	1.73	1.49	0.74
12.	Lufthansa German Airlines (Cargo Division)	0.78	0.68	1.06	0.15
13.	Malaysia Airlines	0.97	2.49	2.79	0.37
14.	Oman Air	0.68	1.11	1.13	0.07
15.	Qatar Airways	3.26	5.06	8.04	0.56
16.	Saudi Arabian Airlines	1.77	2.48	2.94	0.54
17.	Singapore Airlines Ltd.	4.2	7.29	5.94	1.20
18.	Srilankan Airlines Ltd.	2.52	5.80	4.77	0.31
19.	Thai Airways Intl. PCL	3.78	4.14	6.40	0.28
20.	Turkish Airlines	1.8	2.56	3.22	2.59
21.	Turkmenistan Airlines	1.5	1.37	1.68	0.09

1	2	3	4	5	6
22. Others		118.02	96.93	110.77	1.15
TOTAL FOREIGN AIRLINES DUES (D):		168.47	166.44	186.89	10.87
TOTAL DUES (A+B+C+D):		1211.05	1832.51	2406.78	374.53

Note: Since FY 2013-14 has just commenced, the same has been ignored while compiling the data.

Taxes in the aviation sector

3903. DR. T.N. SEEMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether taxes in the aviation sector are very high in the country thereby affecting the airlines and the passengers;

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

(c) whether ground handling policy in India is in a State of mess and confusion due to different interpretations of the multiple Government notifications and concessions awarded by airports;

(d) if so, the details thereof;

(e) whether India has a proper well coordinated national aviation policy;

(f) if so, the details thereof and the salient features of the policy; and

(g) if not, whether there is any plan by Government to formulate a national aviation policy?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. At present varying amount Value Added Tax (VAT) on Aviation Turbine Fuel (ATF) upto 30% is being levied by State Governments which constitutes major part of the operating cost of airlines. In addition, there is service tax on purchase on air ticket which is 12.36% of 40% of gross value of ticket. Besides this, service tax is applicable on Maintenance, Repair and Overhaul services and services connected with fuel complex at airports.

(c) and (d) No, Sir. The Directorate General of Civil Aviation (DGCA) has issued AIC 3/2010 on the issue of grant of permission for providing ground handling

services at airports. However, Federation of Indian Airlines have filed an SLP in Supreme Court and the matter is *sub-judice*.

(e) to (g) All key components of strategy, policy and plans for future growth of Civil Aviation Sector in India have been formulated and duly reflected in the Twelfth Five Year Plan document (2012-17). Major features of strategy and plan for Civil Aviation Sector include:—

- (i) Modernisation and upgradation of airports.
- (ii) Improvement of air connectivity to NE region and other remote areas.
- (iii) Strengthening regulatory framework on safety and economic aspects of civil aviation.
- (iv) Development of Air Cargo Industry.
- (v) Encourage MRO infrastructures to support growth in the sector.
- (vi) Promotion of regional airlines through simplification of Rules/Procedures and provision of better infrastructure.

Airport handling charges

3904. DR. KANWAR DEEP SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that airport handling charges across Indian airports are high as compared to global standards;
- (b) if so, the details thereof;
- (c) whether such high charges have impacted the profitability of several airlines, including Air India; and
- (d) if so, the details thereof, including the corrective measures being contemplated?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) No, Sir. The comparative position of Indian airports as per ICAO Doc 7100 (2011 edition) for different types of aircraft, in descending order, for airport charges out of 243 airports worldwide is given in Statement (*See* below).

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

Statement*Comparative position of Indian Airports*

Sl No.	Airport	Boeing 747	Boeing 767	Airbus 320
1.	IGI Airport, Delhi	13	15	50
2.	CSI Airport, Mumbai	51	57	69
3.	NSCBI Airport, Kolkata	75	84	103
4.	Chennai Airport	92	118	138
5.	Trivandrum Airport	164	177	182
6.	Trichy Airport	167	188	204

Note: Airport charges for foreign airports are as per ICAO Doc 7100 (2011 edition) and Indian airport charges have been updated for financial year 2012-13.

Non-payment of flying allowance to pilots

3905. DR. BHARATKUMAR RAUT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that pilots of Air India have not been paid the flying allowance (which accounts for almost 80 per cent of the total pay) since December;

(b) the reasons for not paying flying allowance to domestic pilots of Air India for such a longer period;

(c) whether the Indian Commercial Pilots' Association has given any deadline to the management for regularisation of salary payment otherwise they may stop working on the principle of no-pay-no-work; and

(d) if so, the steps Air India management is going to take to regularise salary payment to the domestic pilots?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) The pilots of Air India have been paid the flying allowance upto January, 2013. However, *w.e.f.* July, 2012 they have been paid at

the rate of 75% upto January, 2013 since their pay fixation is yet to be done. However, their salary has been paid upto date *i.e.* upto March, 2013.

(b) The delay is on account of the severe financial crunch being faced by Air India.

(c) No, Sir.

(d) Air India has taken various steps to improve its operational and financial performance and as a result it has achieved EBITDA positive at the end of March, 2013. Also, as per recommendations of Justice Dharmadhikari Committee, the Government has already approved the additional allowances to be paid to the pilots.

Modernisation of Chennai Airport

3906. SHRI A. ELAVARASAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the new modernised Chennai airport has satellite based technology for precision approach and landing of aircrafts;

(b) if so, the details thereof;

(c) whether the project — Ground Based Augmentation System (GBAS) certified by the Federal Aviation Administration (FAA) was selected by the Airports Authority of India (AAI);

(d) if so, the details thereof;

(e) whether AAI plans to install further GBAS infrastructure at other Indian airports as part of its air traffic management upgrade program; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) No, Sir.

(c) and (d) Yes, Sir. Chennai Airport has been selected for implementation of Ground Based Augmentation System (GBAS) for precision approach Category-I as a pilot project with technical assistance under United States — Trade and Development Agency (US-TDA) Grant.

(e) and (f) Yes, Sir. GBAS will be considered for installation at Mumbai, Delhi and Kolkata airports.

Compensation to Air India

3907. DR. PRABHAKAR KORE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Boeing Aircraft company is liable to pay compensation to Air India to offset the loss in revenue due to grounding of the Dreamliner for safety reasons;

(b) whether Boeing has also agreed to pay compensation to Air India for undue delay in the delivery of Dreamliner; and

(c) if so, the amount of compensation and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) In line with the standard warranty terms offered by all the aircraft manufacturers, there is a clause in the Warranty which specifies that Boeing will not be liable for any consequential or other damages due loss of use, revenue or profit due to any fault in the aircraft. However, at the time of signing the Purchase Agreement, the situation of grounding of the entire fleet of newly acquired aircrafts (B787) and that too for a prolonged period was not foreseen or taken into account. Therefore, this situation needs to be dealt separately outside the purview of the Purchase Agreement. The issue of compensation for the loss incurred by Air India due to grounding of B787 aircraft has already been taken up with M/s Boeing.

(b) and (c) Yes, Sir. However, as per the Purchase Agreement signed between Air India and Boeing, the quantum of compensation cannot be disclosed.

FDI proposal of some foreign airlines

3908. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that FDI proposal of some foreign airlines has been cleared by the Government without the necessary NOC from the Directorate General of Civil Aviation (DGCA);

(b) if so, the reasons for the lapse while giving the FDI proposal;

(c) whether DGCA would consider lack of airport infrastructure in India and losses of foreign airlines before granting licence or NOC to foreign airlines; and

- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) The decision on FDI proposals are taken by Foreign Investment Promotion Board (FIPB) in consultation with concerned Ministries. Recently, two proposals of FDI by foreign airlines have been cleared by FIPB. Ministry of Civil Aviation provides its comments to FIPB on the basis of applicable rules and regulations taking into account the comments of Directorate General of Civil Aviation (DGCA).

- (b) Does not arise in view of (a) above.

(c) and (d) The proposal for grant of licence or NOC to start airline is considered on the basis of criteria laid down in the Civil Aviation Requirements (CAR).

Reservation policy regarding employment of SC/ST

3909. SHRI AMBETH RAJAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether reservation policy of Government regarding employment of SC/ST is strictly followed by the Public Sector Undertakings/Companies/Autonomous Bodies under the administrative control of the Ministry; and

(b) if so, the details of the SC/ST appointed during the last three years, organisation-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) Yes, Sir.

(b) The details of the SC/ST appointed during the last three years, organisation-wise are given below:—

- (i) Ministry of Civil Aviation has constituted committee/sub-committee's and Staff Inspection Unit (SIU) for work measurement study in Indira Gandhi Rashtriya Uran Akademi (IGRUA), an autonomous body under its control. The final report of committee is awaited. Meanwhile to resolve the anomalies in appointment a ban was also imposed in recruitment and promotions in IGRUA on 15th April, 1996. Hence no SC/ST candidates were appointed for last three years in IGRUA.

(ii) Commission of Railway Safety (CRS) — Two candidates belonging to SC category appointed in the CRS, Northern Circle, New Delhi

(iii) Air India Ltd. — in 2010 — 106 Trainee Pilots have been appointed out of which 23 belong to SC and 05 belong to ST. 02 Dy. Managers Technical (Trainee) have been appointed out of which 01 belongs to SC.

In the year 2011 — 06 Trainee Pilots have been appointed out of which 01 belongs to SC. 06 Dy. Managers Technical (Trainee) have been appointed out of which 01 belongs to SC. One Security Assistant belonging to SC has been appointed in an internal exercise.

In the year 2012 — 02 Trainee Pilots have been appointed and both belong to SC and 01 Dy. Manager-Technical (Trainee) belong to SC has been appointed.

(iv) Airports Authority of India — In the year 2010 — SC-54, ST-72, in the year 2011 — SC-178, ST-52 and in the year 2012 — 42-SC and 24-ST.

(v) Pawan Hans Ltd. — In November, 1998, Ministry of Civil Aviation had issued directives stating that there should be a freeze on further recruitment except the unavoidable and essential posts, which may be filled up with the approval of the BOD of the Company. Pursuant to the above direction, action has been taken only for inescapable and essential posts as per the emergent operational requirement of the Company. The details of SC/ST candidate appointed in last three year is as follows:—

In year 2010, 2 ST candidates have been appointed for the post of Manager IS, Co. and Deputy Manager (Mktg), Co.

In year 2011, 4 SC and 2 ST candidates have been appointed for the different posts *viz.* Manager (Materials), Deputy Manager (P&A), Assistant Manager (Marketing), Assistant Manager (NIASS), Civil Engineer (CE) and Management Trainee (Finance).

Pilots applied for premature retirement

3910. SHRI PANKAJ BORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) how far it is a fact that around 100 IAF pilots have applied for premature retirement during the last few years;

- (b) if so, whether it is also a fact that they are seeking much greener pastures of Civil Aviation Sector which promises more stable and lucrative careers;
- (c) if the exodus finally is there then will there not be shortage of pilots;
- (d) if so, how Government propose to stop exodus; and
- (e) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) The number of Pilots, who have been granted pre-mature retirement from IAF during the last three years, are as follows:—

Year	Approved
2010	93
2011	89
2012	70

(b) Exits are a natural phenomenon in a pyramidal organization such as IAF. Provisions exist for officers of all branches to proceed on premature retirement as per the Government policy.

(c) To check shortage of Pilots, steps are taken by the IAF while granting Pre-mature Retirement. Board of Officers are held twice a year to ensure that only deserving cases are recommended and a balance is maintained between Premature Separation from Service (PSS) and induction, so that there is progressive reduction in shortages of officers in IAF.

(d) and (e) The IAF ensures that mitigating the factors leading to an officer applying for Premature Separation from Service (PSS) is by posting them to a suitable place.

Minimum and maximum fix price of tickets

†3911. SHRIMATI NAZNIN FARUQUE: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government is considering to fix maximum and minimum air fare of the tickets to put a check on the black marketing of the tickets; and

†Original notice of the question was received in Hindi.

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Air fares are determined by market forces of demand and supply. Air fares applicable for travel on any day are displayed in the websites of Airlines, travel portals and also available with travel agents and in the booking office of Airlines. Random monitoring of airfare revealed that airfares are remaining within the fare band made available by the scheduled airlines. Therefore, there is no proposal at present to fix maximum and minimum of airfares.

**Construction of additional sq. mtrs by GMR/DIAL
without permission**

3912. SHRIMATI GUNDU SUDHARANI:

SHRI A.A. JINNAH:

SHRI JAI PRAKASH NARAYAN SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that GMR/DIAL had constructed an additional 83,700 sq. mtrs without any approval from the Ministry/AAI and included the same in the major development plan to escalate the project cost to Rs. 12,857 crores from the initial Rs. 8975 crores in January 2008;

(b) whether it is also a fact that this blatant violation was reported by both the financial and the Technical auditor of AAI in their report;

(c) if so, why no action was taken by Government on DIAL for escalating the project cost by dubious means;

(d) whether Government is planning to initiate action on the officials of Ministry and AAI for colluding with the officials of DIAL and bringing huge losses to the public exchequer; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) As per the provisions of State Support Agreement (SSA) and Operation, Management and Development Agreement (OMDA) entered into between Government of India (GoI) and Airports Authority of India with M/s Delhi International Airport Pvt. Ltd. (DIAL) respectively, no specific

approval of the Master Plan is required either from GoI or from Airports Authority of India (AAI) except submission of their comments, if any to DIAL. However, the Independent Auditors and Independent Engineers engaged by AAI for audit of the project cost on behalf of Airports Economic Regulatory Authority (AERA) at the time of determination of Development Fee (DF) had observed that there is increase in Gross Floor Area (GFA) of 83,700 sq. mtrs from the original Major Development Plan. They have also observed that the reason behind increase in the project cost is increase in the GFA, volume of the works, volume of the facilities and increase in prices of the material, adoption of design-build approach, etc.

(c) to (e) Airports Economic Regulator/Authority (AERA) undertook an independent audit of the Project Cost through two independent agencies (M/s Engineers India Limited and M/s KPMG) and a detailed stakeholder consultation process, while allowing the project cost for the purposes of determination of Development Fee (DF). AERA has accordingly excluded 8652 sq. mtrs of this excess area of the terminal from the project cost. Matter is currently being examined by the Public Accounts Committee (PAC).

New system for issuing of passports

3913. SHRI AMBETH RAJAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government has prepared any comprehensive plan to streamline the Passport Issuance System in the country; and

(b) if so, the details thereof and tentative date by which the new system would come into force?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) (i) part of National e-Governance Plan, the Government has implemented Passport Seva Project (PSP) which aims **“to deliver all Passport-related services to the citizens in a timely, transparent, more accessible, reliable manner and in a comfortable environment through streamlined processes and committed, trained and motivated workforce”**.

(ii) As a first step in designing the PSP, the National Institute for Smart Government (MSG) was engaged for studying the existing system of Passport issuance

in India and the global best practices and for making suitable recommendations on establishing a redesigned system that could fulfill the aforesaid objective.

(iii) The IT driven, citizen-centric PSP was approved by the Union Cabinet in September 2007, for implementation on the Build-Own-Operate-Transfer model. The PSP envisaged *inter-alia* (i) outsourcing of delivering front-end passport services, (ii) establishing 77 Passport Seva Kendras (PSKs) across the country, (iii) creating a centralized IT system linking all the Passport Offices, PSKs, Police and Postal Department.

(iv) The Pilot PSKs were launched in May — August, 2010 in seven locations. By 14th June, 2012, all the planned 77 PSKs were set up and operationalised in the country. As on 26th April, 2013, more than 89 lakh passport service related applications have been processed under the new system.

(v) In the new system, applicants need to apply for passport services online through the Passport Portal (www.passportindia.gov.in) and visit the PSK, headed by a Government officer, at the appointed date and time. Staff from the private service provider checks the demographic information, scan and upload supporting documents, takes the applicants' photograph and biometrics and accepts application fees on behalf of the Government. The sovereign and fiduciary functions of verification, granting and issuing of passport are performed by Government officials. The entire process is online and streamlined including interface with the Indian police for verification of personal particulars of applicants and with India Post for tracking delivery of passports. Status of applications can be tracked through the Passport Portal www.passportindia.gov.in. For assistance one can call toll-free helpline 1800-258-1800. An e-mail based helpdesk facility and a 24×7 call centre has been set up to provide requisite information to citizens in 17 vernacular languages. An SMS message is sent to the citizen as soon as the passport is dispatched. The number of public dealing counters has been increased from the erstwhile 350 to 1610 in the new system and public dealing hours have gone up from 4 hours to 7 hours a day.

(vi) The benefits of the Project to the citizens are service provisioning within defined service levels, closer and larger number of access points for services, availability of a portfolio of on-line services with real-time status tracking, an effective system of grievance redressal and strict adherence to 'First-in-First Out' principle in rendering of services.

Need for a water sharing treaty with China

3914. SHRIMATI KUSUM RAI:

SHRI KUMAR DEEPAK DAS:

SHRI PRAKASH JAVADEKAR:

SHRI ALOK TIWARI:

SHRI ARVIND KUMAR SINGH:

SHRI PRABHAT JHA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Hon'ble Prime Minister took up the issue of construction of three dams, across the Brahmaputra river on the Chinese side, with the President of China at Durban, recently;

(b) if so, the details thereof;

(c) whether India needs a water sharing treaty with China in order to protect the interest of its people and land against devastation of the lower riparian region of India;

(d) if so, the action taken thereon; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (e) During PM's meeting with Chinese President Xi Jinping on the sidelines of the 5th BRICS Summit at Durban, South Africa on 27 March, 2013, PM raised the issue of trans-border rivers between India and China. As a lower riparian State with considerable established user rights to the waters of the River, India has conveyed its views and concerns to the Chinese authorities. India has called on China to ensure that the interests of downstream States are not harmed by any activities in upstream areas.

Chinese activities in Indian Ocean

3915. SHRI H.K. DUA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government is aware of the report of the increasing Chinese activities in the Indian Ocean;

(b) if so, the details thereof;

(c) whether the Chinese have gained control of the Gwadar Port in Pakistan, Hambantota in Sri Lanka, and are likely to develop facilities in Kyaukphyu in Myanmar and Bagamoyo in Tanzania;

(d) whether the Chinese have worked out an understanding with Tanzania to use Dares Salaam for its navy and facilities in Seychelles;

(e) whether Government has taken up the question of maritime security in the region with Beijing since development of these ports and facilities in the Indian ocean by the Chinese have implications for India; and

(f) if so, the outcome of these discussions?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (f) Government is aware of Chinese activities in the Indian Ocean region including anti-piracy operations, deep sea mining exploration and execution of development projects. Government has seen reports that Chinese companies are involved in development of ports in Hambantota in Sri Lanka and Kyaukphyu in Myanmar on a commercial basis. Recently, management of operations of Gwadar Port have been taken over by a Chinese company. During the visit of Chinese President Xi Jinping to Tanzania in March, 2013, the two countries signed an agreement for the development of Bagamoyo Port. Government keeps a constant watch on all developments having a bearing on India's security and takes all necessary measures to safeguard it.

Passport application in RPO, Lucknow

3916. SHRI MOHAMMED ADEEB: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the details of passport applications submitted to the Regional Passport Office (RPO), Lucknow in 2011 in respect of which passports are yet to be issued to the applicants;

(b) whether it is a fact that undue delay has taken place in those cases;

(c) if so, the reasons for the same and whether any responsibility has been fixed in the matter; and

(d) the system proposed to be put in place to avoid such delays in future?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) There were 3,59,566 Passport applications received in Regional Passport Office (RPO), Lucknow in 2011, out of which 3,51,097 passports were issued. All these applications were processed under the old system functioning under National Informatics Centre (NIC). As a consequence of full rollout of Passport Seva Project (PSP), under a standard policy followed all over India, the applications submitted under NIC system were closed on 31.12.2012, with applicants given an option to apply under the new system on gratis basis. Hence, no application submitted in 2011 is pending as on now at RPO, Lucknow.

(b) and (c) Does not arise.

(d) The Government has already put in place several citizen-friendly proposals to improve the delivery-process of passport issuance. In order to further simplify the Passport procedure, a Mission Mode Project (MMP) was identified under the National e-Governance Plan (NeGP) of the Government of India which *inter-alia* includes many other high impact e-Governance initiatives and projects. The MMP on Passports, named PSP, aims “to deliver all Passport-related services to the citizens in a timely, transparent, more accessible, reliable manner and in a comfortable environment through streamlined processes and committed, trained and motivated workforce”. The PSP incorporates the global best practices in the Passport issuance system, one of the important aim of it was to establish 77 PSKs all over India for delivering all front-end citizen services. The Project has been completely executed and all 77 PSKs were made operational in June, 2012.

Project for Nalanda University

3917. SHRI ANIL MADHAV DAVE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Ministry is working on a revised detailed project report for Nalanda University; and

(b) the steps the Ministry or the Board of Governors of Nalanda University is taking in order to fulfil contribution, pledges made to the project by foreign Government and institutions?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) No. The Final Project Report, prepared by Educational

Consultants India Ltd. (EdCIL), was approved by the University's Governing Board at its fourth meeting in Patna in July, 2012.

(b) Foreign Governments and institutions have pledged their contributions for specific projects and activities, to be utilised as and when these are implemented. The University remains in communication with them.

Policy for granting political asylum

3918. SHRI JAGAT PRAKASH NADDA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the former President of Maldives has taken refuge in the Indian Embassy at Male;

(b) if so, the position of Government of India in granting asylum to the former president of Maldives; and

(c) the policy of Government for granting political asylum in such cases?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Following an arrest warrant issued against him by the Hulhumale Magistrate Court, the former President of Maldives, Mr. Mohamed Nasheed, came to the High Commission of India, Male on 13 February, 2013 and sought India's assistance. Mr. Nasheed did not seek 'political asylum'. He left the Indian High Commission in Male on his own volition on 23 February, 2013.

(b) and (c) Does not arise.

Chinese investment in Africa

3919. SHRI JAGAT PRAKASH NADDA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that China is making major investments in Africa;

(b) if so, whether Government of India has made any plans to counter the growing influence of China over African nations who have been traditional allies of India; and

(c) the reasons Government of India did not agree to fund the upgradation of a hospital in Mozambique which was recommended by the Ministry of Health and Family Welfare?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Government is aware of China's investments in Africa.

(b) India's own engagement with Africa has a rich historical legacy. Our relationship is geared towards mutual benefit and is not directed against or influenced by any third country.

(c) An economic package including an US\$ 500 million of Line of Credit (LoC) was announced during the visit of President of Mozambique to India in September/October, 2010 and the Mozambique side was requested to prioritise the project proposals to be covered under the LoC, The Minister of Planning and Development of Mozambique had expressed interest in a project for rehabilitation and modernization of the public hospital in Beira. However, this proposal was not submitted by Mozambique to be considered under the LoC.

Extradition pact with neighbouring countries

3920. SHRIMATI AMBIKA SONI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there exists an extradition pact between India and our neighbouring countries;

(b) if so the details thereof;

(c) if not, the reasons therefor;

(d) whether there is any discussion with neighbouring countries on this front;

(e) if so, the details thereof and the reaction of the neighbouring countries on this; and

(f) by when this extradition pact would be signed and made operational?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (f) At present, India has Extradition Treaties with Nepal and Bhutan and an Extradition Arrangement with Sri Lanka.

In addition, an Extradition Treaty between India and Bangladesh was signed on 28th January, 2013. The Treaty would come into force after ratification by both sides.

The Extradition Treaties/Arrangement concerned provide a legal framework for seeking extradition of persons of any nationality who are wanted in India for offences involving imprisonment of at least one year and vice-versa. Such agreements strengthen the friendly relations between India and the countries concerned by providing the legal basis for bilateral cooperation in dealing with elements acting against the national interest of both countries.

Formalities for Russian investment in India

3921. SHRI MANI SHANKAR AIYAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Russian authorities have raised their concerns with Government about formalities for Russian investment in India; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) Yes. During the recent high level interactions with the Russian side, the issue of promotion of new investments and protection of earlier investments made has been discussed. The Russian side has specifically voiced concerns regarding large scale investments made by Russian firms in the telecom sector. In this context, the Russian side has suggested amending the Bilateral Investment Promotion and Protection Agreement of 1994.

Bilateral Investment Promotion and Protection Agreements with various countries including Russia are currently under review by the Ministry of Finance.

Visits by foreign Prime Ministers to India

†3922. SHRI MAHENDRA SINGH MAHRA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the details of the Prime Ministers and heads of various countries who visited India during the year 2012-13; and

(b) the details of the agreements signed between India and those countries, whose Prime Ministers and Heads of the Nations visited India?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) A total of 10 State Visits, 18 Official/Working

†Original notice of the question was received in Hindi.

Visits and 21 Private/Transit Visits have taken place during the period April, 2012 to March, 2013, a list of which is given in the Statement-I (*See* below).

(b) The details of the agreements signed during the course of the State/Official/Working Visits mentioned at (a) above, is given in the Statement-II.

Statement-I

Visits of Heads of various countries to India from April to December, 2012

State visits by Heads of State/Government and equivalent level

Sl. No.	Dignitary	Dates
1	2	3
1.	H.H. Sheikh Hamad Bin Khalifa Al-Thani, Emir of State of Qatar	April 8-10
2.	H.E. Mr. Lee Hsien Loong, Prime Minister of the Republic of Singapore and Mrs. Lee Hsien Loong	July 10-12
3.	H.E. Mr. Emomali Rahmon, President of the Republic of Tajikistan	September 1-4
4.	H.E. Mr. Mahmoud Abbas, President of the Palestinian National Authority of the State of Palestine	September 10-12
5.	H.E. Mr. Pierre Nkurunziza, President of Republic of Burundi and Mrs. Denise Bucumi Nkurunziza	September 17-19
6.	H.E. Ms. Julia Gillard, PM of Australia	October 15-17
7.	His Majesty Juan Carlos I, King of Spain	October 24-27
8.	The Right Honourable Mr. Stephen Harper, Prime Minister of Canada and Mrs. Laureen Harper	November 4-9
9.	H.E. Mr. Hamid Karzai, President of the Islamic Republic of Afghanistan	November 9-13
10.	H.E. Mr. Viktor Yanukovych, President of Ukraine	December 9-12

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**Official/Working visits by Heads of State/Government and
equivalent level**

1.	H.E. Mr. Asif Ali Zardari, President of Pakistan	April 8
2.	H.E. Dr. Mohamed Waheed, President of Maldives	May 11-15
3.	H.E. Mr. Fernando Lugo Mendez, President of Paraguay	May 23-25
4.	H.E. Commodore Josaia Voreque Bainimarama, Prime Minister of Fiji	September 5-8
5.	H.E. Mr. Lyonchhen Jigmi Yozer Thinley, Prime Minister of Bhutan	September 6-10 and September 19-22
6.	H.E. Mr. Mahinda Rajapaksa, President of the Democratic Socialist Republic of Sri Lanka	September 19-22
7.	H.E. Mr. Mikhail V. Myasnikov, Prime Minister of the Republic of Belarus	November 13-14
8.	His Majesty Sultan Haji Hassanal Bolkiah Mu'izzaddin Waddaulah, His Majesty the Sultan and Yang Di-Pertuan of Brunei Darussalam	December 19-21
9.	H.E. Samdech Akka Moha Sena Padei Techo Hun Sen, Prime Minister of the Kingdom of Cambodia	December 19-21
10.	H.E. Dr. Susilo Bambang Yudhoyono, President of the Republic of Indonesia	December 19-20
11.	H.E. Mr. Thongsing Thammavong, President of the Lao People's Democratic Republic	December 20-21
12.	H.E. Dato Sri Mohd Najib bin Tun Abdul Razak, Prime Minister of Malaysia	December 19-21
13.	H.E. U. Thein Sein, President of the Republic of the Union of Myanmar	December 20-22
14.	H.E. Ms. Yingluck Shinawatra, Prime Minister of the Kingdom of Thailand	December 20-21

1	2	3
15.	H.E. Mr. Nguyen Tan Dung, Prime Minister of the Socialist Republic of Vietnam	December 20-21
16.	H.E. Mr. Lee Hsien Loong, Prime Minister of Singapore	December 19-21
17.	Mr. Vladimir V. Putin, President of the Russian Federation	December 24
18.	The Right Honourable Dr. Ram Baran Yadav, President of Nepal	December 24-29

Private/Transit visits of Heads of State/Government and equivalent level

1.	H.E. Mr. Nikola Gruevski, Prime Minister of Macedonia	March 4-9
2.	H.E. Mr. Faustin Archange Touadera, PM of Central African Republic	March 17
3.	H.E. Mr. Michael Chilufya Sata, President of Zambia	March 22-30
4.	H.E. Lyonchen Jigmi Y. Thinley, PM of Bhutan	March 24-28
5.	H.E. Mr. Serzh Sargsyan, President of Armenia	March 29
6.	Rt. Hon. Dr. Denzil Douglas, Prime Minister of St. Kitts and Nevis	April 5-9
7.	H.E. Lyonchen Jigmi Y. Thinley, Prime Minister of Bhutan	April 6-8
8.	His Excellency Commodore Josia Voreque Bainimarama, Prime Minister of Fiji	April 21-29
9.	H.E. Mr. Serzh Sargsyan, President of the Republic of Armenia	June 8-9
10.	H.E. Lyonchen Jigmi Y. Thinley, Prime Minister of Bhutan	June 13

1	2	3
11.	Rt. Hon. Dr. Baburam Bhattarai, Prime Minister of Nepal	June 25
12.	H.E. Lyonchhen Jigmi Y. Thinley, Prime Minister of Bhutan	June 26-27
13.	H.E. Mr. Vaclav Klaus, President of the Czech Republic	July 4-10
14.	H.E. Mr. Andrus Ansip, Prime Minister of Estonia	July 16-17
15.	H.E. Dr. Boni Yayi, President of Republic of Benin	July 17
16.	H.E. Mr. Ratu Epeli Nailatikau, President of Fiji	August 5-8
17.	H.E. Mr. Samdech Akka Moha Sena Padei Techo Hun Sen, Prime Minister of the Kingdom of Cambodia	August 29
18.	H.E. Mr. Samuel Hinds, Prime Minister of Guyana	October 8-13
19.	H.E. Mr. Raila A. Odinga, Prime Minister of the Republic of Kenya	October 30 – November 1
20.	H.E. Mr. Vaclav Klaus, President of the Czech Republic	November 4-7
21.	H.E. Mr. Recep Tayyip Erdogan, Prime Minister of the Republic of Turkey	November 7-9

Visits of Heads of various countries to India from January to March, 2013

State visits by Heads of State/Government and equivalent level

Sl. No.	Dignitary	Dates
1	2	3
1.	H.E. Mr. Rajkeswur Purryag, President of Mauritius	January 3-10
2.	H.M. Jigme Khesar Namgyel Wangchuck, King of Bhutan and Queen Jetsun Pema Wangchuck	January 23-30
3.	Hon. Tuilaepa Sailele Malielegaoi, Prime Minister of Samoa	February 2-5

1	2	3
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|----|---|----------------|
| 4. | H.E. Mr. Francois Hollande, President of France | February 14-15 |
| 5. | H.E. Dr. Mohamed Morsy, President of Egypt | March 18-20 |

Official/Working visits by Heads of State/Government and equivalent level

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|----|---|-------------------------|
| 1. | H.E. Mr. Anote Tong, President of Kiribati (For DSDS) | January 29 – February 3 |
| 2. | H.E. Mr. Donald Ramotar, President of Guyana (For DSDS) | January 30 – February 4 |
| 3. | Hon Tuilaepa Lufesoliai Sailele Malielegaoi, Prime Minister of the Independent State of Samoa (For Asia Leadership Programme on Sustainable Development and Climate Change) | February 2-4 |
| 4. | H.E. Lyonchhen Jigmi Y. Thinley, PM of Bhutan | February 7-9 |
| 5. | Rt. Hon David Cameron, PM of UK | February 18-20 |

Private/Transit visit of Heads of State/Government and equivalent level

- | | | |
|----|---|---------------------------|
| 1. | H.E. Lyonchen Jigmi Y. Thinley, PM of Bhutan | January 28 |
| 2. | H.E. Mr. Mahinda Rajapaksa, President of the Democratic Socialist Republic of Sri Lanka | February 08-09 |
| 3. | H.E. Mr. Raja Pervez Ashraf, PM of Pakistan | March 9
(Jaipur/Ajmer) |
| 4. | H.E. Mr. Daniel Kablan Duncan, PM of Ivory Coast (CII Exim Bank Conclave) | March 16-19 |
| 5. | H.E. Mr. Rui Duarte Barros, PM of Guinea Bissau (CII Exim Bank Conclave) | March 16-20 |
| 6. | H.E. Mr. Philemon Yang, PM of Cameroon (CII Exim Bank Conclave) | March 16-19 |
| 7. | H.E. Mr. Sprent Dabwido, President of Nauru | March 16-30 |
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Statement-II*Details of agreements signed between India and foreign heads of Government during 2012-13***Signing of agreements between the State of Qatar and Republic of India: April 09, 2012**

Sl. No.	Name of the MoU/Agreement/Treaty	Qatar Signatory	Indian Signatory
1	2	3	4
1.	MoU on Cooperation in the Field of Oil and Gas between the Ministry of Energy and Industry of the State of Qatar and the Ministry of Petroleum and Natural Gas of the Republic of India.	H.E. Dr. Mohammed Bin Saleh Al-Sada, Minister of Energy and Industry	Shri S. Jaipal Reddy, Minister for Petroleum and Natural Gas
2.	Educational Exchange Programme between the Government of the State of Qatar and the Government of the Republic of India	H.E. Dr. Khalid Bin Mohammad Al-Attiyah, Minister of State for Foreign Affairs	Shri Kapil Sibal, Minister of Human Resource Development and Communications and Information Technology
3.	Agreement on Cooperation in the Field of Legal Affairs.	H.E. Dr. Khalid Bin Mohammad Al-Attiyah, Minister of State for Foreign Affairs	Shri Salman Khurshid, Minister of Law and Justice and Minority Affairs

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| 4. Agreement between the Government of the State of Qatar and the Government of the Republic of India in the Field of Cultural Cooperation | H.E. Dr. Khalid Bin Mohammad Al-Attiyah,
Minister of State for Foreign Affairs | Shri E. Ahamed,
Minister of State for External Affairs |
| 5. MoU between the Qatar Central Bank and Reserve Bank of India | H.E. Mr. Hassan Mohammed Rafei Al-Emadi
Ambassador of the State of Qatar to the Republic of India | Shri P Vijaya Bhaskar,
Executive Director, Reserve Bank of India |
| 6. MoU between Qatar Tourism Authority and India Trade Promotion Organization (ITPO) on Cooperation in the Field of Organizing Exhibitions | H.E. Mr. Hassan Mohammed Rafei Al-Emadi
Ambassador of the State of Qatar to the Republic of India | Shrimati Rita Menon,
Chairperson and Managing Director,
India Trade Promotion Organisation |

Signing of Agreements between Republic of Singapore and Republic of India: July 11, 2012

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| 1 Memorandum of understanding between Ministry of Labour and Employment, Government of India and Ministry of Education, Government of Singapore concerning Cooperation in the field of Vocational Education and Skills Development | H.E. Mr. Heng Swee Keat,
Minister of Education | Shri Mallikarjun Kharge,
Minister of Labour and Employment |
| 2. Extension of the validity of Bilateral Agreement between Ministry of Defence, Government of India | Mr. Chiang Chie Foo,
Permanent Secretary, Ministry of | Shri Shashi Kant Sharma,
Defence Secretary, Ministry of |

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and Ministry of Defence, Government of Singapore for the Conduct of Joint Military Training and Exercises in India	Defence	Dr. Benjamin Tan, Deputy Chief Executive Officer (Development Institute of Technical Education)	Defence
3. Memorandum of Understanding between Department of Training and Technical Education, Government of National Capital Territory of Delhi and Institute of Technical Education, Singapore on Cooperation in the field of Vocational Education and Skills Development.		Dr. Benjamin Tan, Deputy Chief Executive Officer (Development Institute of Technical Education)	Shri Praveen Kumar Tripathi, Chief Secretary, Government of National Capital Territory of Delhi
Signing of Agreements between Tajikistan and Republic of India: September 03, 2012			
1. Agreement between the Ministry of Health and Family Welfare of the Republic of India and the Ministry of Health of the Republic of Tajikistan		H.E. Mr. Salimov Nusratullo Faizulloevich, Minister of Health of the Republic of Tajikistan	Shri Ghulam Nabi Azad, Hon'ble Minister of Health and Family Welfare
2. Agreement on Mutual Cooperation between the Ministry of Labour and Employment of the Government of Republic of India and the Ministry of Labour and Social Protection of Population of the Republic of Tajikistan		H.E. Mr. Mahmaminov Mahmadamin, Minister of Labour of Republic of Tajikistan	Shri Mallikarjun Kharge, Hon'ble Minister of Labour and Employment

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| 3. Exchange Programme between the Government of the Republic of India and the Government of the Republic of Tajikistan on Cooperation in the Field of Education | H.E. Mr. Saidov Nuriddin Saidovich,
Minister of Education of Republic of Tajikistan | Shri Kapil Sibal,
Hon'ble Minister of Human Resource Development, Communications and Information Technology |
| 4. MoU between the Ministry of Textiles of the Republic of India and Ministry of Energy and Industry of the Republic of Tajikistan | H.E. Mr. Gul Sherali,
Minister of Energy and Industry of the Republic of Tajikistan | Shri Anand Sharma,
Hon'ble Minister for Commerce and Industry and Minister of Textiles |
| 5. Programme of Cooperation between the Ministry of Culture of Republic of India and the Ministry of Culture of the Republic of Tajikistan in the Field of Culture for the year 2012-2015 | H.E. MR. Mirzoshohrugh Asrori,
Minister of Culture of the Republic of Tajikistan | Kumari Selja,
Hon'ble Minister of Culture, Housing and Urban Poverty Alleviation |
| 6. MoU between the Government of the Republic of India and the Government of Republic of Tajikistan in the Field of Sports | Mr. Negmatov Maliksho,
Head of the Committee on Youth Affairs, Sport and Tourism | Shri Ajay Maken,
Hon'ble Minister of State (IC) for Youth Affairs and Sports |

Signing of Agreements between State of Palestine and Republic of India: September 11, 2012

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| 1. MoU between the Government of the Republic of India and the Government of the State of Palestine for Establishing India-Palestine Centre of Excellence in ICT | H.E. Mr. Saeb M.S. Erakat
Member of Executive Committee of Palestinian Liberation Organization | Shri S.M. Krishna,
Hon'ble Minister for External Affairs |
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2. MoU between the Government of the Republic of India and the Government of the State of Palestine for Providing Technical and Vocational Education Training Equipment and Training Services for the Ministry of Labour's Vocational Training in Palestine	H.E. Mr. Saeb M.S. Erakat Member of Executive Committee of Palestinian Liberation Organization	Shri S.M. Krishna, Hon'ble Minister for External Affairs	
3. MoU between the Government of the Republic of India and the Government of the State of Palestine for Construction and Equipping of Jawaharlal Nehru Secondary School for Girls in Asera Al Shamalyeh and Jawaharlal Nehru Secondary School for Boys in Abu Dees	H.E. Mr. Saeb M.S. Erakat Member of Executive Committee of Palestinian Liberation Organization	Shri S.M. Krishna, Hon'ble Minister for External Affairs	

Signing of Agreements between Republic of Burundi and Republic of India: September 18, 2012

1. Exchange Programme for Cooperation in the Field of Education	H.E. Mr. Kavakure Laurent, Minister of External Affairs and International Cooperation	Shrimati Preneet Kaur, Hon'ble Minister of State for External Affairs	
2. MoU on Cooperation in the Field of Rural Development	H.E. Ms. Kayitesi Odette, Minister of Agriculture and livestock	Shri Pradeep Kumar Jain Aditya, Hon'ble Minister of State for Rural Development	

3. MoU on Cooperation in the Field of Health and Medicine
 H.E. Mr. Manirakiza Come, Minister of Energy and Mines
 Shrimati Preneet Kaur, Hon'ble Minister of State for External Affairs

Signing of Agreements between Australia and Republic of India: October 17, 2012

1. Memorandum of understanding on Cooperation in the Wool Sector
 H.E. Mr. Peter Varghese, High Commissioner of Australia to India
 Ms. Kiran Dhingra, Secretary, Ministry of Textiles
2. Memorandum of understanding on Student Mobility and Welfare
 H.E. Mr. Peter Varghese, High Commissioner of Australia to India
 Shri Ashok Thakur, Secretary, Ministry of Human Resource Development
3. Memorandum of understanding on Space
 H.E. Mr. Peter Varghese, High Commissioner of Australia to India
 Dr. K. Radhakrishnan, Secretary, Department of Space and Chairman, ISRO
4. Memorandum of understanding on Skills Development.
 Mr. Ray Barker, OAM, Chair of Skills DMC (Australia's Mining Industry Skills Council)
 Mr. Dilip H.M. Chenoy, CEO, National Skills and Development Corporation

Signing of Agreements between Kingdom of Spain and Republic of India: October 26, 2012

1. Protocol for amending the Convention and protocol between India and Spain for the avoidance of
 H.E. Mr. Jose Manuel Garcia-Margallo Marfil,
 Shri P Chidambaram, Hon'ble Minister of Finance

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double taxation and the prevention of Fiscal evasion with respect to taxes on Income and on Capital.	Minister of Foreign Affairs and Cooperation		
2. Memorandum of Understanding on Defence Cooperation	H.E. Mr. Pedro Morenes Eulate, Minister of Defence	Shri A.K. Antony, Hon'ble Minister of Defence	
3. Agreement between India and Spain in the Field of Audiovisual Co-Production	H.E. Mr. Jose Manuel Garcia-Margallo Marfil, Minister of Foreign Affairs and Cooperation	Shrimati Ambika Soni, Hon'ble Minister for Information and Broadcasting	
4. Memorandum of Understanding on Roads and Road Transport Sector	Her Excellency Ms. Ana Pastor Julian, Minister of Public Works and Transport	Dr. C.P. Joshi, Hon'ble Minister for Road Transport and Highways and Minister of Railways	
5. Memorandum of Understanding between the Indian Railways and RENFE-OPERADORA and ADIF of Spain on Technical Cooperation in the Field of Railway Sector	Her Excellency Ms. Ana Pastor Julian, Minister of Public Works and Transport	Dr. C.P. Joshi, Hon'ble Minister for Road Transport and Highways and Minister of Railways	

Signing of Agreements between Canada and Republic of India: November 06, 2012

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| 1. Agreement on Social Security, including Administrative Arrangements | The Honourable Edward Fast,
Minister of International Trade and Minister of Asia Pacific Gateway | Shri Vayalar Ravi,
Ministry of Overseas Indian Affairs |
| 2. Memorandum of Understanding on Co-operation in Information Communication Technology and Electronics | The Honourable Edward Fast,
Minister of International Trade and Minister of Asia Pacific Gateway | Shrimati Preneet Kaur,
Minister of State for External Affairs |
| 3. Memorandum of Understanding for Co-operation in the areas of Joint Research and Development in Defence Cooperation. | Dr. Robert Hache,
Vice President, Research and Innovation, York University,
Canada | Dr. V.K. Saraswat,
Scientific Advisor to Defence Minister |

Signing of Agreements between the Islamic Republic of Afghanistan and the Republic of India: November 12, 2012

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| 1. MoU between the Government of the Republic of India and the Government of the Islamic Republic of Afghanistan regarding Indian Grant Assistance for Implementation of Small Development Projects through Local Government Bodies, Community | H.E. Mr. Zalmay Rassoul,
Foreign Minister | Shri Salman Khurshid,
Hon'ble External Affairs Minister |
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Organisations, Charitable Trusts and Educational and Vocational Institutions			
2. MoU between the Government of the Republic of India and the Government of the Islamic Republic of Afghanistan on Cooperation in the Field of Fertilizer Sector	H.E. Mr. Wahidullah Shahrani, Minister of Mines	Shri Salman Khurshid, Hon'ble External Affairs Minister	
3. MoU on Cooperation in Youth Affairs between the Government of the Republic of India and the Government of the Islamic Republic of Afghanistan	H.E. Mr. Sayed Makhdoom Raheen, Minister of Information and Culture	Shri Salman Khurshid, Hon'ble External Affairs Minister	
4. MoU between the Government of the Republic of India and the Government of the Islamic Republic of Afghanistan on Cooperation in the Field of Development of Coal Mineral Resources	H.E. Mr. Wahidullah Shahrani, Minister of Mines	Shri Shriprakash Jaiswal, Hon'ble Minister for Coal	
Signing of Agreements between Belarus and Republic of India: November 14,2012			
1. Memorandum of Understanding between the Ministry of Chemicals and Fertilizers, Republic of India and the State Concern for Oil and Chemistry,	Mr. Sudhir Mittal, Secretary, Department of Fertilizers	Mr. Sergei Aleinik, Deputy Foreign Minister	

Republic of Belarus for Cooperation in Potash Fertilizer Supply		
2. Draft "Agreement between the Ministry of Human Resource Development of the Republic of India and the Ministry of Education of Republic of Belarus on cooperation in the field of Education"	Ms. Amita Sharma, Additional Secretary, Ministry of Human Resource Development	Mr. Alexander I. Zhuk, First Deputy Minister of Education
3. Agreement between the Government of the Republic of India and the Government of Republic of Belarus on cooperation in the Field of Press and Information	Mr. Uday Kumar Varma, Secretary, Ministry of Information and Broadcasting	Mr. Sergei Aleinik, Deputy Foreign Minister
4. Memorandum of Understanding between the State Committee on Science and Technology of the Republic of Belarus and the Ministry of New and Renewable Energy of the Republic of India on India-Belarus Renewable Energy Cooperation	Mr. Gireesh B. Pradhan, Secretary, Ministry of New and Renewable Energy	Mr. Sergei Aleinik, Deputy Foreign Minister
5. Draft Memorandum of Understanding between the Department of Pharmaceuticals Industry of the Ministry of Health of Belarus and the Department of Pharmaceutical of the Ministry of Chemicals and Fertilizers of India	Shri Dilsher Singh Kalha, Secretary, Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers	Mr. Gennady Godovalnikov, Deputy Health Minister and Head of the Department of Pharmaceutical Industry

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6. Agreement between Centre for Development of Advanced Computing and United Institute of Informatics Problems of the National Academy of Sciences of Belarus	Prof. Rajat Moona, Director General, C-DAC	Mr. Pyotr Vityaz, Administration Department Head, National Academy of Sciences of Belarus	
Signing of Agreements between Government of Ukraine and Republic of India: December 10, 2012			
1. Agreement between the Government of the Republic of India and the Government of Ukraine on Cooperation in the Fields of Defence	H.E. Mr. Dmytro Salamatin, Minister of Defence of Ukraine	Shri A.K. Antony, Hon'ble Minister for Defence	
2. Agreement between the Government of the Republic of India and the Government of Ukraine on Cooperation in the Fields of Science and Technology	H.E. Mr. Kostiantyn Gryshchenko, Minister for Foreign Affairs of Ukraine	Shri Jaipal S. Reddy, Hon'ble Minister for Science and Technology, Earth Sciences	
3. Treaty on Mutual Legal Assistance in Civil and Commercial Matters between the Republic of India and Ukraine	H.E. Mr. Kostiantyn Gryshchenko, Minister for Foreign Affairs of Ukraine	Shri Ashwani Kumar, Hon'ble Minister for Law and Justice	
4. Agreement between Atomic Energy Regulatory Board, Government of India and the State Nuclear	Ms. Olena Mykolaichuk, Flead of the State Inspection on	Dr. Satinder S. Bajaj, Chairperson, Atomic Energy	

Regulatory Inspectorate of Ukraine for Exchange of Technical Information and Co-operation on Nuclear Safety and Radiation Protection	Nuclear Regulation	Regulatory Board
5. MoU in the Field of Standardisation, Conformity Assessment and Quality between the Bureau of Indian Standards and the Ministry of Economic Development and Trade of Ukraine	Mr. Anatolii Maksyuta, First Deputy Minister of Economic Development and Trade of Ukraine	Shri Afzal Amanullah, Additional Secretary and DG, Bureau of Indian Standards
Signing of Agreements between Russian Federation: December 24, 2012		
1. Protocol on Foreign Office Consultations 2013-14	H.E. Mr. S. Lavrov, Russian Minister for Foreign Affairs	Shri Salman Khursheed, Hon'ble Minister of External Affairs
2. Memorandum on Cooperation between the Ministry of Science and Technology, Government of India and the Ministry for Education and Science of the Russian Federation in Science, Technology and Innovation	H.E. Mr. Dmitry Livanov, Russian Minister for Education and Science	Shri Jaipal Reddy, Hon'ble Minister for Science and Technology
3. Cultural Exchange Programme between the Ministry of Culture of the Republic of India and the Ministry of Culture of the Russian Federation for the Years 2013-15	H.E. Mr. Vladimir Medinsky, Russian Minister of Culture	Shrimati Chandresh Kumari Ktoch, Hon'ble Minister of Culture

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4.	Memorandum of Understanding to Promote Direct Investment between Russia and India	Mr. Kirill Dmitriev Director-General, Russia Foundation for Direct Investments	Shri Pratip Chaudhuri Chairman State Bank of India
5.	Memorandum of Understanding between Bharat Sanchar Nigam Ltd., New Delhi, India and Mahanagar Telephone Nigam Ltd., New Delhi, India and NIS-GLONASS, Russia	Mr. Alexander Chub Director-General OAO 'NIS'	Shri R.K. Upadhyay Chairman, Bharat Sanchar Nigam Ltd., New Delhi, India
Signing of Agreements between France and Republic of India: February 14, 2013			
1.	Joint Statement to follow-up and Strengthen Co-operation in the Railway sector between the Minister of Foreign Trade and the Minister of Transportation, Sea and Fishing of the French Republic and the Minister of Railways of the Republic of India	H.E. Ms. Nicole Bricq, Minister for External Trade and H.E. Mr. Frederic Cuvillier, Minister of Transportation, Sea and Fishing	Shri Pawan Kumar Bansal, Hon'ble Minister for Railways
2.	Cultural Exchange Programme between the Government of the Republic of India and the Government of the French Republic for 2013-2015	H.E. Mr. Laurent Fabius, Foreign Minister and H.E. Ms. Aurelie Filippetti, Minister for Culture and Communication	Shrimati Chandresh Kumari Katoch, Hon'ble Minister for Culture

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3. Letter of Intent on the Intensification of Co-operation in the Fields of Education, Higher Education and Research between the Government of the Republic of India and the Government of the French Republic.	H.E. Ms. Genevieve Fioraso, Minister for Higher Education and Research	Dr. M.M. Pallam Raju, Hon'ble Human Resource Development Minister	
4. Statement of Intent for long term Cooperation in Space	Mr. Yannick d'Escatha, President, Centre National d'Etudes Spatiales	Shri K. Radhakrishnan, Chairman, Indian Space Research Organisation	
Signing of Agreements between Arab Republic of Egypt and Government of the Republic of India: March 19, 2013			
1. MoU for the Establishment of a Centre of Excellence in Information Technology (CEIT) in Egypt	H.E. Dr. Mohamed Kamel Amr, Minister of Foreign Affairs	Shri Salman Khurshid, External Affairs Minister	
2. MoU between Ministry of Communications and Information Technology of Government of India and Ministry of Communications and Information Technology of Arab Republic of Egypt for Cooperation in Information and Communication Technology	H.E. Mr. Atef Helmy Minister of Communications and Information Technology	Shri Kapil Sibal, Hon'ble Minister for Communications and Information Technology	

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3. MoU between Ministry of Communications and Information Technology of Government of India and Ministry of Communications and Information Technology of Arab Republic of Egypt on Cooperation in the Area of Cyber Security	H.E. Mr. Atef Helmy Minister of Communications and Information Technology	Shri Kapil Sibal, Hon'ble Minister for Communications and Information Technology	
4. MoU between National Small Industries Corporation, Republic of India and Social Fund for Development, Arab Republic of Egypt on Cooperation in the Field of Micro and Small Enterprises.	Mrs. Ghada Fathy Waly, Managing Director Social Fund for Development	Dr. H.P. Kumar, Chairman Cum Managing Director National Small Industries Corporation	
5. Agreement between the Government of Egypt represented by Industrial Development Authority and the Government of the Republic of India Represented by National Small Industries Corporation, New Delhi for Upgradation of a Vocational Training Centre at Shoubra El Kheima, Cairo, Egypt	Dr. Mahmud El Garf, Head of Industrial Development Authority	Dr. H.P. Kumar, Chairman Cum Managing Director National Small Industries Corporation	
6. MoU-between Indian National Trust for Art and Cultural Heritage and Ministry of State for Antiquities Affairs, Arab Republic of Egypt for Cooperation in the Fields of Protection, Preservation, Promotion and Management of Cultural Heritage	H.E. Mr. Khaled El-Bakly, Ambassador of Egypt to India	Maj. Gen. (Retd.) L.K. Gupta, Chairman, INTACH	

Gunning down Indians by French forces

3923. DR. PRADEEP KUMAR BALMUCHU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether Government has expressed its serious concern over gunning down of two Indians in the CAR by French forces;
- (b) if so, the details thereof;
- (c) whether any enquiry has been conducted to ascertain exact circumstances that led to the incident taking place;
- (d) whether Hon'ble Prime Minister has requested the French Government for ensuring the safety of the Indians; and
- (e) if so, the assurances given by the French Government?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (e) On the morning of 25 March, 2013, one Indian national and one Nepalese passport holder were killed and six Indian nationals injured in a confusing situation where the French forces protecting the Bangui M'Poko airport in the Central African Republic intervened apparently against vehicles trying to penetrate it.

As soon as the incident was brought to its notice, Government of India raised its serious concern with the French authorities seeking an investigation into the incident and sought their assistance in bringing the mortal remains of the deceased Indian national back to India as well as in arranging immediate medical treatment for the injured.

Immediately after the incident, French President Francois Hollande wrote and spoke telephonically to Prime Minister expressing his sincere condolences to the grieving families and an enquiry was instituted by the French Defence Minister to ascertain the exact circumstances of the tragic incident. The French Foreign Minister and the Defence Minister also telephoned their Indian counterparts immediately after the incident to express their condolences. The French authorities assured that the enquiry will be conducted in complete transparency with the Indian authorities.

During various interactions with the French authorities, Government sought French security assistance for the safety of the remaining Indian nationals entrapped in the

tragedy including those in a cement factory located outside Bangui to which the French side responded positively.

The six injured Indian nationals have, since, been repatriated to India by French authorities. The French Ministry of Foreign Affairs has informed our Embassy in Paris that compensation will be provided to both the wounded and the family of deceased.

The outcome of the enquiry was conveyed by the French Government on 29 April, 2013. The enquiry concludes, *inter-alia*, that “A responsible and transparent handling of the incident, which had caused the death of two civilians (Indian and Nepalese) and injured several Indian nationals, has directly contributed towards pacifying the Indian community in Bangui and underscored the accidental nature of this incident”.

Slum free city plans under RAY

3924. SHRI NAND KUMAR SAI: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether Government has started a Pilot phase for undertaking the finalization of slum free city plans under Rajiv Awas Yojana in the country;

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

(c) the details of cities in which Pilot phase has been undertaken under the said project;

(d) the details of funds sanctioned, released and actual expenditure under the Pilot phase in various such cities; and

(e) the time by which the Pilot phase under the RAY will be completed?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) Yes, Sir.

(b) Rajiv Awas Yojana (RAY) was launched on 02.06.2011. Under Rajiv Awas Yojana, Central Assistance is extended to States that are willing to assign property rights to slum dwellers and undertake reservation of land for Economically Weaker Sections (EWS)/Low Income Groups (LIG), earmark 25 per cent of municipal budget for basic services to the urban poor/slum-dwellers and bring in legislative amendments and policy changes to redress land and affordable housing shortages for the urban poor.

RAY guidelines mandate reservation of 20-25% of developed land for EWS/LIG housing in every new public/private residential development with a system of cross subsidization. This reform translates into Floor Area Ratio (FAR) and dwelling units depending upon the prevailing Town Planning laws and Zoning regulations of the respective States/UTs. Reservation of 15% of residential FAR or 35% of dwelling units for EWS/LIG categories, whichever is higher in all future housing projects, taking into account reservation at (i) land development approval stage and (ii) housing development approval stage together, is envisaged under revision of RAY Guidelines.

(c) and (d) Under the scheme, 195 cities have been approved for preparing the slum free city plan of action. The details are given in the Statement-I (*See below*). In addition to this, 42. Detailed Project Reports in 35 cities have been approved as pilot projects. The details are given in the Statement-II (*See below*). Works approved under pilot phase of RAY are in various stages of implementation. 21 draft slum free city plan of action have been prepared by the Urban Local Bodies/State Governments till date.

(e) Pilot Phase of RAY is upto June, 2013.

Statement-I

The details of 195 cities which have been approved for preparing the slum free city plan of action under RAY

Sl. No.	Name of State/ UT	Amount released (Rs. in lakhs)/ Number of cities	Cities — Fund released for SFCP
1	2	3	4
1.	Andhra Pradesh	472.72 (11 cities) FY 2009-10	1. Greater Hyderabad Municipal Corporation (GHMC)
		969.40 (2nd Instalment) FY 2010-2011	2. Greater Visakhapatnam Municipal Corporation (GVMC)
			3. Vijayawada

1	2	3	4
			4. Tirupathi
			5. Guntur
			6. Nellore
			7. Kurnool
			8. Rajamundry
			9. Warangal
			10. Kakinada
			11. Ramagundam
2.	Arunachal Pradesh	111.29 (2 cities) FY 2010-11	12. Naharlagun
			13. Itanagar
3.	Assam	76.34 (1 city) FY 2009-10	14. Guwahati
4.	Bihar	191.59 (4 cities) FY 2009-10	15. Patna
			16. Gaya-Bodhgaya
			17. Bhagalpur
			18. Muzaffarpur
5.	Chhattisgarh	182.88 (4 cities) FY 2009-10	19. Bhilai Nagar
			20. Raipur
			21. Bilaspur
			22. Korba
6.	Delhi	981.96 (DMC) FY 2010-11	23. Municipal Corporation of Delhi Area
7.	Goa	111.70 (3 cities) FY 2010-11	24. Mormugao

1	2	3	4
			25. Panaji
			26. Margao
8. Gujarat	431.64 (8 cities) FY 2009-10		27. Ahmedabad
			28. Surat
			29. Vadodara
			30. Rajkot
			31. Jamnagar
			32. Bhavnagar
			33. Bharuch
			34. Porbandar
9. Haryana	151.3 (9 cities) FY 2009-10		35. Faridabad
			36. Panipat
			37. Yamunanagar
			38. Ambala
			39. Panchkula
			40. Karnal
			41. Rohtak
			42. Hisar
			43. Gurgaon
10. Himachal Pradesh	63.84 (1 city) FY 2009-10		44. Shimla
11. Jammu and Kashmir	236.80 (8 cities) FY 2010-11		45. Jammu
			46. Srinagar

1	2	3	4
			47. Anathanag
			48. Udampur
			49. Barahmulla
			50. Kathua
			51. Leh
			52. Kargil
12. Jharkhand	206.11 (4 cities) FY 2009-10		53. Jamshedpur
			54. Dhanbad
			55. Ranchi
			56. Bokaro Steel City
13. Karnataka	400.4 (10 cities) FY 2009-10		57. Bangalore
			58. Mysore
	410.00 (2nd Installment) FY 2012-13		59. Hubli-Dharwad
			60. Mangalore
			61. Belgaum
			62. Gulbarga
			63. Davanagere
			64. Bellary
			65. Shimoga
			66. Tumkur
14. Kerala	263.31 (6 cities) FY 2009-10		67. Kochi
			68. Thiruvananthapuram
	331.00 (2nd Installment) FY 2012-13		69. Kozhikode

1	2	3	4
			70. Kannur
			71. Kollam
			72. Thrissur
15. Madhya Pradesh	288.25 (16 cities) FY 2009-10		73. Indore
			74. Bhopal
			75. Jabalpur
			76. Gwalior
			77. Ujjain
			78. Sagar
			79. Burhanpur
			80. Dewas
			81. Khandwa
			82. Ratlarn
			83. Rewa
			84. Satna
			85. Singrauli
			86. Murwara (Katni)
			87. Chhindwara
			88. Neemuch
16. Maharashtra	944.67 (18 cities) FY 2009-10		89. Greater Mumbai U.A.
			90. Pune U.A.
			91. Nagpur
			92. Nashik

1	2	3	4
			93. Aurangabad
			94. Solapur
			95. Bhiwandi
			96. Amravati
			97. Kolhapur
			98. Sangli-Miraj Kupwad
			99. Nanded-Waghala
			100. Malegaon
			101. Akola
			102. Jalgaon
			103. Ahmadnagar
			104. Dhule
			105. Chandrapur
			106. Latur
17. Manipur		55.79 (1 city) FY 2009-10	107. Imphal
18. Meghalaya		95.63 (1 city) FY 2010-11	108. Shilong
19. Mizoram		467.07 (8 cities) FY 2010-11	109. Aizwal
			110. Champhai
			111. Kolasib
			112. Laungltai
			113. Lunglei
			114. Mamit

1	2	3	4
			115. Saiha
			116. Serchhip
20. Nagaland	108.03 (2 cities) FY 2010-11		117. Kohima
			118. Dimapur
21. Odisha	184.12 (6 cities) FY 2009-10		119. Bhubaneswar
			120. Puri
			121. Cuttack
			122. Raurkela
			123. Brahmapur
			124. Sambalpur
22. Puducherry	79.01 (2 cities) FY 2010-11		125. Puducherry
			126. Ozhukari
23. Punjab	583.34 (7 cities) FY 2010-11		127. Ludhiana
			128. Amritsar
			129. Jalandhar
			130. Patiala
			131. Bhatinda
			132. Batala
			133. Jalalabad
24. Rajasthan	281.15 (8 cities) FY 2009-10		134. Jaipur
			135. Jodhpur

1	2	3	4
			136. Kota
			137. Bikaner
			138. Ajmer
			139. Udaipur
			140. Bharatpur
			141. Alwar
25. Sikkim		62.39 (5 cities) FY 2010-11	142. Gangtok
			143. Jorethang
			144. Namchi
		410.00 (2nd Installment) FY 2012-13	145. Rangpo
			146. Singtam
26. Tamil Nadu		480.14 (10 cities) FY 2009-10	147. Chennai Municipal Corporation
			148. Coimbatore
		77.08 (2nd Installment) FY 2012-13	149. Madurai
			150. Tiruchirappalli
			151. Salem
			152. Tiruppur
			153. Tirunelveli
			154. Erode
			155. Vellore
			156. Tuticorin

1	2	3	4
27.	Tripura	54.68 (1 city) FY 2009-10	157. Agartala
28.	Uttar Pradesh	733.17 (22 cities) FY 2009-10	158. Kanpur
			159. Lucknow
			160. Agra Municipal Corporation
			161. Varanasi
			162. Meerut
			163. Allahabad
			164. Ghaziabad
			165. Bareilly
			166. Aligarh
			167. Moradabad
			168. Gorakhpur
			169. Jhansi MB
			170. Saharanpur
			171. Firozabad
			172. Muzaffarnagar
			173. Mathura
			174. Shahjahanpur
			175. Noida
			176. Rampur
			177. Etawah

1	2	3	4
			178. Kannauj
			179. Rae Bareli
29. Uttarakhand		114.63 (3 cities) FY 2009-10	180. Dehradun
			181. Nainital
			182. Haridwar
30. West Bengal		423.27 (5 cities) FY 2009-10	183. Kolkata U.A.
			184. Asansol U.A.
			185. Siliguri
			186. Jalpaiguri
			187. Murshidabad
31. Daman and Diu		58.06 (2 cities) FY 2010-11	188. Daman
			189. Diu
32. Dadra and Nagar Haveli (UT)		43.45 (2 cities) FY 2010-11	190. Silvassa
			191. Amli
33. Andaman and Nicobar (UT)		76.18 (1 city) FY 2010-11	192. Portblair
34. Lakshadweep (UT)		15.00 (3 cities) FY 2010-11	193. Amini
			194. Kavaratti
			195. Minicoy
TOTAL:		108.16 crore	

Statement-II*Details of pilot projects approved under RAY*

Sl. No	State	City	Name of the Project	Year of release	Total project cost	1st instalment of ACA (1/3rd of Central Share)
1	2	3	4	5	6	7
1.	Andhra Pradesh	Hyderabad	DPR of Kesava Nagar Slum; <i>In-situ</i> redevelopment, GHMC under RAY Pilot Project	2011-12	5874.59	741.59
2.	Andhra Pradesh	Vijaywada	DPR of Dhall Mill Area Slum under RAY (RAY Pilot Project-1) in Vijaywada Municipal Corporation	2012-13	2013.42	301.11
3.	Andhra Pradesh	Vijaywada	DPR of N.S.C. Bose Nagar in Vijaywada Municipal Corporation under RAY (RAY Pilot Project-2)	2012-13	7617.57	1209.45

1	2	3	4	5	6	7
4.	Andhra Pradesh	Visakhapatnam	Pilot Project for <i>in-situ</i> redevelopment at Surya Teja Nagar	2012-13	1131.08	188.51
5.	Madhya Pradesh	Indore	Pilot DPR of identified slums (Mahadev Nagar, Indrajeet Nagar, Anna Bhau Sathe Chikitsak Nagar-2, Nipaniya Gram Kakad, Anna Bhau Sathe Chikitsak Nagar-1 and Rahul Gandhi Nagar (Bajrang Nagar) as per the Slum Free City Plan of Indore Metropolitan Area under RAY	2011-12	8433-55	1242.85
6.	Madhya Pradesh	Jabalpur	Pilot DPR of identified slums (1. Behind MLB School 2. Sarra Peepar 3. Choudhari Mohall 4. Ravi Das Nagar) as per the Slum Free City Plan of Jabalpur Municipal Area under Rajiv Awas Yojana (RAY)	2011-12	3694.58	557.65
7.	Madhya Pradesh	Gwalior	Pilot DPR of identified slums (Sharma Farm-2, Sharma Farm No. 1 Shanti Nagar Ward No. 21, Cancer Pahadi, Mehelgaon Ki Pahadi) as per the Slum Free City Plan of Gwalior Municipal Area under RAY	2011-12	5715.52	842.03

8.	Madhya Pradesh	Sagar	Pilot DPR of identified three Slums (Slum near Kishor Nyayalay, Slum behind Khurai Bus Stand and Kasai Basti) as per the Slum Free City Plan of SAGAR Metropolitan Area under RAY	2011-12	3511.32	500.89
9.	Madhya Pradesh	Bhopal	Pilot DPR of identified slums (Ajun Nagar, Jheel Nagar, Shanti Nagar and Ambedkar Nagar) for construction in Bhopal	2012-13	7399.77	1121.18
10.	Kerala	Thiruvananthapuram	Pilot project for Mathipuram Colony, Vizhinjam, Thiruvananthapuram, Kerala under RAY.	2011-12	7186.94	1157.39
11.	Odisha	Bhubaneswar	DPR for Rangamatia Cluster improvement Project, Bhubaneswar, Odisha under RAY (Pilot Project)	2011-12	4476.61	606.86
12.	Odisha	Bhubaneswar	Pilot Project for Patharbandha Slum Cluster, Bhubaneswar under RAY (<i>in-situ</i> redevelopment), Bhubaneswar	2012-13	8539.99	1223.97
13.	Odisha	Cuttack	Pilot Project for 10 nos. Slum Clusters, in Cuttack under RAY (<i>in-situ</i> development in Cuttack)	2012-13	2583.32	359.26
14.	Rajasthan	Jaipur	Pilot Project for Kiran ki Dhani Slum, Jaipur, Rajasthan under RAY	2011-12	5729.2	919.9

1	2	3	4	5	6	7
15. Mizoram	Aizwal	Rajiv Awas Yojana Pilot Project at Zuangtui, Aizwal		2012-13	1120.01	316.34
16. Chhattisgarh	Raipur	Rajiv Awas Yojana Pilot Project for <i>in-situ</i> redevelopment and relocation at Lalganga Slum in Raipur city		2012-13	1359.95	202.93
17. Uttar Pradesh	Rae Bareli	Pilot DPR for identified slums as per slum free city of Rae Bareli city under RAY		2012-13	6460.76	989.02
18. Uttar Pradesh	Rampur	Pilot DPR for Magjeen Mohalla improvement project at Rampur		2012-13	1367.18	173.21
19. Tamil Nadu	Chennai	Pilot Project for rehabilitating the Kakkanji Nagar Slum at Athipattu, Ambattur, Chennai under RAY		2012-13	8491.80	1157.46
20. Rajasthan	Bharatpur	Pilot DPR for Namak Katra Slum, Bharatpur, Rajasthan under RAY		2012-13	908.01	144.26
21. Rajasthan	Bikaner	Pilot DPR for Bhatto and Oddo ka baas, Bikaner under RAY		2012-13	1728.04	253.50
22. Rajasthan	Jaipur	Pilot DPR, for Sanjay Nagar Batta Basti — Phase-I, Jaipur under RAY		2012-13	9660.97	1489.87

23. Odisha	Bhubaneswar	Pilot project for Mahisakhala Slum Cluster, Bhubaneswar under Rajiv Awas Yojana (<i>in-situ</i> redevelopment)	2012-13	3532.33	505.17
24. Himachal Pradesh	Shimla	Pilot DPR for Krishna Nagar Slum in Shimla, Himachal Pradesh under RAY	2013-14	3399.65	920.74
25. Rajasthan	Alwar	Pilot DPR for Budh Vihar, behind Pratap School and Dhobigatta, Alwar under RAY	2013-14	8345.56	1325.93
26. Rajasthan	Ajmer	Pilot DPR for Lohar Basti site, Pasand Nagar Kotra and Idgah (Chorasiyawas), Ajmer under RAY	2013-14	8511.26	1352.26
27. Rajasthan	Kota	Pilot DPR for Rental to ownership housing scheme (at Mohanlal Sukhadiya Housing Scheme Extension) in Kota, under RAY	Sanctioned on 21.12.2012	7166.58	1138.62
28. Uttar Pradesh	Kanpur	Pilot DPR for Harbansh Mohal Slum improvement project under Rajiv Awas Yojana		518.31	69.02
29. Uttar Pradesh	Kanpur	Pilot DPR for Pokhar Purva Slum improvement project under Rajiv Awas Yojana		824.76	100.45
30. Uttar Pradesh	Kannauj	Pilot DPR for <i>in-situ</i> Upgradation of Shekhana and Bajariya Shekhana slums in Kannauj under Rajiv Awas Yojana		1752.57	219.16

1	2	3	4	5	6	7
31.	Uttar Pradesh	Agra	Pilot DPR for identified slums as per Slum Free City Plan of Agra under RAY	Sanctioned on 11.01.2013	3769.59	479.79
32.	Uttar Pradesh	Rae Bareli	Pilot DPR for identified slums as per Slum Free City Plan of Rae Bareli City Phase-II under RAY		5291.01	779.12
33.	Uttar Pradesh	Lucknow	Pilot DPR for <i>in-situ</i> development of 5 slums namely Gaur Bheet, Bharat Nagar Chamrahi, Shivlokpur, Daud Nagar and Naya Daud Nagar in Faizullahganj ward, Lucknow under RAY		2475.35	358.40
34.	Punjab	Batala	Pilot DPR for <i>in-situ</i> upgradation of three slums at Batala, Punjab under RAY		683.25	110.05
35.	Jammu and Kashmir	Leh	Pilot DPR for Leh old Town upgradation under RAY		2221.88	593.73
36.	Tamil Nadu	Chennai	Pilot DPR (Phase-II) for rehabilitating (relocating) Kakkanji Nagar slum at Athipattu, Ambattur, Chennai under RAY	Sanctioned on 30.01.2013	3222.81	441.64

37. Tamil Nadu	Trichy	Pilot DPR for <i>in-situ</i> upgradation of Karikalalan street, (Nadukondaiyam Pettai) in Trichy under RAY	1721.15	233.36
38. Punjab	Jalandhar	Pilot DPR of <i>in-situ</i> upgradation of 9 slums in Jalandhar under RAY	1259.65	205.34
39. Karnataka	Bangalore	Pilot DPR of construction of 900 houses including infrastructure at Sulikunte village, Sy No. 122, in Varthur Hobli, Bangalore under RAY (Relocation)	5709.62	871.67
40. Karnataka	Tumkar	Pilot DPR of construction of 1200 DUs including infrastructure at Dibbur, in Tumkur under RAY (Relocation)	6996.48	1081.27
41. Karnataka	Hubli-Dharwad	Pilot DPR of construction of 1072 DUs including infrastructure at Hubli-Dharwad, in Tumkur under RAY (Relocation)	6766.52	1021.93
42. Madhya Pradesh	Ujjain	Pilot DPR of identified Slums (Harifatak Rajiv Nagar, Lohar Patti, Moti Nagar, Ekta Nagar) Ujjain under Rajiv Awas Yojana	7201.74	1091.17
		Sanctioned on 08.03.2013		

Categorization of people as EWS

3925. SHRIMATI JAYA BACHCHAN: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether it is a fact that Government has categorized the people earning Rs. 1 lakh per annum as Economically Weaker Section (EWS);

(b) whether it is also a fact that people with annual income of Rs. 1-2 lakh have been categorized as Lower Income Group (LIG);

(c) the basis for categorizing various sections of the people; and

(d) the benefits these categorized people are likely to get under various housing schemes of Government?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. This Ministry has categorized the urban poor households earning upto Rs. 1 lakh per annum as Economically Weaker Section (EWS) and those having a household income between Rs. 1-2 lakh as Lower Income Group (LIG) for availing benefits under the schemes being implemented by this Ministry.

(c) These classifications are based on various income and expenditure parameters as well as cost of housing in urban areas *viz.*, growth in Per Capita Income, minimum wages for non-agricultural Workers, Consumer Price Index, Consumer Food Price Index, monthly per capita expenditure and RESIDEX : National Housing Bank (NHB)'s property price tracking index.

(d) The households categorized as EWS/LIG will be entitled to capital subsidy as per relevant scheme guideline for Jawaharlal Nehru Urban Renewal Mission (JNNURM)/Rajiv Awas Yojana (RAY) and interest subsidy under Interest Subsidy Scheme for Housing the Urban Poor (ISHUP) [being revamped as Rajiv Rinn Yojana (RRY)]. Also they will be entitled to the houses constructed under Affordable Housing in Partnership (AHP) which encourages Public-Private-Partnership (PPP) model for housing. Thus the increased income criteria will enlarge the set of urban poor who are entitled for housing benefits as stated above.

Homeless families in the country

3926. DR. PRABHAKAR KORE: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

- (a) whether Government has any estimate about the number of homeless families in the country;
- (b) if so, the details of rural and urban-wise numbers;
- (c) whether Government proposes to bring any scheme to provide housing to all homeless families;
- (d) if so, the details thereof;
- (e) whether Government has fixed any time-frame to implement such scheme in the country; and
- (f) if so, the details thereof?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) and (b) Provisional Data from Census 2011 does not provide details of the number of homeless people in the country. Census 2001 had however enumerated 'Houseless Households' in the country, and these were defined as households who do not live in buildings or census houses but live in the open on roadside, pavements, in hume pipes, under flyovers and staircases, or in the open places of worship, mandaps, railway platforms, etc. There were an estimated 1,87,810 houseless households in urban areas and 2,59,775 houseless households in rural areas as per the Census 2001. State-wise details of the same, is given in the Statement (*See* below).

(c) to (f) Land' and Colonisation' are State subjects, therefore it is the primary responsibility of State Governments to provide housing to all homeless families.

However, in order to complement and supplement the initiatives taken by State Governments, Ministry of Housing and Urban Poverty Alleviation has drafted a programme namely 'Shelters for Urban Homeless (SUH)' to provide 24×7 shelters with basic facilities like drinking water, toilet and bathroom facilities, beds, storage and locking facilities, community kitchen etc. as part of the National Urban Livelihood Mission (NULM) during the current Five Year Plan period.

Since necessary approvals have not yet been received, no details or firm commitment on its final form can be given at this juncture.

Statement

State-wise details of houseless households as per Census of India 2001

Sl. No.	India/States/UT's	Total number of houseless households	No. of houseless households in urban areas	No. of houseless households in rural areas
1	2	3	3	4
1.	Jammu and Kashmir	2,123	482	1,641
2.	Himachal Pradesh	1,634	278	1,356
3.	Punjab	8,579	4,514	4,065
4.	Chandigarh	757	725	32
5.	Uttarakhand	2,940	998	1,942
6.	Haryana	11,860	5,054	6,806
7.	Delhi	10,044	9,809	235
8.	Rajasthan	27,196	11,002	16,194
9.	Uttar Pradesh	43,033	21,233	21,800
10.	Bihar	6,940	2,705	4,235
11.	Sikkim	80	25	55
12.	Arunachal Pradesh	105	23	82
13.	Nagaland	452	192	260
14.	Manipur	555	93	462
15.	Mizoram	72	57	15
16.	Tripura	246	84	162
17.	Meghalaya	380	47	333
18.	Assam	3,126	555	2,571

1	2	3	3	4
19.	West Bengal	19,385	14,048	5,337
20.	Jharkhand	2,559	974	1,585
21.	Odisha	13,044	5,046	7,998
22.	Chhattisgarh	7,504	1,893	5,611
23.	Madhya Pradesh	53,489	15,662	37,827
24.	Gujarat	48,095	16,686	31,409
25.	Daman and Diu	227	92	135
26.	Dadra and Nagar Haveli	305	50	255
27.	Maharashtra	87,474	30,594	56,880
28.	Andhra Pradesh	40,818	16,651	24,167
29.	Karnataka	26,057	11,367	14,690
30.	Goa	1,393	692	701
31.	Lakshadweep	—	—	—
32.	Kerala	5,654	2,769	2,885
33.	Tamil Nadu	20,532	12,619	7,913
34.	Puducherry	710	629	81
35.	Andaman and Nicobar Island	217	162	55
INDIA:		4,47,585	1,87,810	2,59,775

Affordable housing projects

3927. SHRI B.S. GNANADESIKAN:

SHRI A. ELAVARASAN:

Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether a Committee under the Ministry of Housing and Urban

Development has recommended a technology enabled single window portal for streamlining the process of approvals for real estate projects that may help developers bring down home prices;

- (b) if so, the details thereof;
- (c) whether this Committee has also suggested a fast track process with a 60 day clearance window for affordable housing projects; and
- (d) if so, the details thereof?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. The committee on Streamlining Approval Procedure for Real Estate Projects (SAPREP) set up by Ministry of Housing and Urban Poverty Alleviation has recently submitted its report in which it has suggested that Information Technology enabled 'One Stop Shop' or a 'Single Window Mechanism' be adopted by the State Governments/Urban Local Bodies to bring in transparency and effectiveness in the plan approval process. The Committee has also indicated that faster and transparent plan approval system could bring down cost of housing. The report is being examined in the Ministry.

(c) and (d) The Committee has suggested that working with the clearly defined 'affordable housing' projects definition, local development authorities and municipal corporations may consider putting in place a 'separate fast track process' or 'green channel' for processing applications of such affordable housing projects, within a stipulated 60 days clearance window.

Status of implementation of RAY in Karnataka

3928. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

- (a) whether it is a fact that Government is implementing Scheme Rajiv Awas Yojana (RAY) to make the country slum free;
- (b) if so, the details thereof; and
- (c) the status of implementation of RAY in Karnataka?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) Yes, Sir.

(b) Rajiv Awas Yojana (RAY) was launched on 02.06.2011. Under RAY, Central Assistance is extended to States that are willing to assign property rights

to slum dwellers and undertake reservation of land for Economically Weaker Sections (EWS)/Low Income Groups (LIG), earmark 25 per cent of municipal budget for basic services to the urban poor/slum-dwellers and bring in legislative amendments and policy changes to redress land and affordable housing shortages for the urban poor. Fifty per cent (50%) of the cost of provision of basic civic and social infrastructure and amenities and of housing, including rental housing and transit housing -for *in-situ* redevelopment in slums - is borne by the Centre. For the North Eastern and Special Category States the share of the Centre is 90%, including the cost of land acquisition, if required.

(c) Under the preparatory phase, an amount of Rs. 810.40 lakh has been approved for preparation of Slum Free City Plan of Action (SFCPoA) in 10 cities in Karnataka. Details are given in the Statement-I (*See* below). Three pilot Detailed Project Reports (DPR) in three cities have also been approved. Details are given in the Statement-II.

Statement-I

List of cities approved for preparation of SFCPoA in Karnataka

Name of State	Amount released (Rs. in lakhs)/ Number of cities	Cities — Fund released for SFCPoA
Karnataka	400.4 (10 cities) FY 2009-10	Bangalore
	410.00 (2nd Installment) FY 2012-13	Mysore
		Hubli-Dharwad
		Mangalore
		Belgaum
		Gulbarga
		Davanagere
		Bellary
		Shimoga
		Tumkur

Statement-II*Details of Pilot projects approved under RAY in Karnataka*

- (1) Construction of 1200 DUs including infrastructure at Dibbur in Tumkur city with a total project cost of Rs. 6996.48 lakh.
 - (2) Construction of 900 houses including infrastructure at Sulikunte village, Sy no. 122, in Varthur Hobli, Bangalore City with a total project cost of Rs. 5709.62 lakh.
 - (3) Construction of 1072 houses (G+3) including Infrastructure at Hubli — Dharwad city with a total project cost of Rs. 6766.52 lakh.
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Shortage of houses in urban areas

‡3929. SHRI RAM JETHMALANI: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

- (a) whether it is a fact that acute shortage of the houses is being felt in the country especially in urban zones;
- (b) if so, to what extent this shortage has increased during the last decade;
- (c) whether it is also a fact that Government has implemented an incentive policy to promote the construction of houses to overcome the said shortage; and
- (d) if so, the average allotment annual rate of the houses to the people of lower category, medium category and prosperous category as a result of this policy?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) to (c) The Technical Group constituted by Ministry of Housing and Urban Poverty Alleviation in 2006 to assess the urban housing shortage in the country, had estimated that at the beginning of Eleventh Five Year Plan (2007-12), the urban housing shortage in the country' was 24.71 million. The Technical Group on Urban Housing Shortage for the Twelfth Plan (TG-12) in the context of the strategy of inclusive development in the Twelfth Plan, addressing the problem of mismatch between suppliers of housing and those needing them and bringing down the housing shortage has estimated the urban housing shortage as 18.78 million at the beginning of the Twelfth Plan Period *i.e.* 2012.

‡Original notice of the question was received in Hindi.

'Land' and 'Colonisation' are State subjects, therefore it is the primary responsibility of State Governments to provide affordable houses to all citizens. However, in order to complement and supplement the initiatives of State Governments and to incentivize and promote the construction of houses, the Ministry of Housing and Urban Poverty Alleviation has been implementing various housing schemes like:—

- (i) Jawaharlal Nehru National Urban Renewal Mission (JNNURM) with its two sub-mission viz., Basic Services to the Urban Poor (BSUP) and Integrated Housing and Slum Development Programme (IHSDP);
- (ii) Rajiv Awas Yojana (RAY);
- (iii) Interest Subsidy Scheme for Housing the Urban Poor (ISHUP);
- (iv) Affordable Housing in Partnership (AHP); and

These schemes coupled with other macro economic policies and with the involvement of State Governments, Banks and other Primary Lending Institutions (PLIs) have resulted in reduction of housing shortage in the country.

(d) Government of India does not maintain any annual time series data on allotment/construction of houses for the people of lower category, medium category and prosperous category.

Formation of Regulatory Body for housing sector

3930. SHRI BHARATSINH PRABHATSINH PARMAR:

SHRI MANSUKH L. MANDAVIYA:

SHRI PARSHOTTAM KHODABHAI RUPALA:

Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) the action taken by Government in consultation with State Governments and various stake holders for formation of Regulatory Body for housing sector as on date;

(b) whether Government has sought opinion from State Governments in this regard; if so, the details thereof, State-wise; and

(c) when Government intends to shape out Regulatory Body in this regard, if so, the specific time limits?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) Ministry of Housing and Urban Poverty Alleviation has drafted a Real Estate (Regulation and Development) Bill in consultation with all stakeholders *viz.*, Central Government Ministries, State/Union Territory Governments, Consumer Welfare Associations, Real Estate Developers' Associations, etc. for formation of Regulatory Body for housing sector. The said Bill provides for establishment of a 'Real Estate Regulatory Authority' and 'Real Estate Appellate Tribunal' in each State with specified functions, powers, and responsibilities to ensure transparency, quick redressal of grievances and resolution of disputes.

(b) Yes, Sir. This Ministry has taken opinion from State Governments on the said Bill and the same has been considered based on their merits. State-wise comments/suggestions received, are given in the Statement (*See* below).

(c) The Bill is under consideration. However, no time frame for shaping out the Regulatory Body as envisaged in the Bill can be assigned at this juncture.

Statement

*State/UT's comments/suggestions on the Real Estate
(Regulation and Development) Bill, 2013*

States who have supported the Bill

- (1) **Madhya Pradesh:** Expressed the view that having a law of this nature is very important and the State will fully support its enactment. It expressed satisfaction that Section 78 (proviso) provides flexibility to the States to enact their own laws. It suggested that the second proviso in Section 78 should be modified accordingly, which has now been deleted.
- (2) **Karnataka:** Supported the Bill and written comments on certain clauses of the Bill had been received in that regard. The same have been analyzed and suitably incorporated.
- (3) **Haryana:** Expressed that the State will extend its full support for having such an Act. It made certain suggestions on the clauses of the Bill, namely:—
 - The terms 'occupation certificate' and 'completion certificate' are needed to be defined separately and distinctively to avoid confusion with such terms used in State enactments.

- The advertisement should specify the cost of the apartment as inclusive of all other costs like parking charges, membership fees and EDC etc. It is suggested that costs must be disclosed as per square foot carpet area to the buyers.
- (4) **Bihar:** Expressed support for the enactment of the Bill. It made certain suggestions on the clauses of the Bill, namely:—
- The terms ‘occupancy certificate’ is to be defined separately and not as one term under ‘completion certificate’.
 - Addition of the words ‘plot or building’ to the phrase ‘cost of the apartment’ for the promoter to accept a sum of not more than 10 per cent of such cost needs to be added in section 12.
 - Provision for ten State representatives with rotation of two years should be made for the Central Advisory Council.
- (5) **Arunachal Pradesh:** Expressed that there is no objection to the draft prepared by Mo/HUPA and finalization and enactment of the Bill is encouraged for the State which has 26 notified urban centers with rapid growth of urbanization. The State views the enactment of the Bill as a crucial way of regulating its urban areas in a systematic manner.
- (6) **Kerala:** Expressed full support to the Bill and some of the suggestions made are:—
- Project size for registration should be further reduced to 1000 square meters or the number of apartments to be constructed does not exceed four.
 - The Bill can make a provision to make it mandatory for promoters to be registered. Once they get registered they must be permitted by the Real Estate Authority to update the web sites on real time basis with actual information on company and projects.
 - Provision for an Appellate Tribunal at the Centre is not an affordable solution to take up local problems and micro level issues of the State. It is suggested that one bench can be formed at each State to make such decisions more effective.

(7) **Goa:** Expressed full support for the Bill, and made the following suggestion:—

- The provision in the Bill involves urban authorities like Municipalities and Municipal Authorities. However, if the bill has to be enacted in the entire State then it must involve in its jurisdiction both urban and rural areas alike. For this reason, the Bill must cover other authorities like Rural/Village Panchayats to have an effective enactment of the Bill.

(8) **Andhra Pradesh:** Expressed full support on the need for the Bill, and made the following suggestions on its provisions:—

- It was suggested that regional benches can be set up instead of a single Central Tribunal or individual State Tribunal; location of the same can be mutually decided, for example one regional bench for North India and the other for South India, etc.
- It was suggested that the developer must declare to the applicant all items like parking and other common areas along with the cost of the unit; however the developer could be allowed to revise cost subsequently.

(9) **Himachal Pradesh:** Expressed full support to the Bill, and made the following suggestions:—

- The difference between ‘advertisement’ and ‘prospectus’ is required to be reflected clearly in the main body of the Bill, as it seems that these terms are used interchangeably at places.
- The Bill does not cover adjudication of disputes with the real estate agents and it is required to make provisions to control their activities since they carry out a majority of real estate transactions.
- It’s a possibility that the penalty imposed on the promoter in the case of default can be passed on to the allottee under the guise of costs and overheads. This possibility has to be controlled beforehand.
- Additionally, the State indicated that the State was already fiscally drained and may not be in a position to set up an independent regulatory authority with its own resources, and stated that a clause allowing 2 or more States to set up an Authority together may be: added.

(10) **Rajasthan:** Expressed full support on the Bill and made the following suggestions:—

- The term of the office for the Real Estate Regulatory Authority (Chairman and members) may be limited to three years or sixty years of age, whichever is earlier, with the Government having the power to reduce the term at any time.
- Power of Authority for amicable settlement of disputes between allottees and promoters and allottees themselves has to be provided with a non-obstante clause to make it prevail over agreements signed between parties.
- State representative participation can be further increased in the composition of the Appellant Tribunal by establishing a Bench at every State.
- State representation should be increased in the Central Advisory Council.

(11) **Odisha:** Fully supported the enactment of the Bill and made the following suggestions:—

- Penalty provisions should be made more stringent.
- Appellate Tribunal should be provided to be established at the State level to help address local cases and the draft provisions may be modified appropriately to reflect the same.

(12) **Gujarat:** Expressed full support to the enactment of the Bill and made the following suggestions:—

- As the High Court's exercise jurisdiction above the Tribunals, the first appeal can be allowed in the High Court itself instead of setting up a separate Appellate Tribunal.
- Having Appellate Tribunals would lead to duplication in efforts and further lead to power conflicts in the future. Additionally, anyone failing to comply with the directions of the Tribunal should be levied with heavy penalties especially in Section 51, 55 and 56.
- Capacity Building of professionals like architects, engineers, brokers and developers are required to ensure and enhance professional practice standards.

- (13) **Jammu and Kashmir:** Expressed full support to the Bill however indicated that as per the law of the State, this bill cannot be enacted especially the central appellate tribunal, and made some broad suggestions on the clauses of the Bill.
- (14) **Assam:** Expressed full support for the Bill and indicated that the Act should be made applicable outside the local body/municipal areas limits as well in peri-urban areas.
- (15) **Mizoram:** Expressed full support for the Bill, and expressed that real estate activity in the State is still taking shape and may not be of grave concern as it would be in other developed States. Firm footing in such direction is possible only when the Real Estate sector becomes strong in the State.
- (16) **Nagaland:** Expressed full support for the Bill; however it indicated that the State needs some more time to review the revised Bill. The representative indicated that the State will communicate in writing their concerns, if any. It stated that keeping in mind Article 371A of the Constitution of India, it is necessary to review the applicability of the Bill in the State of Nagaland.
- (17) **Manipur:** The State representative expressed their full support; however he indicated that large scale real estate development and promoters/developers were not active in the State. Similarly, the size of the land specified in Section 3 proviso (a) for development is yet to take place in Manipur.
- (18) **Chandigarh:** Expressed full support on the need for the Bill, and made the following observations on the clauses of the Bill:—
- All areas like Panchayats and other haphazard areas of development (outside municipal boundaries) should be included under jurisdiction of the Authority under Bill.
 - Initial, disclosure of the cost of the unit to the buyers is highly essential while registering with the Authority and the same should be stated during the registration stage.
 - Real Estate Agents should also be included under the purview of this Act.
 - In section 15(2) it should be mentioned that while handing over the physical possession of the area, all common properties (including open

spaces, club houses etc.) must be handed over to the buyer completely, since there is a tendency of developers to keep these areas occupied and impose some charges on the buyers later.

- (19) **Tripura:** Expressed full support and indicated that the State has recently finished reviewing the revised Bill. He further added that the State will communicate in writing their concerns/views on the clauses of the Bill, if any.
- (20) **Puducherry:** Expressed support for the Bill and stated that that the revised draft Real Estate (Regulation and Development) Bill will regulate the Real Estate sector in a transparent manner and also protect the consumer against unscrupulous developers.
- (21) **Meghalaya:** Expressed support for the Bill and stated that the Bill covers all the aspects relating to planning a healthy real estate development in order to increase the housing stock in urban areas and most importantly protecting the consumer interest. However in Meghalaya, housing development by promoter/developer/real estate agent has so far been insignificant and hence there is no specific suggestion to offer. In the present context, there is no need for enforcement of the Act in Meghalaya. However, as and when the need arises, appropriate step will be taken for its legislation.
- (22) **Andaman and Nicobar Islands:** Expressed support for the Bill, with some minor suggestions of the clauses of the Bill.

States who have supported the Bill with conditions:

- (23) **Uttar Pradesh:** Stated that it would want to strengthen the existing Acts applicable to the State namely, the Apartment Ownership Act.

However, the State has made detailed suggestions on the clauses of the Bill, which has been reviewed and the draft Bill modified to reflect the changes suggested. Important among them being changes in the definition of 'internal development works' and a clause 'power to give directions', which has been modified as suggested.

- (24) **Maharashtra:** Stated that it would want to implement its own enactment as a new regulatory Bill has been passed in their Assembly.

The State has been informed that a Proviso to Section 78 of the Draft Bill had been inserted to allow States that have enacted a law for regulating the

real estate sector, and is not inconsistent with the Central Bill, to implement their own enactment.

- (25) **Jharkhand:** Shared detailed comments on the various clauses of the Bill, which have been reviewed and the draft Bill modified to carry out the changes as suggested.

Though initially the State had certain reservations on the jurisdiction issue, it expressed support for the Bill during the National Consultation held in April, 2012 (after the insertion of a Proviso to Section 78, allowing States to implement their own enactment), and stated that they would revert back with their detailed suggestions/conditions.

- (26) **Punjab:** Suggested that the enactment of this legislation shall result in needless multiplicity of laws overlapping with each other on the same subject. As the proposed Bill itself says that the provisions of the Bill shall be in addition to and not in derogation of the provisions of any other law, it would mean that two laws would be simultaneously applicable to the same subject. It stated that in Punjab, the Punjab Regional and Town Planning and Development Act, 1995 has been enacted and is in operation for comprehensive planning and regulated urban development. For the regulation of real estate sector, the Punjab Apartment and property Regulation Act, 1995 and Punjab Apartment Ownership Act, 1995 are in operation.

However, the State has been informed that a Proviso to Section 78 of the Draft Bill had been inserted to allow States which have enacted a law for regulating the real estate sector, and is not inconsistent with the Central Bill, to implement their own enactment.

- (27) **West Bengal:** Stated that the West Bengal Building (Regulation of Promotion of Construction and Transfer by Promoters) Act, 1993 takes care of the local diversity, and after careful consideration of the Draft Bill it has decided that West Bengal will continue with its own legislation instead of adopting any Central Act in this field.

The Proviso to Section 78 of the Draft Bill has been inserted to allow States that have enacted a law for regulating the real estate sector, and is not inconsistent with the Central Bill, to implement their own enactment.

States who have not supported the Bill

(28) **Chhattisgarh:** Stated that the subject matter of the proposed Bill is more closely related to 'Land' and 'Colonization' which are included in Entry 18 of the State List. It will therefore be proper if State Governments are allowed to exercise the rights vested in them under the Constitution.

However, the State has given detailed suggestions on the clauses of the Bill, which have been reviewed and the draft Bill suitably modified to incorporate those suggestions.

Also, the State has been informed that a Proviso to Section 78 of the Draft Bill had been inserted to allow States which have enacted a law for regulating the real estate sector, and is not inconsistent with the Central Bill, to implement their own enactment.

States not responded to the Bill

Tamil Nadu

Uttarakhand

Sikkim

Government of NCT of Delhi

Instances of migrant grooms abandoning Indian wives

†3931. SHRI MAHENDRA SINGH MAHRA: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) the number of the cases in cognizance of Government wherein Indian migrants have married the girls of Indian origin during the last five years;

(b) whether such complaints have also been received wherein the migrant grooms had left behind their married wives in India itself, the details thereof;

(c) whether there is a provision of legal action under the constitution of India against these migrant grooms who have left their wives in the lurch after the marriage;

(d) if so, the number of the migrant grooms against whom action has been taken, the details thereof; and

(e) whether Government has requested the High Commissions of the other countries to track down these migrant grooms?

†Original notice of the question was received in Hindi.

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) The Ministry does not maintain data relating to marriages of Indian migrants.

(b) The details of complaints received relating to NRI marriages including complaints of desertion of wives by migrant grooms during the last 4 years is given below:—

Year	No. of complaints
2009-10	262
2010-11	265
2011-12	280
2012-13	386

(c) Depending on the facts of the case, fraudulent marriages would be punishable under existing laws such as the IPC.

(d) Administration of justice is a State subject. The Ministry does not maintain data regarding cases initiated by the State Governments, or parties concerned, against erring migrant grooms.

(e) Complaints regarding abandonment by NRI/foreign husbands, when received, are forwarded to the concerned Indian Mission/Post abroad, and not to foreign diplomatic missions in India, for taking up the case with the local authorities.

Solution to Children's Issues by Gram Sabhas

3932. SHRI MOHD. ALI KHAN:

SHRIMATI T. RATNA BAI:

Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether Government is ensuring that State Governments are making it mandatory for Gram Panchayats to hold Gram Sabhas for children to solve the children's issues;

(b) if so, the details thereof; and

(c) if not, by when such steps will be ensured?

THE MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO):
(a) to (c) Article, 243A provides that a Gram Sabha may exercise such powers and perform such functions at the Village level as the legislature of a State may, by law, provide. Powers assigned to the Gram Sabha, therefore, vary from State to State. The Ministry of Panchayati Raj has advised States to hold special Gram Sabha meetings on issues relevant to the welfare of children, such as nutrition, Anganwadi Centres etc.

Release of funds under BRGF in Andhra Pradesh

3933. SHRI DEVENDER GOUD T.: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether it is a fact that no funds have been released under development grant of Backward Regions Grant Funds (BRGF) in the current year to Nizamabad, Rangareddy and Warangal;

(b) if so, the reasons therefor; and

(c) the details of funds sanctioned, released and utilized under the above scheme during the last three years in Andhra Pradesh, year-wise and district-wise?

THE MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO):
(a) and (b) Yes, Sir. No funds have been released to Nizamabad, Rangareddy and Warangal districts of Andhra Pradesh during the current financial year (2013-14), since no proposal has been received from the State Government in this regard.

(c) The district-wise details of Annual Entitlements, funds released and funds utilised during the last three years in Andhra Pradesh including Nizamabad, Rangareddy and Warangal are given in the Statement.

Statement

Andhra Pradesh: District-wise entitlement, funds released and utilisation reported under development grant component of BRGF during the years 2010-11 to 2012-13

(Amount in Rs. crore)

Sl. No.	Districts	2010-11			2011-12			2012-13		
		Annual entitlement	Funds released	Utilisation reported	Annual entitlement	Funds released	Utilisation reported	Annual entitlement	Funds released	Utilisation reported
1	2	3	4	5	6	7	8	9	10	11
1.	Adilabad	26.54	26.54	26.54	29.88	29.88	21.45	29.88	18.57	0.00
2.	Anantpur	31.47	31.47	31.47	35.80	35.80	35.80	35.80	14.96	0.78
3.	Chittoor	29.00	29.00	29.00	32.85	32.85	32.85	32.85	32.85	13.57
4.	Cuddapah	26.50	26.50	26.50	29.83	29.83	29.83	29.83	27.79	13.62
5.	Karimnagar	25.92	25.92	25.92	29.14	28.63	28.63	29.14	29.14	6.79
6.	Khammam	26.76	26.76	26.76	30.15	16.65	16.65	30.15	35.73	8.49
7.	Mahboobnagar	30.56	30.56	30.56	34.71	34.71	24.29	34.71	34.71	0.00

8. Medak	22.63	22.63	22.63	25.19	25.19	20.78	25.19	18.36	0.00
9. Nalgonda	27.05	27.05	27.05	30.50	30.50	30.50	30.50	30.50	9.94
10. Nizamabad	20.70	20.76	20.76	22.86	22.86	20.57	22.86	18.44	0.00
11. Rangareddy	23.19	23.19	23.19	25.86	25.13	22.12	25.86	20.26	0.00
12. Vizianagaram	18.90	18.90	18.90	20.70	20.70	20.70	20.70	20.70	1.06
13. Warrangal	26.06	26.06	26.06	29.30	27.85	24.22	29.30	22.74	0.00
TOTAL:	335.28	335.34	335.34	376.77	360.52	328.39	376.77	324.75	54.25

Women in PRIs

3934. DR. NAJMA A. HEPTULLA: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) the number of elected women representatives in the Panchayati Raj Institutions (PRIs) in the country, State-wise including Madhya Pradesh;

(b) whether Government has conducted any study on the qualitative changes that have been brought about in the socio-economic condition of women through their increased participation in PRIs; and

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

THE MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO):

(a) Based on the available information, the number of the Elected Women Representatives (EWRs) at all the three tiers of Panchayats in States/UTs covered by Part-IX of the Constitution as on 31.03.2008 is given in the Statement (*See* below).

(b) and (c) A nationwide study on EWRs in Panchayats commissioned by MoPR and published in April, 2008, indicated empowerment of EWRs including enhancement in their self-esteem, confidence and decision-making abilities. The study also indicated that the participation of women in Gram Sabhas had increased, as had attention to women related issues such as drinking water and sanitation. The study reported that EWRs had made efforts to encourage girls' enrolment in schools and mitigate domestic violence.

Statement

Number of Panchayats and Elected Representatives in the three tiers of Panchayats in States/UTs as on 31.3.2008

Sl. No.	States/UT	No. of Panchayats	Panchayats at all levels: no. of Elected Representatives		
			Elected Representatives	Women Representatives	
				No.	%
1	2	3	4	5	6
States:					
1.	Andhra Pradesh	22945	224003	74019	33.04

1	2	3	4	5	6
2.	Arunachal Pradesh	1789	8260	3183	38.54
3.	Assam	2431	25436	9903	38.93
4.	Bihar	9040	130091	70400	54.12
5.	Chhattisgarh	9982	160548	54159	33.73
6.	Goa	191	1559	534	34.25
7.	Gujarat	14068	114187	38068	33.34
8.	Haryana	6325	69805	25503	36.53
9.	Himachal Pradesh	3330	24581	9552	38.86
10.	Karnataka	5833	96090	41210	42.89
11.	Kerala	1165	18482	6518	35.27
12.	Madhya Pradesh	23412	396516	136196	34.35
13.	Maharashtra	28277	229740	76581	33.33
14.	Manipur	169	1736	758	43.66
15.	Odisha	6578	92454	33630	36.37
16.	Punjab	12604	90963	31809	34.97
17.	Rajasthan	9457	120247	42543	35.38
18.	Sikkim	258	986	394	39.96
19.	Tamil Nadu	13031	116488	39364	33.79
20.	Tripura	540	5733	1986	34.64
21.	Uttar Pradesh	52890	771661	299025	38.75
22.	Uttarakhand	7335	57500	21517	37.42
23.	West Bengal	3713	58828	21351	36.29
Union Territories:					
24.	Andaman and Nicobar Islands	75	856	296	34.58

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1	2	3	4	5	6
25.	Chandigarh	19	187	62	33.16
26.	Dadra and Nagar Haveli	12	125	49	39.2
27.	Daman and Diu	15	97	37	38.14
28.	Lakshadweep	11	110	41	37.27
29.	Puducherry	108	1021	370	36.24
TOTAL:		239582	2818290	1039058	36.87

In Jharkhand, elections to Panchayats were held in year 2010 and as per the information provided by the Government of Jharkhand, the total number of ERs in Panchayats of Jharkhand is 53207 and EWRs in Panchayats of Jharkhand is 29,415.

Source: Compiled from data provided by the States and Union Territories.

Amendment in Prevention of Corruption Act

3935. SHRI JAI PRAKASH NARAYAN SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether Government is seriously considering to amend the prevention of Corruption Act (PCA) so as to ensure adequate punishment to bribe givers too;

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

(c) whether it is a fact that semiautonomous bodies like IFFCO, KRIBHCO, etc. are not covered under the ambit of PCA; and

(d) if so, the reasons therefor and the steps being taken to include such organisation in PCA also?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) A proposal for amendments in the Prevention of Corruption Act, 1988 including, among others, an amendment providing for punishment of bribe givers has been prepared.

The proposal provides, *inter-alia*, punishment with imprisonment, which shall not be less than three years but which may extend to seven years and also fine,

to any person who offers any financial or other advantage to a public servant as an inducement or reward to perform improperly a public function or activity.

(c) and (d) Members, office bearers and employees of Multi-State Cooperative Societies like, KRIBHCO, IFFCO etc. are covered under the ambit of PCA. Government has recently clarified the legal position in this regard after obtaining the opinion of the Attorney General.

Work load imposed on officers due to rise in vacancies

3936. SHRI PARSHOTTAM KHODABHAI RUPALA:

SHRI MANSUKH L. MANDAVIYA:

Will the PRIME MINISTER be pleased to state:

(a) the details of the action that has been taken by the Central Government on the fact that due to sharp rise in vacancies of IAS, IPS and such allied services in State Governments and various Ministries of the Central Government, heavy work load has been imposed on other officers which is adversely affecting the functions of Government;

(b) the number of such posts that are lying vacant in various Ministries and State Governments as on date; and

(c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) The Government has increased annual intake of IAS and IPS officers under Direct Recruitment (DR) Quota. In addition to Direct and Promotion Quota, a third mode of recruitment, namely the Limited Competitive Examination has been introduced for recruitment into IPS. In promotion quota prompt actions have been taken for holding of Selection Committee Meeting for appointment by promotion/selection of State Service Officers to All India Services. Information related to Allied services is not centrally maintained.

(b) and (c) The details of the Total Authorized Strength (TAS), the number of officers-in-position and the shortage of officers in Indian Administrative Service (IAS), Indian Police Service (IPS) State/Joint cadre-wise as on 01.01.2013 are given in the Statement-I and II respectively (*See below*).

The data regarding all the posts other than the above, which are lying vacant in various Ministries and State Governments is not centrally maintained.

Statement-I*Cadre gap in the Indian Administrative Service (IAS) as on 01.01.2013*

Sl. No.	Cadre	Total Authorized Strength	Total officers in position as on 1.1.2013	Shortage (3-4)
1	2	3	4	5
1.	Andhra Pradesh	376	298	78
2.	AGMUT	337	259	78
3.	Assam-Meghalaya	248	214	34
4.	Bihar	326	236	90
5.	Chhattisgarh	178	136	42
6.	Gujarat	260	213	47
7.	Haryana	205	166	39
8.	Himachal Pradesh	147	102	45
9.	Jammu and Kashmir	137	100	37
10.	Jharkhand	208	124	84
11.	Karnataka	299	239	60
12.	Kerala	214	154	60
13.	Madhya Pradesh	417	312	105
14.	Maharashtra	350	288	62
15.	Manipur-Tripura	207	153	54
16.	Nagaland	91	50	41
17.	Odisha	226	186	40
18.	Punjab	221	181	40

1	2	3	4	5
19.	Rajasthan	296	221	75
20.	Sikkim	48	36	12
21.	Tamil Nadu	355	288	67
22.	Uttarakhand	120	84	36
23.	Uttar Pradesh	592	457	135
24.	West Bengal	359	240	119
TOTAL:		6217	4737	1480

Statement-II

Cadre gap in the Indian Police Service (IPS) as on 01.01.2013

Sl. No.	Cadre	Total Authorized Strength	Total officers in position as on 1.1.2013	Shortage (3-4)
1	2	3	4	5
1.	Andhra Pradesh	258	209	49
2.	AGMUT	295	207	88
3.	Assam-Meghalaya	188	144	44
4.	Bihar	231	181	50
5.	Chhattisgarh	103	71	32
6.	Gujarat	195	159	36
7.	Haryana	137	102	35
8.	Himachal Pradesh	89	68	21
9.	Jammu and Kashmir	147	112	35
10.	Jharkhand	135	104	31

1	2	3	4	5
11.	Karnataka	205	135	70
12.	Kerala	163	106	57
13.	Madhya Pradesh	291	233	58
14.	Maharashtra	302	201	101
15.	Manipur-Tripura	156	105	51
16.	Nagaland	70	35	35
17.	Odisha	188	104	84
18.	Punjab	172	128	44
19.	Rajasthan	205	161	44
20.	Sikkim	32	29	03
21.	Tamil Nadu	263	209	54
22.	Uttarakhand	69	59	10
23.	Uttar Pradesh	489	375	114
24.	West Bengal	347	253	94
	2012 batch of IPS probationers		147	
TOTAL:		4730	3637	1093

Recommendations of National Anomaly Committee

3937. SHRI A.A. JINNAH: Will the PRIME MINISTER be pleased to state:

(a) the action being taken by Government to implement recommendations of National Anomaly Committee to grant sanction for equal entry level pay to promote Assistant/PAs *i.e.* Rs. 12,540 as pay in the running pay band, plus Rs. 4600/- as grade pay totaling to Rs. 17,140/-; and

(b) the action being taken by Department of Personnel and Training (DoPT) to remove above anomalies completely by according entry level pay of

Rs. 13,860/- to all Assistants/PAs, irrespective of their mode and date of recruitment, as presently given in case of only those promoted to grade of Assistant/PAs between 01 January, 2006 to 31 August, 2008?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) It has been decided that in cases where a senior employee appointed to a post on promotion basis happens to actually draw pay less than an employee appointed on direct recruitment basis on the same post on or after 1.1.2006 where such a direct recruit is junior to the employee appointed on promotion, stepping up of pay of the senior at par with the junior will be allowed, if both the senior and junior belong to the same seniority list for all purposes. However, no stepping up of pay of the senior will be applicable in cases where direct recruits have been granted advance increments at the time of recruitment.

Reservation of SC/ST employees in Kendriya Bhandar

†3938. SHRI JUGUL KISHORE: Will the PRIME MINISTER be pleased to state:

(a) whether reservation is being provided by Central Government to Scheduled Caste and Scheduled Tribe employees of Kendriya Bhandar in services and promotions;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) to (c) Requisite information is being collected and will be laid on the Table of the House.

Guidelines for compliance of provisions of reservation

†3939. SHRI NARENDRA KUMAR KASHYAP: Will the PRIME MINISTER be pleased to state:

(a) whether Government has issued any guidelines for strict compliance of provisions of reservation in the jobs for Scheduled Castes, Scheduled Tribes and Other Backward Castes;

†Original notice of the question was received in Hindi.

(b) if so, the details thereof, including the guidelines issued in this regard;

(c) whether benefits of reservation are being given to all targeted communities/sections uniformly;

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

(e) the measures taken/being taken by Government for the effective implementation of the provisions of reservation for SCs/STs/OBCs?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) Yes, Sir. Instructions have been issued *vide* Department of Personnel and Training's Office Memorandum No. 36011/5/75-Estt. (SCT) dated 3.5.1975, Office Memorandum No. 36022/20/76-Estt. (SCT) dated 8.9.1976 and Office Memorandum No. 36011/7/80-Estt. (SCT) dated 1.11.1980 to all Ministries/Departments of the Central Government to strictly observe the reservation policy and other Orders relating to representation of reserved categories. Recently, *vide* Office Memorandum No. 43011/153/2010-Estt. (Res.) dated 4.1.2013, instructions were reiterated for setting up of reservation cells and nomination of Liaison Officers in each Ministry/Department for enforcement of orders of reservation in posts and services of the Central Government.

Instructions provide that cases of negligence or lapses in the matter of following reservation and other orders relating to the reserved categories should be viewed seriously and be brought to the notice of appropriate authorities and suitable action be taken promptly. Procedure prescribed for filling vacancies reserved for Scheduled Castes and Scheduled Tribes are to be strictly observed so that such vacancies are filled by candidates belonging to these communities only.

(c) and (d) Reservation is provided to Scheduled Castes (SCs), Scheduled Tribes (STs) and Other Backward Classes (OBCs) in direct recruitment at the rate of 15%, 7.5% and 27%, respectively, in the services of Central Government, which is equally applicable to all communities/castes included in the respective reserved categories. Similarly, in case of promotion, reservation is applicable at the rate of 15% and 7.5% to the communities/castes included in the lists of SCs and STs, respectively.

(e) The instructions provide for appointment of Liaison Officers in each Ministry/Department to ensure effective implementation of the reservation policy for

Scheduled Castes/Scheduled Tribes and for Other Backward Classes. Instructions also provide to set up a Special Cell within the Ministry/Department to assist the Liaison Officer in discharging of his duties effectively. In addition, Department of Personnel and Training also centrally monitors the recruitment/representation of Scheduled Castes/Scheduled Tribes/Other Backward Classes in the Central services.

Complaints received by CVC

3940. DR. JANARDHAN WAGHMARE: Will the PRIME MINISTER be pleased to state:

(a) whether the Central Vigilance Commission (CVC) has received a large number of complaints of corruption during the last three years;

(b) if so, the number of such complaints received by the CVC during the years 2010, 2011 and 2012, month-wise;

(c) the efforts made by the CVC to investigate such complaints and give its final judgement during the last three years;

(d) whether CVC proposes to dispose off such complaints in a time bound period; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) The number of complaints received by the Central Vigilance Commission (CVC) during the last 3 years are as under:—

Year	No. of general complaints	No. of complaints under PIDPI* resolution
2010	16260	427
2011	16929	901
2012	28755	804

(*PIDPI — Public Interest Disclosure and Protection of Informer)

Month-wise details of complaints received during the last three years are not readily available in the Commission.

(c) to (e) Complaints received in the CVC are dealt with according to its Complaint Handling Policy. After receipt of the complaints (including those received under PIDPI Resolution), it is scrutinized and wherever specific and verifiable allegations involving vigilance angle/corruption are noticed by the Commission, the complaints are forwarded to the appropriate agency (*i.e.* CVO of the organization or CBI) to conduct investigation into the matter and report to the Commission. The Commission after careful consideration of all factors and with a view to ensuring promptness in the matters involving vigilance administration has prescribed a period of three months for completing investigations into a complaint and sending the report to the Commission.

The Commission also monitors the performance of the Chief Vigilance Officers (CVOs) by means of monthly reports and annual reports. These reports submitted by the CVOs to the Commission not only reflect the volume of vigilance activity in the given organization but also reflect the promptness with which the processing of vigilance cases and complaints are attended to and the initiatives for system improvements undertaken by the CVOs. In addition, Commission holds Annual Zonal/Sectoral Meetings with the CVOs of the organization where performance of the CVOs are reviewed and CVOs are informed about the focus areas where they need to pay greater attention to ensure that vigilance mechanism functions smoothly and effectively.

Officers leaving jobs mid-way

3941. SHRIMATI AMBIKA SONI: Will the PRIME MINISTER be pleased to state:

- (a) whether certain trained officers belonging to the Indian Administrative Service/All India Services leave their jobs mid-way;
- (b) if so, the details of such cases during the last three years and the current year;
- (c) whether any report has been made for the reasons therefor;
- (d) whether the officers concerned are required to pay the expenses incurred on their training by Government, in case of their leaving the job mid-way; and
- (e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) to (c) Training of All India Service officers is done on their appointment to the service and thereafter

it is an ongoing process and is done at various stages. All India Service officers are permitted under the rules to take voluntary retirement provided they fulfil the conditions prescribed therein.

The number of All India Service officers who have resigned from service during the last three years and current year is as under:—

IAS	—	11
IPS	—	39
IFS	—	04

Out of these, 41 IPS/IFS officers resigned technically to join other services like IAS/Central Services, etc., while others resigned due to personal reasons.

(d) and (e) In case of Probationary Training, the rules provide that a probationer shall execute an agreement to refund any money paid to him including pay and traveling expenses to join the appointment, consequent on his appointment as a probationer in the event of the failure of the probationer to complete probation to the satisfaction of the Central Government.

The Bond executed by the officers nominated for long-term foreign/domestic training or for pursuing higher studies under Partial Funding Component stipulates that in the event of his/her failing to resume duty or resigning or retiring from service or otherwise quitting service without returning to duty after expiry or termination of the period of training or at any time within a period of five years after return to duty, the participating officer is required to pay to the Government all expenses incurred on account of his/her training which includes the entire cost of training and all pay and allowances, if the period of training is treated as “On Duty”.

Recoveries of dues have not been made in 41 cases as resignation was tendered by officers to join other All India Services/Central Services. Amount due has been recovered in respect of two officers who underwent long-term training and resigned subsequently from the service.

Vacancies of CSS level officers

3942. SHRI D.P. TRIPATHI: Will the PRIME MINISTER be pleased to state:

- (a) whether many posts in the officer's level of the Central Secretariat Services (CSS) are lying vacant in various Ministries/Departments;
- (b) if so, the reasons therefor and the action taken to clear the backlog;

(c) the details of the vacancies position under different categories, the number of vacancies filled up during the year and the number of vacancies carried forward from the year 2003 onwards; and

(d) the reasons for not filling up the posts on regular basis?

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

(b) Regular promotions to the grade of Section Officer have been made up to the Select List year 2008. Combined Limited Departmental Competitive Examination (LDCE) for the years 2009, 2010 and 2011 was conducted by UPSC in December, 2012 and results of written part have also been declared. To fill up the vacancies in this grade pending regular promotions, *ad-hoc* promotions have been made by extending the zone of promotion from time to time.

Regular promotions to Under Secretary Grade have been made up to the Select List year 2010 and the proposal for regular promotion against the Select List year 2011 is pending with the UPSC.

In the grade of Deputy Secretary, no regular promotions beyond the Select List year 2010 have been possible due to an ongoing litigation now pending in the High Court of Delhi.

To meet administrative exigencies, pending regular promotion, the vacancies in the grades of Under Secretary/Deputy Secretary were filled up by making *ad-hoc* promotions from time to time.

(c) As per the given Statement (*See* below).

(d) The reply to Part (b) may be referred to.

Statement

Details of vacancies position under various categories

SECTION OFFICER GRADE

Limited Departmental Examination Quota

Year	Vacancies	Filled	Carried forward
1	2	3	4
2003	255	211	44

1	2	3	4
2004	299	228	71
2005	196	182	14
2006	128	106	22
2007	152	95	57 80
2008	126	125	1
2009	396	} Final results of LDCE are awaited.	
2010	268		
2011	328		

Seniority Quota

Year	Vacancies	Filled	Carried forward
2003	1015	992	23
2004	203	200	3
2005	127	118	9
2006	115	112	3
2007	86	86	0
2008	127	15	12
2009*	316		
2010*	268		
2011*	329		

*Ad-hoc promotions have been made.

UNDER SECRETARY GRADE

Year	Vacancies	Filled	Carried forward
1	2	3	4
2003	914	875	39

1	2	3	4
2004	101	63	38
2005	164	129	35
2006	182	155	27
2007	196	172	24
2008	130	66	64
2009	373	288	85
2010	328	227	101
2011	The proposal for regular promotion against Select List Year 2011 has been sent to UPSC		

DEPUTY SECRETARY GRADE

Year	Vacancies	Filled	Carried forward
2003	105	105	Nil
2004	45	45	Nil
2005	80	80	Nil
2006	98	98	Nil
2007	107	107	Nil
2008		No Panel year	
2009	54	54	Nil
2010	211	201	10 (Deferred)

Further regular promotions are held up due to litigation.

DIRECTOR GRADE

Year	Vacancies	Filled	Carried forward
1	2	3	4
2003	Not part of CSS till 2003		

1	2	3	4	
	2004			
	2005			
	2006		No Panel Years	
	2007			
	2008	7	7	Nil
	2009	19	19	Nil
	2010	124	124	Nil
	2011	49	46	3 (for want of eligible officers)
	2012	51	47	4 (Not considered)
	2013	No eligible officers in the feeder grade of Deputy Secretary are available		

Criteria for backward States

†3943. SHRI THAAWAR CHAND GEHLOT: Will the PRIME MINISTER be pleased to state:

- (a) the criteria for declaring a State in the country as backward;
- (b) the names of the States which fall under backward category according to above criteria;
- (c) the action plans Government is running as a special campaign for the development of these backward States;
- (d) whether Government is contemplating to give some States a status of special status or provide special package to them for their development by declaring them as backward States; and
- (e) if so, the details thereof?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) No criteria have been fixed to declare any State as backward.

(b) Does not arise.

(c) Does not arise.

(d) and (e) Special Category Status has been granted in the past by the National Development (NDC) to some States that are characterized by a number of features necessitating special consideration. These features include (i) hilly and difficult terrain (ii) low population density and/or sizeable share of tribal population (iii) strategic location along borders with neighboring countries (iv) economic and infrastructural backwardness and (v) non-viable nature of State finances. States under this category have a low resource base and are not in a position to mobilize resources for their developmental needs even though the per capita income of some of these States may be relatively high. Eleven States namely, Arunachal Pradesh, Assam, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim, Tripura, Himachal Pradesh, Jammu and Kashmir and Uttarakhand have been given Special Category Status by the National Development Council (NDC). These Special Category States get Normal Central Assistance (NCA), Special Plan Assistance (SPA) and Special Central Assistance (SCA) to support their State Plans on priority basis. Further, under the Backward Regions Grant Fund (BRGF), Additional Central Assistance is provided under Special Plan for Bihar, Special Plan for West Bengal, Special Plan for KBK districts of Odisha and Bundelkhand package for selected districts of Uttar Pradesh and Madhya Pradesh. In addition, 272 backward districts in the country are also provided Additional Central assistance under the district component of the BRGF.

Growth rate of Indian Economy

3944. SHRI HUSAIN DALWAI: Will the PRIME MINISTER be pleased to state:

(a) the growth rate of the Indian Economy during the first half of 2012-13;

(b) in what manner it compares with the corresponding period of 2011-12;

(c) the reasons for the decline in the growth rate in the first half of 2012-13; and

(d) the details of the measures taken to accelerate the economic growth?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) As per the Quarterly Estimates of Gross Domestic Product (GDP) for the Third Quarter (October-December) of 2012-13 released by the Central Statistics Office (CSO) on 28th February, 2013, the growth rate of GDP at factor cost at constant (2004-05) prices during the first half (April-September) of 2012-13 is estimated to be 5.4 per cent as against 7 per cent in 2011-12.

(c) The slowdown in growth is attributable to both domestic factors as well as the uncertain global economic environment. Infrastructure bottlenecks, especially with large projects also contributed to the slowdown. Global factors include, in particular, the crisis in the Euro-zone and sluggish growth in several industrialized economies in 2012.

(d) Several steps have been undertaken to address the slowdown in GDP growth, including the setting up of the Cabinet Committee on Investment (CCI) to fast track large investment projects; strengthening of financial and banking sector; steps to increase infrastructure financing; permitting FDI in areas such as multi-brand retail, power exchanges and aviation. The Union Budget 2013-14 has outlined several initiatives to boost investment in infrastructure and industry, that *inter-alia* include encouraging Infrastructure Debt Funds, credit enhancement to infrastructure companies, raising the corpus of Rural Infrastructure Development Fund, introduction of investment allowance for new high value investments, etc. It is expected that these measures would help revive market confidence and boost growth.

Effects of priorities fixed by Government

3945. SHRI AAYANUR MANJUNATHA: Will the PRIME MINISTER be pleased to state:

(a) whether the State Governments have faced hurdles in completing development schemes due to the conditions laid down by the Central Government;

(b) if so, the details thereof;

(c) whether the States have any say in fixing the priorities of development works in the States;

(d) if so, the details thereof;

(e) whether the Central Government is likely to consider giving freedom to States to determine the priorities of their development works as per their needs; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) to (f) The development Schemes in States comprise their own (State Governments) Schemes, State Plan Schemes assisted by the Central Government (ACA Schemes) and Centrally Sponsored Schemes (CSSs). The States have liberty to prepare their own schemes under the State Plan based on their development needs and priorities. As regards the ACA and CSS schemes, the schemes are prepared by Union Ministries/Departments in consultation with States; where States have liberty to choose development works as per their priorities subject to Scheme specific guidelines. The guidelines of these schemes are modified from time to time to meet with changing needs and to address difficulties, if any, faced by States. In some cases, the States do face challenges in complying with legal requirements associated with an individual project, for instance the environment and forest clearance or setting land/right of way for the project etc. States have also demanded greater flexibility in the implementation of Centrally Sponsored Schemes. In the year 2011, the Planning Commission set up a Committee under the Chairmanship of Shri Bal Krishan Chaturvedi, Member, Planning Commission to look into the issue of restructuring/rationalization of Centrally Sponsored Schemes (CSSs) to enhance its flexibility, scale and efficiency. The B.K. Chaturvedi Committee has made several recommendations on the Centrally Sponsored Schemes including the need to provide greater flexibility to States.

Special development package for States

3946. DR. T. SUBBARAMI REDDY: Will the PRIME MINISTER be pleased to state:

- (a) the number of States which received special development package from the Central Government;
- (b) the reasons for granting such package to them;
- (c) the States from which proposals have been received for special package;
- (d) the current status of these proposals; and
- (e) by what time they are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) to (e) The State Governments send proposals from time to time for special package/special assistance/financial assistance for different purposes. The State-specific need-based special dispensations are made as and when warranted through existing programmes/schemes under Annual Plans. The details of Special Grant approved to States during Annual Plans 2010-11, 2011-12 and 2012-13 are given in the Statement-I, Statement-II and Statement-III.

Statement-I

Special Grants to States for 2010-11 under Annual State Plans

(Rs. in crore)

Sl. No.	States/UTs	Total Central assistance	Of which		
			One time ACA	Special plan assistance	Special plan under BRGF/special assistance
1	2	3	4	5	6
Special Category States					
1.	Arunachal Pradesh	2255.60	—	1020.00	—
2.	Assam	4726.72	—	400.00	—
3.	Himachal Pradesh	2588.35	—	582.00	—
4.	Jammu and Kashmir	7680.92	—	2807.00*	—
5.	Manipur	1991.07	—	660.00	—
6.	Meghalaya	1475.80	—	400.00	—
7.	Mizoram	1391.60	—	264.82	—
8.	Nagaland	1849.15	—	500.00	—
9.	Sikkim	953.07	—	175.00	—
10.	Tripura	1876.01	—	170.00	—

1	2	3	4	5	6
11. Uttarakhand		3388.30	–	300.00	–
TOTAL - SCSs:		30176.59	–	7278.82	–

General Category States

1. Andhra Pradesh		5851.36	50.00	–	–
2. Bihar		6012.98	42.00	–	2000.00
3. Chhattisgarh		2302.30	51.00	–	–
4. Goa		441.06	260.00	–	–
5. Gujarat		2985.64	63.00	–	–
6. Haryana		913.12	39.00	–	–
7. Jharkhand		1775.63	40.00	–	–
8. Karnataka		2798.70	65.00	–	–
9. Kerala		1284.71	58.00	–	–
10. Madhya Pradesh		5219.38	70.00	–	644.87
11. Maharashtra		7392.46	82.50	–	–
12. Odisha		3643.32	40.00	–	250.00
13. Punjab		1534.58	100.00	–	–
14. Rajasthan		2984.12	50.00	–	–
15. Tamil Nadu		2742.87	150.00	–	–
16. Uttar Pradesh		6874.20	82.00	–	555.22
17. West Bengal		4070.47	50.00	–	–
TOTAL GCSs:		58826.90	1292.50	–	3450.09
TOTAL STATES (28):		89003.49	1292.50	7278.82	3450.09

*Includes assistance under the Prime Minister's Reconstruction Plan (PMRP).

Source: Scheme of Financing of the respective States.

Statement-II*Special Grants to States for 2011-12 under Annual State Plans*

(Rs. in crore)

Sl. No.	States/UTs	Total Central assistance	Of which		
			One time ACA	Special plan assistance	Special plan under BRGF/ special assistance
1	2	3	4	5	6
Special Category States					
1.	Arunachal Pradesh	2451.05	–	925.00	–
2.	Assam	6289.00	–	300.00	–
3.	Himachal Pradesh	3029.59	–	350.00	–
4.	Jammu and Kashmir	8992.96	–	2884.00*	–
5.	Manipur	2187.57	–	400.00	–
6.	Meghalaya	1873.63	–	100.00	–
7.	Mizoram	1624.24	–	325.00	–
8.	Nagaland	2070.32	–	100.00	–
9.	Sikkim	1254.06	–	100.00	–
10.	Tripura	2500.74	–	230.00	–
11.	Uttarakhand	3698.82	–	100.00	–
TOTAL SCSs:		35971.98	–	5814.00	–

1	2	3	4	5	6
General Category States					
1.	Andhra Pradesh	5825.33	60.00	–	–
2.	Bihar	7119.33	48.00	–	2468.00
3.	Chhattisgarh	2352.50	0.00	–	–
4.	Goa	277.97	60.00	–	–
5.	Gujarat	4471.01	70.00	–	–
6.	Haryana	1042.25	42.00	–	–
7.	Jharkhand	3481.25	51.00	–	–
8.	Karnataka	3405.18	60.00	–	–
9.	Kerala	1480.36	96.00	–	–
10.	Madhya Pradesh	5258.52	70.00	–	709.36
11.	Maharashtra	7497.42	90.00	–	–
12.	Odisha	4195.45	50.00	–	130.00
13.	Punjab	1499.67	120.00	–	–
14.	Rajasthan	3078.27	60.00	–	–
15.	Tamil Nadu	2829.50	160.00	–	–
16.	Uttar Pradesh	7701.51	200.00	–	645.00
17.	West Bengal	4563.23	144.80	–	–
TOTAL GCSs:		66078.75	1381.80	–	3952.36
TOTAL STATES (28):		102050.73	1381.80	5814.00	3952.36

*Includes assistance under the Prime Minister's Reconstruction Plan (PMRP).

Source: Scheme of Financing of the respective States.

Statement-III*Special Grants to States for 2012-13 under Annual State Plans*

Sl. No.	States/UTs	Total Central assistance	Of which		
			One time additional central assistance	Special plan assistance	Special plan under BRGF/special assistance
1	2	3	4	5	6
Special Category States (SCSs)					
1.	Arunachal Pradesh	3311.24	—	800.00	—
2.	Assam	7861.07	—	300.00	—
3.	Himachal Pradesh	3858.72	—	500.00	—
4.	Jammu and Kashmir	10497.95	—	2684.00#	—
5.	Manipur	3433.57	—	750.00	—
6.	Meghalaya	2698.45	—	529.00	—
7.	Mizoram	2246.68	—	700.00	—
8.	Nagaland	2689.00	—	518.00	—
9.	Sikkim	1614.01	—	358.00	—
10.	Tripura	2919.06	—	450.00	—
11.	Uttarakhand	5125.61	—	800.00	—
TOTAL SCSs:		46255.36	—	8389.00	—
General Category States (GCSs)					
1.	Andhra Pradesh	5892.38	90.00	—	—
2.	Bihar	7173.59	51.00	—	1500.00

1	2	3	4	5	6
3.	Chhattisgarh	2694.36	54.00	—	—
4.	Goa	391.05	70.00	—	—
5.	Gujarat	4410.12	70.00	—	—
6.	Haryana	1029.29	42.00	—	—
7.	Jharkhand	3973.73	51.00	—	—
8.	Karnataka	3413.00	60.00	—	—
9.	Kerala	1665.75	96.00	—	—
10.	Madhya Pradesh	6091.07	70.00	—	625.09
11.	Maharashtra	7799.63	90.00	—	—
12.	Odisha	4805.34	50.00	—	250.00
13.	Punjab	1944.56	144.00	—	—
14.	Rajasthan	3476.95	60.00	—	—
15.	Tamil Nadu	3473.48	160.00	—	—
16.	Uttar Pradesh	12254.50	269.56	—	2205.91*
17.	West Bengal	7298.33	141.00	—	2000.00
TOTAL GCSs:		77787.13	1568.56	—	6581.00
TOTAL STATES (28):		124042.49	1568.56	8389.00	6581.00

*Rs. 800 crore Special Assistance Package for Kumbha Mela and Rs. 05.91 crore for Bundelkhand Package.

#Includes assistance under the Prime Minister's Reconstruction Plan (PMRP).

Source: Scheme of Financing of the respective States.

Fixing of growth rate

‡3947. SHRI RAM JETHMALANI: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that annual growth rate was fixed at 9 per cent

†Original notice of the question was received in Hindi.

to 9.5 per cent for the development of the country at the time of planning in the initial stage during Twelfth Five Year Plan, which was brought down from 8 per cent to 8.5 per cent at later stage;

(b) if so, the facts thereof;

(c) whether it is also a fact that at present this growth rate is being assessed at 5 per cent which has reached to 4.5 per cent in the last quarter of the year; and

(d) if so, whether it would be possible to achieve the target of annual growth rate during Twelfth Five Year Plan in the country in these circumstances?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) The Approach Paper to the Twelfth Five Year Plan as approved by the National Development Council (NDC) had projected a target of an average annual growth rate of 9 per cent during the Twelfth Plan period. However, due to increased economic uncertainty around the globe and its impact on the domestic economy, the growth target for the Twelfth Five Year Plan has been revised to 8 per cent in the finally approved Twelfth Plan.

(c) As per the Advance Estimates of National Income released by the Central Statistics Office (CSO) on 7th February, 2013, the growth rate of GDP is estimated to be 5.0 per cent in 2012-13 and as per the Quarterly Estimates of GDP for the Third Quarter (October-December) of 2012-13 released by CSO on 28th February, 2013, the growth rate of GDP in the third quarter of 2012-13 is estimated to be 4.5 per cent.

(d) The overall target of 8.0 per cent annual average growth rate of GDP during the Twelfth Five Year Plan does seem challenging and ambitious and requires substantial improvement in the growth rate of the GDP during the later years of the Twelfth Plan. The current slowdown in the growth rate of GDP can be reversed through strong corrective action, including especially an expansion in Investment with a corresponding increase in Savings and fiscal consolidation to keep the inflationary pressures under control. The global economy is expected to remain weak for the first half of the Twelfth Plan Period; it will therefore be required to work towards bringing GDP growth back to 9 per cent in the last two years of the Plan. For achieving the overall target, two sub-targets are very vital. First, 4 per cent growth for the agriculture sector over the Twelfth Plan Period and second the growth of manufacturing to reach around 10 per cent in the last two years of the Plan. Another important facet of the Twelfth Plan's Strategy for growth is that there is an endeavor to increase

the productivity as one of the key drivers of the growth. As the traditional sources of growth are not likely to be enough in the coming years, therefore, the focus has to be shifted to raising the overall productivity of the economy. Higher productivity leads to more efficient use of labour and capital and therefore is desirable for putting the economy on a higher growth trajectory.

Annual plan proposed by Andhra Pradesh

3948. SHRI DEVENDER GOUD T.: Will the PRIME MINISTER be pleased to state:

(a) the details of Annual Plans proposed by the State Government of Andhra Pradesh for approval of Planning Commission during the last five years, year-wise;

(b) the annual plans fixed by the Planning Commission against the proposal for Andhra Pradesh during the last five years, year-wise;

(c) the increase/decrease of annual plans of Andhra Pradesh in percentage and in monetary terms during the above period, year-wise; and

(d) the reasons for decreasing the Annual Plan by Planning Commission during each of the last five years, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) to (c) The Annual Plan Outlays proposed by the Government of Andhra Pradesh for approval of Planning Commission and the plan outlays fixed by the Planning Commission during the last five years is given below in the table along with increase/decrease of plan outlay in monetary and percentage terms.

*Plan Outlays of Andhra Pradesh during the last five years
(2008-09 to 2012-13)*

(Rs. in crore)				
Year	Proposed by State Government	Approved by Planning Commission	Change in approved outlay over the previous year	% change in approved outlay over the previous year's approved outlay
1	2	3	4	5
2008-09	43191.61	44000.00	13500.00	44.26

1	2	3	4	5
2009-10	33496.75	33496.75	-10503.25	-23.87
2010-11	36727.97	36800.00	3303.25	9.86
2011-12	42915.37	43000.00	6200.00	16.85
2012-13	48935.00	48935.00	5935.00	13.80

(d) There is a decrease in approved plan outlays approved by the Planning Commission in 2009-10 compared to the previous year. While approving the annual plan outlays of the States, Planning Commission takes into account the availability of the aggregate plan resources for the State, which comprise States' own resources, borrowings, central assistance and resources of local bodies and PSUs, In 2008-09, the Andhra Pradesh Government proposed a big increase in the plan outlay by projecting a very high revenue mobilisation in the State which did not materialise particularly due to the adverse impact on growth following the global economic crises. As a result, the actual achievement in 2008-09 was far below the approved outlay. The resource projections and outlay for 2009-10, therefore, were pegged at more realistic levels consistent with the economic condition.

Amendment in Nalanda University Act, 2010

3949. SHRI ANIL MADHAV DAVE: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Planning Commission has constituted a Committee to suggest amendments in the Nalanda University Act, 2010;

(b) if so, in what manner its terms of reference different from that of Nalanda Mentor Group earlier constituted by the Ministry of External Affairs;

(c) whether there exists any inter-Governmental agreement between India and any other nation over the Nalanda University with clear financial commitments; and

(d) in what manner Government proposes to ensure accountability and transparency if greater autonomy is accorded to Nalanda University?

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

(b) The Terms of Reference (ToR) of the Committee to suggest amendments to the Nalanda University Act, 2010 was to suggest amendments to the Nalanda University Act, 2010 particularly relating to academic, administrative and financial autonomy to ensure that university acquires international stature and excellence through representative and flexible governance and forward looking legislation. The Committee has submitted its report. Its ToR does not have any overlap with the ToR of the Nalanda Mentor Group set up by the Ministry of External Affairs. The Nalanda Mentor Group exercised the powers and discharged the functions of the Governing Board till such time the full Governing Board of the University was constituted as per The Nalanda University Act, 2010. In fact, the Mentor Group effectively is the Governing Board of the Nalanda University, which is responsible for all the policies and directions of the University and management of its affairs.

(c) No, Sir.

(d) Transparency and accountability of the university would be maintained by having Government representation on the Board of the University and also through audit by the CAG. As a public authority, the University is also covered under the Right to Information Act.

Fake Aadhaar Cards

3950. SHRI VIJAY JAWAHARLAL DARDA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that UIDAI has cancelled 3.84 lakh fake Aadhaar cards, till 31 December, 2012 in spite of loophole-free and unbeatable Unique Identification system;

(b) if so, whether it is with the connivance of the issuing agencies with anti-social elements or through genuine human error;

(c) whether any cases of fraudulent credits in fake cards or any other such aberrations been brought to the notice of Government as the cash subsidy transfer system to Aadhaar Cards holders has been introduced effective from 1 January, 2013; and

(d) the reaction of NGOs, having predominant presence in such rural areas, about the practical difficulties being faced by the beneficiaries?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) No card is issued under Aadhaar Scheme. Aadhaar is a Unique Identification Number linked to a person's demographic and biometric information. This number is communicated to the resident through a letter. In keeping with Unique Identification Authority of India (UIDAI's) commitment to achieve zero failure to enroll, the enrolment client application has the provision to enroll persons with biometric exceptions. It came to the notice of UIDAI that this provision was misused by some operators to enroll residents who were not falling in the category of biometric exceptions. A scrutiny of all biometric exception enrolments was done and this led to the cancellation of 3.84 lakh Aadhaar numbers. UIDAI now does a demographic de duplication of all resident enrolment packets. All enrolments reported as 100% biometric exception are also reviewed manually before processing for Aadhaar number generation.

(c) and (d) No, Sir.

**Utilization of funds by Ministry of New and
Renewable Energy**

3951. SHRI VIJAY JAWAHARLAL DARDA: Will the PRIME MINISTER be pleased to state:

(a) whether the allocation of Rs. 11,000 crore during the Eleventh Plan for the Ministry of New and Renewable Energy was fully utilized;

(b) whether any shortcomings relating to achievement of set targets were noticed during the annual plan appraisals during the Eleventh Plan period;

(c) whether a Parliamentary Panel finds disparities between targets set and those achieved due to alleged lackluster performance of this Ministry; and

(d) the actual allocations for the Twelfth Plan (2012-17)?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) During Eleventh Plan, the Ministry of New and Renewable Energy (MNRE) has utilized Rs. 10245 crores against an outlay of Rs. 10598 crores. The fund allocations were used to the extent of 97% by MNRE.

(b) Physical targets during the eleventh plan were overachieved for all the major programs by MNRE.

(c) Question does not arise in view of above.

(d) An outlay of Rs. 33,003 crores (Rs. 19,113 crore – Gross Budgetary Support + Rs. 13890 Crore-Internal and Extra Budgetary Resources) has been considered for the Ministry of New and Renewable Energy during the Twelfth Plan (2012-2017) period.

Funds for NE States

3952. SHRI KUMAR DEEPAK DAS: Will the PRIME MINISTER be pleased to state:

(a) the details of funds released to North Eastern States under Special Component Plan (SCP) and Tribal Sub-Plan (TSP) during last three years, State-wise; and

(b) the details of the status of such proposals in Assam?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) Proposals on Scheduled Caste Sub-Plan (SCSP), earlier known as Special Component Plan and Tribal Sub-Plan (TSP) for different States, including Assam are discussed in the Planning Commission during Annual Plan discussions. Based on these discussion, outlays for Scheduled Caste Sub-Plan (SCSP) and Tribal Sub-Plan (TSP), are indicated for the States in their Annual Plans by the Planning Commission. Statement for Scheduled Caste Sub-Plan (SCSP) and Tribal Sub-Plan (TSP), in respect of North-Eastern States, including Assam, where these Sub-Plans are applicable, giving details for last three years are given in the Statement-I and Statement-II respectively.

Statement-I

Scheduled Caste Sub-Plan (SCSP) Outlay/Expenditure during Annual Plan 2010-11 to 2012-13
(Rs. in crores)

Sl. No.	State	% of SC Population (2001 Census)	Annual Plan 2010-11		Annual Plan 2011-12		Annual Plan 2012-13					
			Outlays	Expenditure	Outlays	Expenditure	Outlays	Outlays				
			Total State Plan Outlay	SCSP actual expenditure	Total State Plan Outlay	SCSP anti-expenditure	Total State Plan Outlay	SCSP outlay				
				%age of State Plan Outlay (Col. 14 over Col. 13)		%age of State Plan Outlay (Col. 17 over Col. 16)		%age of State Plan Outlay (Col. 20 over Col. 19)				
1	2	3	13	14	15	16	17	18	19	20		
1.	Assam	6.90	7645.00	140.27	117.60	9000.00	165.52	1.84	165.52	10500.00	203.09	1.93
2.	Manipur	2.80	2600.00	62.40	42.40	3210.00	89.62	2.79	71.82	3500.00	79.71	2.28
3.	Sikkim	5.02	1175.00	10.13	10.13	1400.00	10.27	0.73	10.27	1877.00	94.22	5.02
4.	Tripura	17.40	1860.00	365.53	196.57	1950.00	328.67	16.85	251.95	2250.00	352.95	1569

Note: Scheduled Caste Sub-Plan (SCSP) is not applicable in Mizoram, Meghalaya, Nagaland and Arunachal Pradesh.

Source: State Plan approval letters, Letters of State Governments and SCSP documents of the State Governments.

Statement-II

Tribal Sub-Plan (TSP) Outlay/Expenditure during Annual Plan 2010-11 to 2012-13

Sl. No.	State/UT	% of ST Population (2001 Census)	Annual Plan 2010-11		Annual Plan 2011-12		Annual Plan 2012-13						
			Outlays	Expenditure	Outlays	Expenditure	Outlays	Expenditure					
			TSP allocation	%age of State Plan	TSP expenditure	%age of State Plan	TSP anti-expenditure	Total State Plan	TSP allocation	Total State Plan	%age of State Plan		
			Outlay	Outlay (Col. 17)	Outlay	Outlay (Col. 21)	Outlay	Outlay	Outlay	Outlay	Outlay (Col. 25)		
1	2	3	16	17	18	19	20	21	22	23	24	25	26
1.	Assam	12.4	7645.00	53.53	0.70	54.99	9000.00	77.46	0.86	77.46	10500.00	88.20	0.84
2.	Manipur	34.2	2600.00	1017.50	39.13	620.32	3210.00	1168.36	36.40	1168.36	3500.00	1358.53	38.82
3.	Sikkim	20.6	1175.00	54.56	4.64	54.56	1400.00	37.50	2.68	37.50	1877.00	386.66	20.60
4.	Tripura	31.1	1860.00	591.99	31.83	568.48	1950.00	607.47	31.15	629.36	2250.00	699.75	31.10

Note: Tribal Sub-Plan (TSP) is not applicable in Mizoram, Meghalaya, Nagaland and Arunachal Pradesh.

Source: State Plan approval letters, Letters of State Governments and SCSP documents of the State Governments.

Adoption of Twelfth Plan document

3953. SHRI N. BALAGANGA: Will the PRIME MINISTER be pleased to state:

- (a) whether Government has adopted the Twelfth Five Year Plan document;
- (b) if so, the details thereof, and the current status of the Plan;
- (c) whether priority areas have been well-defined in the Twelfth Plan document;
- (d) if so, the details thereof; and
- (e) the details of the manner in which Government proposes to address those issues for sustained economic development of the country?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) The 57th National Development Council (NDC) Meeting held on 27th December, 2012 approved the draft Twelfth Five Year Plan Document. Earlier, the Approach Paper to the Twelfth Five Year Plan had projected a target of average growth rate of 9 per cent during the Twelfth Plan period. However, due to increased uncertainty around the globe and its impact on the domestic economy, the growth target for the Twelfth Five Year Plan has been revised to 8 per cent. The overarching goal proposed by the Twelfth Five Year Plan is to achieve Faster, More Inclusive and Sustainable Growth.

(c) and (d) Some of the key economic challenges and priority areas identified for the Twelfth Five Year Plan across various sectors such as Agriculture and Allied sectors, Energy, Industry, Infrastructure, Rural and Urban Development, Environment and Forests and Social Sector including Health, Education, Women and Child Development and Social Welfare etc. include the following:—

- (1) Enhancing the capacity for growth
- (2) Better preventive and curative health care
- (3) Enhancing skills and faster generation of employment
- (4) Improved access to quality education
- (5) Managing the environment
- (6) Managing urbanization
- (7) Markets for efficiency and inclusion

- (8) Rural transformation and sustained growth of agriculture
- (9) Decentralization, empowerment, and information
- (10) Accelerated development of transport infrastructure
- (11) Technology and innovation
- (12) Securing the energy future for India.

(e) The measures proposed to address these challenges are reflected in the Twelfth Five Year Plan Document. The Document is available on the Planning Commission's website at <http://www.planningcommission.gov.in>.

Problem in receiving Aadhaar Cards

‡3954. SHRI ASHK ALI TAK: Will the PRIME MINISTER be pleased to state:

- (a) whether it is a fact that a number of citizens are not able to service their Aadhaar Cards for several months even after they had fed their biometric data and some cyber cafes are taking advantage of the situation and extorting too much money for providing print outs of their Aadhaar Cards by downloading them; and
- (b) if so, the action plan of Government to deal with such a situation?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) A number of instances have been reported where residents have complained of non-receipt of Aadhaar letters after generation and printing, due to delays at Post Offices, including cases of dumping of letters etc.

Various measures have been initiated to remedy the problem, such as: closer coordination with the Department of Posts; launching of e-Aadhaar portal for issuance of Aadhaar letter in pdf format; and, usage of Short Messaging Service (SMS) for communication of Aadhaar number to the registered mobile numbers of the residents etc. Residents can also download and print Aadhaar letters through Common Service Centres set up by Department of Electronics and Information Technology.

The Department of Posts monitors the delivery of the Aadhaar letters, and has issued instructions to all the Postal Circles for their smooth and timely delivery.

‡Original notice of the question was received in Hindi.

Loss due to delay in road construction projects

‡3955. SHRIMATI MAYA SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that the Ministry is suffering heavy loss on account of delay in dozens of road construction projects due to various reasons;
- (b) if so, the details of those projects due to which such condition has raised;
- (c) whether action has been taken against anybody regarding the loss caused by delay and other reasons; and
- (d) the caution being taken by the Ministry in order to remove such hindrances timely?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (d) Construction of National Highways (NHs) are delayed due to problems such as land acquisition, shifting of utilities, environmental and forest clearance, approval for rail over bridges, law and order problem as well as shortage of skilled/semi-skilled manpower and economic slowdown. The cost overrun is applicable only in-item rate contracts. In such contracts, there is a provision for payment of escalation due to delays. In case the project is delayed due to reasons attributable to the contractor, liquidated damages are to be imposed and no escalation is paid. Actual escalation due to delay or cost over-run will be known only after completion of the project and final settlement of bills. In order to expedite implementation of the Projects, Regional Offices have been set up by National Highways Authority of India (NHAI) headed by Chief General Manager. Powers have been delegated to the Chief General Managers. Special land acquisition units are also set up to expedite land acquisition. Chief Secretaries of State Government have also been nominated as Nodal officers to expedite construction of highway projects. Projects are also closely and periodically reviewed at Headquarter as well as field units. Recently, the issues of delinking environmental clearance from forest clearance and exempting linear stretches from the requirement of NOC from Gram Sabha have been resolved. Reserve Bank of India has given dispensation to treat the debt due to lenders, to the extent assured

‡Original notice of the question was received in Hindi.

by Project Authorities in terms of concession agreement, as secured loan. Further, Government has decided to award contracts on Engineering Procurement and Contract (EPC) basis also.

Paucity of road space

3956. DR. GYAN PRAKASH PILANIA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether a study by Transport Corporation of India and IIM Calcutta has said that while India's freight volume was increasing at a compounded annual growth rate of 9.08 per cent and vehicles were growing at 10.76 per cent the road length was increasing at only 4.01 per cent resulting in paucity of road space to accommodate vehicles and increase the space; and

(b) if so, Government's reaction thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) Transport Corporation of India (TCIL) and IIM-Calcutta has released a joint study on the "Operational Efficiency of Freight Transportation by Road in India". This study, *inter-alia*, stated that India's road freight volumes are increasing at a Compound Annual Growth Rate (CAGR) of 9.08% and the population of vehicles (all types) is increasing at a CAGR of 10.76%, the road length at a CAGR of only 4.01%, leading to congestion, long delays and substantial costs to the environment and the economy.

(b) In order to check the alarming increase of private vehicles on roads, the measures to encourage a shift from private (two-wheelers and cars) mode of transport to public transport has to be a joint endeavour of the Central, State and local Governments. The Central Government is supporting various public transport projects such as Metro Rail, Bus Rapid Transit System and modern city bus services as per urban bus specifications in various cities to popularise the public transport services.

Target for awarding of road projects

3957. DR. NAJMA A. HEPTULLA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government will miss the target of awarding road projects by miles;

(b) if so, the State-wise and Project-wise details thereof along with the reasons therefor;

(c) whether it is a fact that private players are not bidding for new projects; and

(d) if so, the details thereof indicating the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (d) The scheme-wise details of target and achievement of award of road projects during the last financial year are as under:—

Sl. No	Name of scheme	Target (km.)	Achievement (km.)
1.	National Highways Development Project (NHDP) and others	9500	1322
2.	Special Accelerated Road Development Programme for North Eastern Region (SARDP-NE)	1980	51
3.	Left Wing Extremism (LWE)	975	543

In 16 projects involving private sector participation no bid was received during last financial year. The reasons for poor response of bidders in the award of works include poor market sentiments, lack of equity with the concessionaire, unavailability of debt with the financial institutions, etc.

Redressal mechanism for settlement of claims

3958. SHRI PIYUSH GOYAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has any effective dispute redressal mechanism for settlement of claims of private contractors involved in the National Highway projects in the country;

(b) if so, the details thereof including the number of cases of financial disputes/

claims of private contractors resolved/cleared during the last three years and the current year and the number of such claims still pending for settlement;

(c) whether Government proposes to set up a Settlement Negotiation Committee for one time resolution of financial disputes and pending financial claims of the private contractors;

(d) if so, the details thereof and the time by which it is likely to come into existence; and

(e) the other efforts made/being made by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) Effective dispute redressal mechanism for settlement of claims of private contractors involved in the National Highway projects in the country has already been made a part of the concession agreements between the concessionaire and the National Highways Authority of India (NHAI). As per provisions of the concession agreements the disputes are resolved through conciliation, Dispute Resolution Board (DRB) and Arbitration Tribunal (AT). For faster resolution of disputes pending in NHAI, an Independent Expert Group (IEG) headed by former Chief Justice of High Court has been constituted by the NHAI on the recommendations of the B.K. Chaturvedi Committee. The IEG has started functioning since April, 2012 and has issued recommendation in 34 cases.

(b) Total 22 cases involving 109 disputes have so far been resolved during the last three years and the current year. The amount of claim before Arbitral Tribunal was Rs. 191.88 crores and the settlement made for the amount of Rs. 124.24 crores. Details of the cases/disputes resolved during the last three years and the current year are given in the Statement-I (*See below*). A total number of 135 cases are pending before Arbitral Tribunal involving an amount of Rs. 8658.87 crores claimed by the Contractors/Concessionaires and Rs. 1094.79 crores, as claimed by the NHAI respectively. Details of such cases/disputes pending before AT is given in the Statement-II (*See below*). Another 79 cases pertaining to Arbitration Awards are pending before various Courts of Law involving an amount of Rs. 2305.71 crores claimed by Contractors/Concessionaires and Rs. 99.78 crores claimed by NHAI, respectively. Details of cases/disputes pending before various Courts of Law are placed in the Statement-III (*See below*).

(c) to (e) NHAI has formulated a three tier settlement negotiation process for one time settlement of pending disputes. The initial negotiation is carried out by a Settlement Negotiation Committee (SNC) consisting of three Chief General Manager (CGM) level officers of NHAI, nominated by Chairman, NHAI. The composition of SNC is varied from case to case. The matter is then placed before an Independent Settlement Advisory Committee (ISAC) consisting of a Retired Judge of High Court and two other members having sufficient experience in administration/finance and technical fields. The SNC, in consultation with ISAC, frames the broad principles and guidelines for one time settlement of pending disputes. The recommendations of the ISAC are placed before the NHAI Board for approval and final decision. In case of no settlement, matter is continued to be pursued legally. NHAI has already constituted an SNC for resolving the old disputes, as explained above. In addition, a Technical Interpretation Committee consisting of 3 CGMs has also been constituted specially for addressing issues pertaining to interpretation of contract/concession provisions.

Statement-I

Details of cases/disputes resolved during the last three years and the current year

Sl. No.	Year	Number of cases	Number of disputes involved	Amount claimed before AT (Rupees in crores)	Amount accepted by both the parties (Rupees in crores)
1.	2010-2011	8	43	74.54	70.75
2.	2011-2012	6	25	76.04	23.02
3.	2012-2013	8	41	41.3	30.47
4.	2013-14 (April, 2013)	-	-	-	-
TOTAL:		22	109	191.88	124.24

Statement-II*Details of cases/disputes pending before
Arbitration Tribunal*

Sl. No.	Description of contract pkg.	Amount involved (Rupees in crores)	
		Claimed by Contractor/ Concessioner/ Consultant	Claimed by NHAI
1	2	3	4
Nagpur			
1.	NS-7 (MH) – M/s OSE	8.53	0
2.	NS-29 (MH) – M/s JSR Cons. P. Ltd.	0.58	0
3.	NS-22 (MH) – M/s JSR Cons. P. Ltd.	5.36	0
4.	NS-60 (MH) – M/s Hindustan Steel Works	67.32	5.32
5.	NS-61 (MH) – M/s TRB Pvt. Ltd.	4.53	0
Nagaon			
6.	AS-02 – M/s Madhucon Projects Ltd.	0.46	0
Malda			
7.	Dalkhola bypass – M/s SPML-CISC	34.97	0
Bongaigaon			
8.	AS-8 – M/s Punj Lloyd Ltd.	47.66	0
9.	AS-9 – M/s Punj Lloyd Ltd.	37.79	0
10.	AS-11 – M/s Gayatri-ECI (JV)	2.48	0
Kharagpur			
11.	OR-IV – M/s L&T	13.33	0

1	2	3	4
12.	WB-IV – M/s B. Seenaiiah and Co.	55.23	0
13.	OR/WB-I – M/s Gammon India	52.59	0
Gurgaon			
14.	Improvement of National Highways-8 Dhaulakuan — M/s Satya Parkash Bros.	3.10	0
15.	Construction of Corporate Office building of NHAI at Dwarka, New Delhi	12.52	0
Jhansi			
16.	EW-II: UP-3 – M/s OSE	11.33	0
Karur			
17.	Karur Bypass – M/s BEL-TBL (JV)	9.91	0
Trichi			
18.	Package-VIIA – M/s Agrawal-JMC	80.69	0
19.	Package-VIIB – M/s Agrawal-JMC	85.84	0
Agra			
20.	1A – M/s OSE-Gammon	133.25	0
21.	Etawah Bypass Project – M/s BEL-ACC	0	79.16
22.	Etawah Bypass Project – Balance work – M/s PNC Infra	0	0.31
23.	1C – M/s PATI-BEL (JV)	182.00	0
24.	Toll plaza-Tundla – M/s Roving Eye	0	0.99
25.	Toll plaza-Semra-Atikabad – M/s Neel Punj Services	0.54	1.97
26.	Toll plaza-Semra-Atikabad – M/s Silver Line Securities	0	0.53

1	2	3	4
Palanpur			
27.	Padana to Gandhidham Package-III – M/s Agarwal-Sadbhav-Backbone	16.48	2.87
Berhampur			
28.	OR-VI – M/s SMJ-RK-SD (JV)	70.93	0
29.	OR-VII – M/s PCL-STICCO (JV)	121.25	0
30.	OR-VIII – M/s Bhumihway-DDB (JV)	164.40	0
31.	Balance work-OR-VIII – M/s KMC-RK-SD (JV)	42.59	0
Rajahmundry			
32.	AP-17 – M/s Punj Lloyd Ltd.	10.17	0
33.	AP-19 – M/s L&T	144.04	0
34.	AP-20 – M/s L&T	143.06	0
Salem			
35.	NS-25/TN – M/s JSR Cons.	19.09	0
Chitradurga			
36.	Tumur Bypass – M/s A.L. Sudershan Construction Co.	95.83	42.79
37.	Tumkur to Sira – M/s. L&T Pvt. Ltd.	3.21	0
38.	Chitradurga Bypass (Balance Works) – (M/s Supreme MBL JV)	5.47	0
39.	Chitradurga-Harihar Section of NH-4: km. 207 to km. 284 (M/s. UEM-ESSAR JV)	338.75	0
40.	Harihar-Hawari Section of NH-4: Km. 284 to km. 340 (M/s. UEM-ESSAR JV)	231.18	0

1	2	3	4
Dharwad			
41.	Haveri-Hubli (Package-I) Contractor – M/s Afcons Apil JV, Mumbai	242.14	0
42.	Dharwad – Belgaum (Package-III) Contractor – M/s R.N. Shetty and Co. – JV – Sunway Constructions (BHD), Hubli	148.76	0
43.	Belgaum Bypass (Package-II) Contractor – M/s. R.N. Shetty and Co. – JV – Sunway Constructions (BHD), Hubli	73.85	0
Bhubneshwar			
44.	OR-I – M/s Gammon Atlanta (JV)	74.06	0
45.	OR-II – M/s L&T Limited	69.00	0
46.	OR-III – M/s Elsamex-TWC-SNC (JV)	188.85	0
Darbhanga			
47.	C-II-BR – 06 – M/s BSC-C&C (JV)	41.08	0
48.	C-II-BR – 08 – M/s BSC-C&C (JV)	34.05	0
Chittorgarh			
49.	RJ-7 – M/s CEC-HCC (JV)	5.54	
Madurai			
50.	NS-41/TN – M/s IVRCL	0	7.56
Nellore			
51.	TN-01 – M/s Scottwilson Kirkpatrick	289.94	0
52.	AP-11 – M/s KNR-Patel (JV)	48.36	0
53.	AP-12 – M/s HO-HUP-Simplex	38.84	0
54.	AP-13 – M/s IJM-Gayatri (JV)	89.76	0

1	2	3	4
Bangalore			
55.	NS-24/KNT – M/s Afcons Infra.	413.67	0
Udaipur			
56.	UG-I – M/s KMC Cons. Ltd.	143.93	18.16
57.	KU-III – M/s ECSB-JSRC (JV)	36.09	0
Kanpur			
58.	IIA – M/s ITD-SDB (JV)	90.62	0
59.	IIB – M/s Somdatt-NCC-NEC	84.54	0
60.	IIC – M/s Centrodorstray	0.79	0
Palakkad			
61.	NS-28/KL – M/s Tatia-TBL	10.50	4.28
Allahabad			
62.	III-C – M/s Centrodostroy	0.48	0
63.	ABP-3 – M/s OSE-KMC	60.21	0
Visakhapatnam			
64.	AP-4B – M/s ITD Cementation	43.58	0
65.	AP-4A – M/s ITD Cementation	43.36	0
66.	AP-1 (Balance) – M/s SEW Infra.	13.51	0
67.	AP-1 (OW) – M/s YOU One Maharia	297.53	87.20
68.	AP-5 (Bridge Package) – M/s Prasad & SEW	6.29	0
Pune			
69.	PS-II – M/s BGSC TL-BGEL	0.93	0
70.	PS-IV (Katraj Ghat Bypass) – M/s SMS Infra Ltd.	74.59	0

1	2	3	4
Gwalior			
71.	NS/20 (MP) – M/s Prakash Mahavir	14.06	4.20
72.	NS/21 – M/s Backbone Projects Ltd.	42.33	0
Muzaffarpur			
73.	LMNHP-EW-II (WB-12) – M/s Progressive-MVR	25.43	0
74.	LMNHP-EW-II (WB-10) – M/s Progressive-MVR	28.00	0
75.	C-II/BR-09 – M/s BSC-C&C	36.18	0
Vijayawada			
76.	Vijayawada to Eluru (km. 3.400 to km. 75.000) including four laning from km. 3.400 to km. 13.000 and construction of Bypass for Eluru Town – M/s Madhucon-Beenapuri	139.72	0
77.	Routine Maintenance of Chilakaluripet-Vijayawada (km. 355.000 to km. 434.150) and Vijayawada-Gundugolanu (km. 3.400 to km. 81.600) – M/s IJM-Gayatri	31.44	6.25
78.	Chilakaluripet-Vijayawada (Contract Package-I) – M/s IJM-Gayatri	27.17	18.00
79.	Chilakaluripet-Vijayawada (Contract Package-II) – M/s IJM-Gayatri	26.33	0
80.	Chilakaluripet-Vijayawada (Contract Package-III) – M/s IJM-Gayatri	27.11	0
Araria			
81.	C-II/BR-04 – M/s Simplex	6.95	0

1	2	3	4
Amravati			
82.	Amravati Bypass – M/s NCC	26.13	0
83.	Kondhali-Talegaon – M/s Oriental Pathways P. Ltd.	25.76	0
Jammu			
84.	NS-34/J&K – M/s ITD Cementation	17.06	0
85.	NS-35/J&K – M/s ITD Cementation	18.78	0
Lucknow			
86.	EW-15/UP – M/s Prakash-Atlanta	207.36	0
87.	EW-3A/UP – M/s Villayati Ram Mittal	123.62	10.00
Gorakhpur			
88.	LMNHP-EW-II (WB)-5 – M/s NCC	99.14	0
89.	LMNHP-EW-II (WB)-6 – M/s B. Seenaiiah and Co.	106.28	0
90.	LMNHP-EW-II (WB)-7 – M/s NCC-VEE	12.83	0
Krishnagiri			
91.	Hosur-Krishnagiri – M/s Shaktikumar M. Sanchati Ltd.	172.25	0
92.	KR-2 – M/s ITD – Cementation	183.72	0
93.	KR-3 – M/s ITD – Cementation	169.28	0
Sagar			
94.	ADB-II/C-3 – M/s NCC Ltd.	81.24	0
Moradabad			
95.	Hapur to Garh Mukteshwar-Package-I – M/s UPSBC	125.41	0

1	2	3	4
Hyderabad			
96.	NS-23 (AP) – M/s You One Maharia	0	26.27
Chennai			
97.	Poonamallee-Kancheepuram (RC-1) – M/s Afcons	165.03	0
98.	Chennai Bypass Phase-II and widening of Chennai Bypass Phase-I – M/s IJM- SCL (JV)	238.15	0
99.	Golden Quadrilateral (GQ) free flow facilities – M/s Somdutt Builders	32.00	0
Siliguri			
100.	EW/5-(WB) – M/s Progressive Cons. Ltd.	19.43	0
101.	EW/6-(WB) – M/s Lanco Infratech. Ltd.	26.88	0
102.	(WB-6) – M/s B. Seenaih & Co.	6.08	0
103.	EW/4 (B.R.) – M/s PCL	32.99	0
104.	EW/12 (B.R.) – M/s Lanco-Rani (JV)	16.23	0
Varanasi			
105.	IV-A – M/s PCL-Suncon (JV)	13.00	0
106.	IV-C – M/s Som Datt Builders-NCC (JV)	167.00	0
Indore			
107.	Indore-Khalghat – M/s Oriental Pathways (P) Ltd.	81.16	0
Shivpuri			
108.	EW-II (MP-2) – M/s ITD Cemindia	30.90	0
Anantpur			
109.	ADB-II/C-11 – M/s CGGC-SOMA (JV)	0.57	0

1	2	3	4
110.	ADB-II/C-14 – M/s CGGC-SOMA (JV)	0.57	1.40
111.	ADB-II/C-15 – M/s CGGC-SOMA (JV)	3.39	1.58
Dhanbad			
112.	VB – M/s L&T-HCC	14.81	21.90
113.	VC – M/s PCL-Suncon (JV)	10.59	0
Ghaziabad			
114.	Operation of Toll Plaza at Dasna – M/s Pro-Active Services	0.99	0
115.	Operation of Toll Plaza at Dasna – M/s Namah Smart Services	0	0.69
Jalandhar			
116.	NS-16 (PB) – M/s Bhumihway (M) – SDN-BHD	16.83	0
117.	NS-38 (PB) – M/s Bridge and Roof Co. (I) Ltd.	137.27	0
Durgapur			
118.	CWC-II (1st set) – M/s BSC-RBM-PATI	2.29	6.14
119.	CWC-II (2st set) – M/s BSC-RBM-PATI	65.04	42.42
120.	CWC-III (1st set) – M/s BSC-RBM-PATI	14.72	7.80
121.	CWC-III (2st set) – M/s BSC-RBM-PATI	52.22	16.11
Mathura			
122.	Delhi-Gurgaon – M/s Intertoll	133.21	451.64
123.	Delhi-Agra – M/s Intertoll	170.75	229.25
Surat			
124.	Surat-Manor Tollway Projects Package-I – M/s L&T	185.40	0

1	2	3	4
	Jaipur		
125.	Jaipur Bypass, Phase-II, Zone-D – M/s PLL-PCL	40.10	0
126.	Construction of Toll Plaza at Shahjhanpur on NH-8 at km. 115 of Delhi-Kotputli- Amer Section	0.27	0
127.	Maintenance of Balasore-Laxmannath- Kharagpur Section – M/s Theme Engineering Services Pvt Ltd. PIU-Kharagpur	0.26	0
128.	RJ-7 – M/s CEC-HCC JV PIU-Chittorgarh	44.05	0
129.	Supervision of contract Package-IV-B and IV-D/Bihar – M/s ICT Ltd. PIU-Varanasi	1.7	0
130.	WB-III (M/s Bhageeratha Engineering Ltd.) PIU-Kolkata	114.14	0
131.	Construction of service road on NH-4 (km. 3.5000 to km. 35.000) near Pune City – M/s Jitendra Singh PIU-Pune	15.72	0
132.	Improvement of Westerly Diversion to Pune City from km. 0.000 to km. 34.423 on NH-4 – M/s Jitendra Singh PIU-Pune	15.72	0
133.	RJ-2/Raj – M/s SOMA BSCPL (JV) PIU-Udaipur	65.19	0
134.	Chittorgarh Bypass – M/s Ashoka-Valecha (JV) PIU-Chittorgarh	24.98	0
135.	II-C – M/s Centrodorstroy PIU-Kanpur	4.34	0
GRAND TOTAL:		8658.87	1094.79

Statement-III*Details of cases/disputes pending before various Courts of Law*

Sl. No.	Description of contract package	Amount involved (Rupees in crores)	
		Claimed by Contractor/ Concessioner/ Consultant	Claimed by NHAI
1	2	3	4
Kharagpur			
1.	OR-IV – M/s L&T	68.30	0
2.	WB-IV – M/s B. Seenaiiah & Co.	51.47	0
3.	OR/WB-I – M/s Gammon India	15.72	0
Trichi			
4.	VIIA – M/s Agrawal-JMC	6.82	0
5.	VIIB – M/s Agrawal-JMC	7.57	0
Jhalawar			
6.	RJ-09 – M/s Sunway Constructions	12.04	0
Berhampur			
7.	OR-VI-M/s SMJ-RK-SD (JV)	35.00	0
8.	OR-VII-M/s PCL-STICCO (JV)	18.79	0
Rajahmundry			
10.	AP-17 (1st Ref.) M/s Punj Lloyd Ltd.	17.38	0
11.	AP-17 (2nd Ref.) M/s Punj Lloyd Ltd.	1.40	0
12.	AP-18 M/s LIMAK-SOMA	4.57	0
Salem			
13.	NS-26/TN M/s Bhageeratha	0	0.62

1	2	3	4
Chitradurga			
14.	Tumkur-Sira – M/s L&T Pvt. Ltd.	10.25	0
15.	Sira-Chitradurga – UEM-ESSAR (JV)	1.97	0
16.	Chitradurga-Harihar – M/s UEM-ESSAR (JV)	290.14	0
17.	Harihar-Haveri-UEM-ESSAR (JV)	214.79	0
Dharwad			
18.	Dharwad-Belgaum (Package-III) – M/s R.N. Shetty & Co. – JV – Sunway Constructions (BHD), Hubli.	1.11	0
19.	Belgaum Bypass (Package-II) – M/s. R.N. Shetty & Co. – JV – Sunway Constructions (BHD), Hubli	1.62	0
Bhubneshwar			
20.	OR-I – M/s Gammon Atlanta (JV)	78.23	0
21.	OR-II – M/s L&T Ltd.	10.04	0
22.	OR-III – M/s Elsamex-TWC-SNC (JV)	9.37	3.41
23.	OR-V – M/s Gammon India Ltd.	17.97	12.88
Chittorgarh			
24.	RJ-8 M/s – Punj Lloyd Ltd.	0.40	0
Nellore			
25.	AP-11 – M/s KNR-Patel (JV)	3.57	0
26.	AP-12 – M/s HO-HUP-Simplex	7.45	0
27.	AP-13 – M/s IJM-Gayatri (JV)	147.74	0
Udaipur			
28.	KU-I M/s-Sadbhav Engineering	0.03	0

1	2	3	4
29.	KU-II – M/s PCL-PLL	0.01	0
30.	KU-III – M/s ECSB-JSRC (JV)	0.02	0
31.	KU-VI – M/s Sadbhav-Prakash (JV)	0.02	0
32.	Toll Lanes and Plaza at km. 311/000 on NH-8	0.01	0
Kanpur			
33.	II-A – M/s ITD-SDB (JV)	13.24	0
34.	II-B – M/s Somdatt-NCC-NEC	28.40	0
35.	II-C – M/s Centrodorstroy	6.48	0
Palakkad			
36.	NS-28/KL – M/s Tatia-TBL	14.21	0
Allahabad			
37.	III-C – M/s Centrodorstroy	4.75	0
38.	III-A – M/s IRCON	1.19	0
39.	ABP-2 – M/s HCC	209.33	0
40.	ABP-3 – M/s OSE-KMC	24.22	0
Visakhapatnam			
41.	AP-4B – M/s ITD Cementation	9.80	0
42.	AP-4A – M/s ITD Cementation	7.19	0
43.	AP-2 – M/s SPCL-IVRCL (JV)	42.17	0
44.	AP-6 – M/s Navyuga Engineering	3.89	0
45.	AP-3 – M/s Unitech-NCC	47.59	0
Pune			
46.	Westerly Diversion – M/s GMT Enterepose (JV)	20.85	

1	2	3	4
47.	PS-I (Ref.-I) – M/s ITD Cementation Ltd.	0.69	
48.	PS-I (Ref.-II) – M/s ITD Cementation Ltd.	5.29	
49.	PS-II (Ref.-I) – M/s B.G. Shirke Cons. Tech Ltd.	0.32	
50.	PS-II (Ref.-II) – M/s B.G. Shirke Cons. Tech Ltd.	0.29	
Gwalior			
51.	NS/19 – M/s PNC Construction Co. Ltd.	7.32	0
Muzaffarpur			
52.	LMNHP-EW-II (WB-12) – M/s Progressive- MVR	1.32	0
53.	LMNHP-EW-II (WB-10) – M/s Progressive- MVR	0.16	0
Lucknow			
54.	EW-15/UP – M/s Prakash-Atlanta	25.64	0
Kolkata			
55.	WB-II – M/s HCC	97.64	0
Guwahati			
56.	EW-7/AS – M/s Valecha Engineering	0	1.00
Krishnagiri			
57.	KR-2 – M/s ITD-Cementation	183.72	0
58.	KR-3 – M/s ITD-Cementation	169.28	0
Chennai			
59.	Chennai Bypass Phase-I – M/s IJM-SCL	63.15	0
60.	Poonamallee-Kancheepuram (RC-I) – M/s Afcons	17.98	0

1	2	3	4
Siliguri			
61.	EW/6 (W.B) – M/s Lanco Infratech. Ltd.	7.72	0
62.	EW/12 (B.R.) – M/s Lanco Rani (JV)	29.74	0
Varanasi			
63.	IV-A – M/s PCL-Suncon (JV)	4.52	0
64.	IV-B – M/s L.G. Engg	11.28	0
65.	IV-C – M/s Som Datt Builders-NCC (JV)	3.88	0
66.	IV-D – M/s Ssangyong-OSE (JV)	40.83	0
Dhanbad			
67.	V-A – M/s Oriental-Gammon	28.54	0
68.	V-C – M/s PCL-Suncon (JV)	0.63	0
Jaipur			
69.	Ganpati Tolls at Manoharpur Toll Plaza on Amer-Kotputli	104.72	64.16
70.	Maintenance and Rehabilitation work of Kotputli-Jaipur-Kishangarh	2.88	0
Narsinghpur			
71.	ADB-II/C-7	0	17.71
72.	Contract Package VII-A PIU-Trichy	1.31	
73.	Contract Package VII-B PIU-Trichy	2.27	
74.	Package No. RJ-7, PIU – Chittorgarh	6.09	
75.	Package No. RJ-9, PIU – Jhalawar	4.3	
76.	Package No. RJ-9, PIU – Jhalawar	6.59	
77.	ABP- 2 (Ref. 1) - PIU – Chennai	0.26	

1	2	3	4
78.	Hapur Bypass, PIU – Ghaziabad	7.74	
79.	Contract Package No. EW-12/BR	2.5	
GRAND TOTAL:		2305.71	99.78

Proposals of Karnataka Government under CRF

3959. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of proposals received by Government from the State Government of Karnataka under the Central Road Funds (CRF) for development of roads in the State during the last three years, year-wise and proposal-wise;

(b) the number of proposals approved and funds released to the State, year-wise; and

(c) the reasons for non-approval of other proposals?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (c) During the last three years fourteen proposals were received from the State Government of Karnataka under the Central Road Funds (CRF) and sanctioned. Details are as under:—

Sl. No.	Year	Nos. of proposals received	Nos. of proposals approved	Funds released (Rs. in crores)
1.	2010-11	14	14	96.01
2.	2011-12	Nil	Nil	131.28
3.	2012-13	Nil	Nil	138.29

Steps taken to reduce traffic jams

†3960. SHRI ASHK ALI TAK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the problem of traffic jam has been witnessed more or less in

†Original notice of the question was received in Hindi.

all the small and big cities of the country due to rise in the number of private vehicles during last few years; and

- (b) the details of steps taken by Government to check this?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) It is a general experience that small and big cities are facing traffic congestion due to increase in private vehicles. 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 announced by Ministry of Urban Development. 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 and Highways is also 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.

Extension of NH-12

†3961. SHRI ASHK ALI TAK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that Government of Rajasthan has sent any proposals to Central Government for the extension of National Highway No. 12;
- (b) if so, whether it has been granted approval;
- (c) if so, technical and economic details thereof; and
- (d) if not, the reasons therefor?

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

- (b) to (d) Do not arise.

†Original notice of the question was received in Hindi.

Target of NHAI to build 7000 km. road

3962. SHRI S. THANGAVELU: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that to meet the target the National Highways Authority of India (NHAI) will have to commission more projects and build 7000 km. of roads every year;

(b) if so, the details thereof;

(c) whether it is also a fact that NHAI could not build beyond 8 km. per day since 2009-10 and whereas once upon a time it was 20 km. per day; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) The target set for construction of projects by National Highways Authority of India (NHAI) based on works in hand is 3000 km for the current financial year.

(c) and (d) The targeted and completed length under various schemes including Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) and Left Wing Extremism (LWE) affected areas, since 2009-10 are as under:—

(in kms)

Year	Target	Achievement	Length constructed per day
2009-10	5830	5145	14.10
2010-11	5534	4439	12.16
2011-12	5824	5013	13.73
2012-13	6092	5726*	15.69*

*Provisional.

The progress of construction of National Highways (NHs) has been slow due to several problems such as land acquisition, shifting of utilities, environmental and

forest clearance, approval for rail over bridges as well as shortage of skilled/semi-skilled manpower and economic slowdown.

Extra money to Rajasthan for national highways

†3963. DR. PRABHA THAKUR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Central Government has allocated extra amount to Rajasthan for maintaining national highways in the State;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

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

(b) and (c) The funds during 2012-13 were allocated as per the requirement.

**Single/Double lane National Highways in
Andhra Pradesh**

3964. SHRI PALVAI GOVARDHAN REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the details of National Highways which is single/double lane in Andhra Pradesh and total length of such National Highways;
- (b) the efforts the Ministry has made to convert above National Highways to 4/6 lane in the Eleventh Plan period, National Highway-wise; and
- (c) in what manner the priority is given by the Ministry to take up such projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) At present there are five National Highways having a total length of about 175 km. of single lane and thirteen National Highways having total length of about 1501 km. of two lane in the State of Andhra Pradesh. These details do not include National Highways declared during the year 2012 and 2013 as same are yet to be entrusted.

†Original notice of the question was received in Hindi.

(b) and (c) During Eleventh Plan period, apart from stretches of National Highways (NHs) under National Highways Development Programme (NHDP), a length of about 26 km. on NH-202 and about 36 km. on NH-9 (Pune – Hyderabad Section) has been widened to 4/6 lane. The widening of carriageway to four lanes or more depends upon the traffic intensity, *inter-se-priority* and availability of funds.

Violation of toll agreement

3965. SHRI PALVAI GOVARDHAN REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Ministry is aware that Concessionaire of Vijayawada-Chilakaluripeta on National Highway No. 5 at km. 355—km. 1110 (Andhra Pradesh) is collecting toll on this under-construction NH stretch by violating the toll agreement and toll rules;

(b) if so, the details of such violation and the toll so far collected illegally;

(c) the time by when it has come to Ministry's notice about the violation of toll agreement by Concessionaire; and

(d) the action so far taken on the concessionaire?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (d) No, Sir. The toll collection is being done as per the provisions of the Concession Agreement.

Vadodara-Mumbai Expressway

3966. SHRIMATI SMRITI ZUBIN IRANI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Finance Minister in his budget speech for year 2006-07 had announced for taking up of Vadodara- Mumbai Expressway on Design, Built, Finance, Operate (DBFO) system;

(b) if so, by when Government intend to start physical construction of this Expressway;

(c) if so, why is the construction work not started till today; and

(d) the targeted dates for various miles stones so as to achieve completion by said date?

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

(b) to (d) Preparation of Project Report for Vadodara-Mumbai Expressway was taken up in two stages. In first stage pre-feasibility Study was taken up. Preparation of Detailed Project Report (DPR) was taken up in second stage. The DPR study could only be completed in December, 2012 on account of the entire alignment being new. The project involves large land acquisition, clearances from several statutory authorities and huge funds requirements. As such the commencement date cannot be ascertained at this stage.

Upgradation of additional Highways in Gujarat

3967. SHRIMATI SMRITI ZUBIN IRANI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the rank of Gujarat in term of National Highways length/lac population and National Highways length/1,000 sq.km of area;

(b) the length of National Highway notified in India and in Gujarat between 2007-08 to 2009-10; and

(c) whether GoI intend to upgrade additional Highways in Gujarat to National Highway?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) The rank of Gujarat in terms of National Highways (NHs) length/lakh population and NHs length/1,000 sq.km of area are 10th and 26th respectively.

(b) About 4,343 km. State roads have been declared as new NHs from 2007-08 to 2009-10 for the entire country. However, no new NH has been declared in the State of Gujarat during this period.

(c) About 583 km. State roads have been declared as new NHs in the State of Gujarat during the last three years.

Work on Maduravoyal-Chennai Port

3968. SHRIMATI KANIMOZHI: Will the Minister of ROAD AND TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there is further delay in the work on Maduravoyal-Chennai Port Elevated Expressway and the details thereof;

- (b) whether the private contractor has sought damages for the delay in the project and details thereof;
- (c) the intended deadline of the project; and
- (d) the steps taken to address the situation?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) The work on Maduravoyal-Chennai Port Elevated Expressway commenced on 14.09.2010 with scheduled date of completion as 13.09.2013. The Water Resources Department (WRD), Government of Tamil Nadu ordered stoppage of work on 29.03.2012 which has not been revoked resulting in delay beyond scheduled date of completion.

(b) The Concessionaire has claimed Rs. 668.851 crore for the period upto 31.01.2012 towards idling of resources, non-handing over land etc.

(c) As work stoppage notice is not withdrawn by WRD, the deadline of the project can not be firmed up at this stage.

(d) As the efforts to get the work stoppage order withdrawn by WRD were not fruitful, a writ petition is filed by NHAI in the Hon'ble High Court of Madras praying for necessary directions to the State Government for withdrawing of stoppage order.

New port connectivity projects

3969. SHRIMATI KANIMOZHI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has undertaken any new port-connectivity projects under the National Highways Development Projects in the past year;
- (b) if so, State-wise details thereof including the number of projects undertaken, the funding strategy adopted by Government and possible timeline for completion;
- (c) if not, the reasons therefor; and
- (d) whether any new projects have been envisaged with respect to the Chennai Port, especially taking into account the increase in port traffic this last year?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) No new port-connectivity project has been undertaken under National Highways Development Project (NHDP) in the past year.

(b) Does not arise.

(c) Road connectivity to all major ports has already been covered under NHDP.

(d) Presently two projects for providing connectivity to Chennai port are under implementation. One project envisages 4-laning of existing Thiruvotriyur Ponneri Pancheti Road (TPP) road, Manali Oil Refinery road, Northern segment of Inner Ring road and Ennore Expressway connecting Chennai port whereas the other project envisages an Elevated Road from Maduravoyal to Chennai port.

Transparent cargo transportation

3970. SHRI T.M. SELVAGANAPATHI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government is considering to make cargo transportation transparent, the details that would have to be uploaded online and whether for this purpose a new software is being developed;

(b) if so, the details thereof;

(c) whether it is also a fact that the said system will ensure that no objectionable goods were not transported; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (d) With a view to streamline the process of transportation trade by road and to meet the modern day requirements, Ministry of Road Transport and Highways has enacted the Carriage by Road Act which has come into effect from 01.03.2011. Suitable provisions have been provided in the Carriage by Road Act, 2007 and Motor Vehicles Act, 1988 to control the transportation of all types goods. Under these Acts, the powers are vested with the State Governments to control the movement of goods carriages in their respective States.

Comprehensive policy to calculate the toll amount

3971. SHRI NARESH AGRAWAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there is any comprehensive policy to calculate the toll amount along the national highways;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether it is a fact that many instances of toll collection have been reported in spite of poor condition of road; and

(e) if so, the reasons therefor and the action being taken by Government?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) Yes, Sir. Government has notified the National Highways Fee (Determinations of Rates and Collection) Rules, 2008 on 5.12.2008, as amended from time to time, and for the stretches completed before 5th December, 2008 by the National Highways (Collection of Fees by any person for the use of Section of National Highways/Permanent Bridge/Temporary Bridge on National Highways) Rules, 1997; the National Highways (Fees for the use of National Highways Section and Permanent Bridge — Public Funded Project) Rules, 1997; and the National Highways Rules, 1957 for those completed after the date of notification of these Rules. The above mentioned Rules have been notified under Section-7 of the National Highways Act, 1956.

(c) Does not arise.

(d) The user fee on a stretch of National Highways is collected as per the individual Notifications published in the Official Gazette by the Central Government.

(e) Does not arise.

Details of awarded road projects

3972. SHRI C.M. RAMESH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of road projects under the Ministry that have been awarded to each of the company/contractor for execution in the last five years, year-wise and project-wise;

(b) whether it is not a fact that many companies have withdrawn from contracts valuing more than Rs. 50 crores in the midway of the execution of the projects;

(c) if so, the details of each of such companies and reasons for leaving the project in the midway;

(d) whether it is not in violation of the tender contract; and

(e) if so, what action the Ministry has taken on each of such company/contractor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) The number of road projects awarded under National Highways Development Project (NHDP), Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) and Left Wing Extremism (LWE) during the last five years are as under:—

Year	NHDP	SARDP	LWE
2008-09	8	16	0
2009-10	39	12	10
2010-11	51	34	130
2011-12	50	17	32
2012-13	11	4	9

(b) No, Sir.

(c) to (e) Does not arise.

Deaths due to shortage of Primary Trauma Care

3973. SHRI KHEKIHO ZHIMOMI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that maximum ratio of death in road accidents in world belongs to India and particularly in North Eastern States due to shortage of Primary Trauma Care;

(b) the total number of persons died in road accidents in country during the last three years, North Eastern State-wise details;

(c) whether Government has taken some steps or any action plan to control the road accidents and death ratio due to non-availability of timely treatment; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) Road accident data is compiled in the Ministry in a format developed as per the Asia Pacific Road Accident Database (APRAD) project of United Nations Economic and Social Commission for Asia Pacific (UNESCAP). In this format, information of deaths due to lack of timely treatment/medical help is not compiled.

(b) State/Union Territory-wise details of number of persons killed in road accidents in India, during the years 2009 to 2011 (the latest available data) is given in the Statement (*See* below).

(c) and (d) Recognizing the vital importance of quick medical assistance and evacuation of road accident victims' in reducing the trauma and probability of death and disability associated with road accidents, Ministry of Health and Family Welfare implemented a Scheme 'establishment of an integrated network of Trauma Centers' along the Golden Quadrilateral, North-South and East-West Corridors of the National Highways by upgrading the trauma care facilities in 140 identified State Government hospitals, at a total outlay of Rs. 732.75 crore during the Eleventh Five Year Plan. Setting up of the integrated network of Trauma Centres along the Golden Quadrilateral, North-South and East West Corridors will ensure that each accident victim on these corridors is able to get competent medical assistance within the shortest possible time thereby saving precious lives.

The Network has been so designed that no trauma victim has to be transported for more than 50 kilometer. It will bring down the morbidity and mortality on the road by observing the golden hour concept. Ministry of Road Transport and Highways has provided 134 advanced life support ambulances to 134 identified hospitals upgraded under this Scheme. National Highways Authority of India (NHAI) would deploy basic life support ambulances with trained and specialized manpower at every 50 km. on the completed stretches of Highway being built and operated by them.

In addition, the Ministry of Road Transport and Highways, under the scheme "National Highways Accident Relief Service Scheme (NHARSS)" has been providing cranes and ambulances to States/UTs/NGOs for relief and rescue measures in the

aftermath of accidents by way of evacuating road accident victim to nearest medical aid centre and for clearing the accident site.

Statement

The number of persons killed in India in road accidents during 2009 to 2011, State-wise/Union Territory-wise

Sl. No.	States/UTs	Total number of persons killed in road accident in States/UTs		
		2009	2010	2011
1	2	3	4	5
1.	Andhra Pradesh	14,770	15,684	15,165
2.	Arunachal Pradesh	158	148	126
3.	Assam	1,991	2,256	2,342
4.	Bihar	4,390	5,137	5,090
5.	Chhattisgarh	2,865	2,956	2,983
6.	Goa	321	327	333
7.	Gujarat	6,983	7,506	8,008
8.	Haryana	4,603	4,719	4,762
9.	Himachal Pradesh	1,140	1,102	1,072
10.	Jammu and Kashmir	1,100	1,045	1,116
11.	Jharkhand	2,170	2,540	2,572
12.	Karnataka	8,714	9,590	8,971
13.	Kerala	3,830	3,950	4,145
14.	Madhya Pradesh	7,365	8,085	7,869
15.	Maharashtra	11,396	12,340	13,057
16.	Manipur	125	154	158

1	2	3	4	5
17.	Meghalaya	145	163	212
18.	Mizoram	60	82	81
19.	Nagaland	55	40	25
20.	Odisha	3,527	3,837	3,802
21.	Punjab	3,668	3,542	4,931
22.	Rajasthan	9,045	9,163	9,232
23.	Sikkim	87	71	106
24.	Tamil Nadu	13,746	15,409	15,422
25.	Tripura	229	231	245
26.	Uttarakhand	852	931	937
27.	Uttar Pradesh	14,638	15,175	21,512
28.	West Bengal**	4,860	5,680	5,664
UTs				
1.	Andaman and Nicobar Islands	33	27	17
2.	Chandigarh	171	138	136
3.	Dadra and Nagar Haveli	45	62	63
4.	Daman and Diu	33	31	33
5.	Delhi	2,325	2,153	2,065
6.	Lakshadweep	2	0	0
7.	Puducherry	218	239	233
TOTAL:		125,660	134,513	142,485

Corruption and favouritism in awarding of roads

3974. DR. JANARDHAN WAGHMARE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware of corruption and favouritism in awarding of roads and highway projects during the last few years;

(b) if so, the details of representation received by Government in regard to corruption and favouritism in awarding roads and highway projects during the last three years and action taken thereon;

(c) whether Government has ordered inquiry into such corruption and favouritism on roads/highway projects; and

(d) if so, the outcome of the inquiry reports?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (d) This Ministry is primarily responsible for development and maintenance of National Highways (NHs) and development and maintenance of roads other than NHs is entrusted with State Governments concerned. The State-wise details of complaints received regarding corruption and favouritism in awarding NH projects during the last three years and action taken thereof are given in the Statement.

Statement

The State-wise details of complaints received regarding corruption and favouritism in awarding NH projects during the last three years and action taken thereof

Sl. No.	State/Union Territory	Nature of complain	Action taken
1	2	3	4
1.	Delhi/Haryana	Award of maintenance work of Delhi-Panipat section of NH-1	Under investigation.
2.	Haryana	Award of 4-laning of Rohtak-Jind section of NH-71	After investigation the allegations were not proved.

1	2	3	4
3.	Maharashtra/ Madhya Pradesh	Award of 4-laning of Nagpur-Betul section of NH-69	A FIR was lodged by CBI. After investigation no evidence of criminal conspiracy was found by CBI and sent the report for departmental action. The report of CBI is under examination.

Heavy penalties for delay in agreement

3975. DR. K.P. RAMALINGAM: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government is considering heavy penalties in the concession agreement for delay;

(b) if so, the details thereof;

(c) whether it is also a fact that the arrangement fails to incentivize punctuality, it rather encourages concessionaires to delay projects and build grounds to make claims later; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) There is no proposal for consideration before the Government for imposition of further heavy penalties other than those being imposed for delay as per provision of the concession agreement signed between the National Highways Authority of India (NHAI) and the concessionaire/contractor.

(c) No, Sir.

(d) Does not arise.

Toll free Highways

3976. DR. K.P. RAMALINGAM: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government has made it clear that the highways may be toll free until six laning is complete;

(b) if so, the details thereof;

(c) whether it is also a fact that the road developers will be allowed tolling at rates as per the National Highways Free Rules only after scheduled completion; and

(d) if so, the details thereof?

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

(b) Does not arise.

(c) The user fee on a stretch of National Highways is collected as per the individual Notification published in the official Gazette by the Central Government.

(d) Does not arise.

Under construction overbridges with Central Assistance

†3977. SHRI DARSHAN SINGH YADAV: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the places in the country particularly in Uttar Pradesh where overbridges are under construction with Central Assistance, as on date;

(b) the amount of Central Assistance, sanctioned for these projects of overbridges; and

(c) the project-wise details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (c) 16 number of stand-alone overbridges are under construction in the country with the central assistance of Ministry of Road Transport and Highways, which includes one overbridge in Uttar Pradesh. The project-wise details of overbridges under construction alongwith its amount is given in the Statement.

†Original notice of the question was received in Hindi.

Statement-I

*The project-wise details of overbridges under construction
alongwith its amount*

Sl. No.	State/UT	NH No.	Location (Chainage)	Amount of central assistance sanctioned (Rs. in lakhs)
1.	Assam	37	KM 135	1221.00
2.	Assam	52B	KM 10.320	379.40
3.	Assam	37	KM 654	625.33
4.	Assam	52B	KM 5.59	1512.00
5.	Assam	154	KM 0.617	936.30
6.	Assam	154	KM 50.881	989.77
7.	Assam	52	KM 0.771	1473.32
8.	Assam	52	KM 6.196	1351.22
9.	Assam	53	KM 17.170	369.18
10.	Assam	53	KM 21.480	474.73
11.	Gujarat	8B & 8E (Extn.)	Near Junction of 8B & 8E (Extn.)	4957.00
12.	Odisha	23	KM 5	1404.95
13.	Punjab	64	KM 113.960	2488.29
14.	Rajasthan	11A Extn.	KM 0/0 to KM 1/050	2174.10
15.	Uttar Pradesh	91	KM 428	3441.13
16.	West Bengal	60	KM 228	5830.799

State's share from the Central Road Fund

3978. SHRI VIVEK GUPTA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the length of national highways and State highways running, State-wise;
- (b) the details of assistance given to States from the Central Road Fund for the maintenance of these roads for the last 5 years, year-wise and State-wise;
- (c) whether the Central Government conduct any kind of need assessment in States, to decide the States share from Central Road Fund;
- (d) whether it is a fact that the share released to West Bengal from Central Road Fund was substantially less compared to its needs; and
- (e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) This Ministry is primarily responsible for development and maintenance of National Highways (NHs) and development and maintenance of roads other than NHs is entrusted with State Governments concerned. The State/Union Territory (UT)-wise details of length of NHs in the country are given in the Statement (*See* below).

(b) Funds under Central Road Fund (CRT) Scheme are provided to the States for development of State Roads (other than rural roads). No fund is provided for maintenance of such roads.

(c) to (e) Funds for development of State roads (other than rural roads) under CRF scheme are distributed to the States on the basis of 30% weightage to fuel consumption and 70% weightage to the geographical area of the States and releases of funds under CRF scheme to the States are made on the basis of Utilization Certificates (UCs) submitted by the State Governments.

Statement

The State/Union Territory (UT)-wise details of length of NHs in the country

Sl. No.	State/UT	Total length of NHs (km.)
1	2	3
1.	Andhra Pradesh	6,760.11

1	2	3
2.	Arunachal Pradesh	1,595.29
3.	Assam	2,947.18
4.	Bihar	4,262.72
5.	Chandigarh	15.28
6.	Chhattisgarh	2,331.40
7.	Delhi	80.00
8.	Goa	262.27
9.	Gujarat	3,944.45
10.	Haryana	1,619.48
11.	Himachal Pradesh	1,706.48
12.	Jammu and Kashmir	1,695.00
13.	Jharkhand	2,369.62
14.	Karnataka	4,746.41
15.	Kerala	1,542.52
16.	Madhya Pradesh	5,120.40
17.	Maharashtra	5,515.30
18.	Manipur	1,375.22
19.	Meghalaya	1,204.36
20.	Mizoram	986.00
21.	Nagaland	796.68
22.	Odisha	4,306.15
23.	Puducherry	63.28
24.	Punjab	1,739.15

1	2	3
25.	Rajasthan	7,307.16
26.	Sikkim	139.00
27.	Tamil Nadu	4,973.77
28.	Tripura	475.25
29.	Uttarakhand	2,169.80
30.	Uttar Pradesh	7,706.00
31.	West Bengal	2,534.92
32.	Andaman and Nicobar Islands	330.70

Reforms in road transport system

‡3979. SHRI RAVI SHANKAR PRASAD: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that a comprehensive reform is required in the road transport system of the country;
- (b) if so, Government's response thereon;
- (c) whether it is also a fact that Government has received a good number of suggestions from public in this regard;
- (d) if so, the facts thereof; and
- (e) Government's response on the suggestions made by public?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) Road transport is considered to be one of the most cost effective and preferred mode of transport, both for freight and passengers, keeping in view its level of penetration into populated areas and last mile connectivity. Considering the urgent need to improve the quality of road transport system, Government of India has taken a number of reformative

‡Original notice of the question was received in Hindi.

steps towards modernisation and improved road transport system in the country which include:—

- (i) financial assistance to States/Union Territories for strengthening public transport system through introduction of information technology related services to improve the quality of transport in rural/mofussil areas,
- (ii) introduction of National Permit System *w.e.f.* 8th May, 2010 to facilitate seamless movement of long distance inter-State movement of goods vehicles across the country,
- (iii) enactment of Carriage by Road Act, 2007, which effected from 01.03.2011 to streamline the process of transportation trade by road and to meet the modern day requirements,
- (iv) various publicity/awareness campaigns on Road Safety through electronic/print media including observance of Road Safety Week to make the road safer for all the stakeholders,
- (v) road safety awards to recognize the State Transport Undertaking (STUs) with the lowest accident rate record to promote Road Safety consciousness and encourage healthy competition among the STUs for high safety standards.

Apart from the above, the Government also provides road safety and pollution testing equipments, breath analysers, cranes and ambulances etc. for rescue and relief operation in case of road accidents, to States/Union Territories.

(c) to (e) Suggestions received from State/Union Territory Governments, subject experts, various stakeholders and general public on various policy issues of the road transport sector, are also taken into consideration while formulating policies and programmes by the Government. Based on these suggestions/recommendations, various reformative actions have been taken by the Government as explained in reply to (a) and (b) above for improving road transport system in the country.

**Development of corridors of road network in
Andhra Pradesh**

3980. SHRI Y.S. CHOWDARY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has received any proposal from Government of Andhra

Pradesh for development of corridor of road network in the Inter-State Borders of the State;

(b) the status therefor; and

(c) the steps taken/being taken by Government for early approval of Government?

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

(b) and (c) The proposal was included under the proposed Road Requirement Plan (RRP) Phase-II for development of road network in Left Wing Extremist (LWE) affected areas. The RRP Phase-II was included in the draft Twelfth Five Year Plan. However, due to paucity of funds the scheme could not find place in the Final Twelfth Five Year Plan.

Projects of NHAI in Rajasthan

3981. DR. GYAN PRAKASH PILANIA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of various projects of the National Highways Authority of India (NHAI) in Rajasthan;

(b) the status of each project, project-wise;

(c) the number of projects that are being delayed and reasons for delay, project-wise; and

(d) the efforts that have been made to complete the project within the time or extended time?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (c) The details are given in the Statement (*See* below).

(d) NHAI is closely monitoring the progress of the works by holding regular meetings with Concessionaire, Supervision Consultant and the concerned State Government officials.

Statement
Details of on-going projects of National Highway Authority of India in Rajasthan

Sl. No.	Name of Project	Length	Physical progress (%)	Total length completed km.	Anticipated date of completion as per current status	Reasons for delay
1	2	3	4	5	6	7
1.	4-laning of Dholpur – Murena section km. 51.000 to km. 61.000 – NH-3 Phase-II (NS)	10	79.20	7.90	Dec.-13	(i) The Project falls in Chambal wild life sanctuary and the necessary clearance was delayed substantially. (ii) Delay in obtaining clearance for cutting of trees and start of work in Forest land falling in 8 km. of Dholpur District of Rajasthan. (iii) Delay in declaration of Award towards Land Acquisition.
2.	Construction of Kota bypass-NH-76 Phase-II (EW)	26.42	98.50	26.35	Sept.-13	(i) Delay in final forest clearance from MoEF; project site being in Chambal Gavial Sanctuary and Forest area.

1	2	3	4	5	6	7
						(ii) Delay in approval from Railways regarding launching scheme for pre-cast PSC girders.
3.	Cable Stayed bridge across Chambal River at Kota NH-76, Phase-II (EW)	1.4	52.00	0	June-14	(i) Final forest clearance obtained from MoEF on 01.12.2007 after clearance from NBWL and Hon'ble Supreme Court for diversion of wildlife area of Chambal Gavial Sanctuary. Thus, complete stretch of 1.4 km. was handed over to the civil contractor on 05.12.2007 for construction activities.
						(ii) Delay due to rehabilitation and corrective action necessitated after construction accident on 24.12.2009.
4.	4-laning of Deoli – Kota section NH-12, Phase-III	83	68.00	56.15	July-13	—
5.	4-laning of Jaipur – Deoli – Tonk section km. 18.700 to km. 165.000 NH-12, Phase-III	148.7	92.00	137	May-13	(i) Slow progress of Concessionaire during construction phase. (ii) Problems in Possession in Land in 1 km.

6.	4-laning of Jaipur – Reengus section km. 165.000 to junction of NH-76 on Kota bypass NH-11, Phase-III	53	92.90	48.00	May-13	(i) Slow progress of Concessionaire during construction phase.
						(ii) Delay in Land Acquisition.
7.	6-laning of Kishangarh – Ajmer Beawar section km. 364.125 to km. 396.000 and km. 0.000 to km. 58.245 NH-8, Phase-III	93.56	94.20	91.26	May-13	(i) Delay in ROB clearances.
						(ii) Slow progress of Concessionaire during construction phase.
8.	Beawar – Pali Pindwara section NH-14, Phase-III	244.12	40.00	85.00	June-14	—
9.	Reengus-Sikar on NH-11	43.88	66	31.76	Sept.-14	—
10.	6-laning of Gurgaon – Kotputli – Jaipur section km. 42.700 to km. 273.00 NH-8, Phase-V	225.6	79.75	156.50	June-13	(i) Delay in initial mobilization of Concessionaire.
						(ii) Slow progress of Concessionaire during construction phase.
						(iii) Financial crunch of Concessionaire.
						(iv) Delay in Land Acquisition.
						(v) Delay in Forest Clearance.

1	2	3	4	5	6	7
					(vi) Delay in handing of Irrigation land.	
					(vii) Removal of Religious structure and Government acquired Building etc.	
					(viii) Additional work in the project scope owing to public representations.	
11.	4 Laning of Gomti Chauraha – Udaipur on NH-8	79.31	–	–	Oct.-15	–
12.	Six Laning of Kishangarh – Udaipur – Ahmedabad on NH-79A, 79, 76, 8	555.5	–	–	36 months from appointed date	–
13.	Kota – Jhalawar on NH-12	88.09	–	–	30 months from appointed date	–
14.	Rajasthan Border – Fatehpur – Salasar on NH-65	154.14	–	–	appointed date	
15.	Rajsamand – Gangapur – Bhilwara on NH-758	86.0	–	–		

Highways projects failed to attract bidders

3982. SHRI PRAKASH JAVADEKAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that highway projects worth over Rs. 1900 crore have failed to attract bidders;

(b) if so, the reasons therefor; and

(c) the steps that Government is contemplating to take to improve the present situation?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (c) In the last financial year, no bids were received in case of 16 Build, Operate and Transfer (BOT) projects with a total project cost of Rs. 18600 crore. The reasons behind poor response include poor market sentiments, lack of equity with the concessionaire, unavailability of debt with the financial institutions, procurement of soil/earth/aggregates, etc. The issues of delinking environmental clearance from forest clearance and exempting linear stretches from the requirement of NOC from Gram Sabha have been resolved. Reserve Bank of India has given dispensation to treat the debt due to lenders, to the extent assured by Project Authorities in terms of concession agreement, as secured loan. Further, Government has decided to award contracts on Engineering Procurement and Contract (EPC) basis also. Nodal Committee has also been set up at State level to expedite pre-construction activities.

Projects under EPC mode

3983. SHRI PRAKASH JAVADEKAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of highway construction projects under EPC mode (engineering, procurement and construction) that have been awarded since 2009;

(b) whether there have been irregularities between funds released and projects which are still on hold;

(c) if so, the details of the status of the projects which are on hold along with funds released for the same; and

(d) the steps that Government intends to take to complete the pending projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) Development of National Highways (NHs) on lumpsum/turnkey basis is a new mode and recently adopted by the Government, which is called as Engineering Procurement and Construction (EPC). Three projects covering a length of 147 km. have been awarded under EPC mode during the current financial year.

(b) No, Sir.

(c) and (d) Does not arise.

Checking of overloading of vehicles at toll plazas

†3984. SHRI OM PRAKASH MATHUR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether overloaded vehicles are the major factor leading to road accidents and damaging of national highways;

(b) if so, the details thereof and the number of accidents that took place due to overloading during each of the past three years and current year;

(c) whether Government has taken any steps to check overloading of the vehicles particularly on toll plazas; and

(d) if so, the amount charged from the overloaded vehicles as penalty during the said period and the details thereof, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) It is a matter of fact that overloaded vehicles are responsible for road accidents and damaging of national highways. The details of road accidents caused due to overloaded vehicles during 2009-2011, are given as under:—

Year	Number of road accidents due to overload of vehicles
2009	96,012
2010	109,357
2011	100,238

†Original notice of the question was received in Hindi.

(c) The problem of overloading of motor vehicles has been drawing attention of the Government for a long time and has also been discussed with State Governments/Union Territories at various fora, including National Road Safety Council meetings. In order to curb overloading, adequate provisions have been provided in the Motor Vehicles Act, 1988 to check overloading of motor vehicles. The Gross Vehicle Weight of various categories of motor vehicles were notified *vide* S.O. 728(E) dated 18.10.1996 and 517(E) dated 26.5.2000. Every motor vehicle is required to adhere to the specified load ceiling. The National Highways Authority of India (NHAI) has identified six BOT/OMT projects for enforcement of overloading provisions of the concessions agreement on pilot basis.

(d) Enforcement of provisions of traffic control, including overloading is the responsibility of the State Governments. Hence the Ministry of Road Transport and Highways does not maintain the record of amount of penalty charged by State agencies from the overloaded vehicles.

Construction of four lane from Parvanu to Shimla

‡3985. SHRIMATI BIMLA KASHYAP SOOD: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) by when the construction work of four lane from Parvanu to Shimla in Himachal Pradesh will be started along with the details of the funds allotted for this purpose;

(b) the number of flyovers, by pass or bridges proposed to be constructed upon this four lane road;

(c) the name of the company which has been awarded the contract of construction work of this four lane road; and

(d) by when the work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (d) Proposal for construction of 4-lane work from Parvanu to Shimla in Himachal Pradesh is not approved. Therefore, it is too early to indicate the time for the start of the construction work at this stage. The proposal envisages construction of one flyover, two bypasses, twenty three major bridges and minor bridges.

‡Original notice of the question was received in Hindi.

Transport field to private capital

3986. SHRI C.P. NARAYANAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the reasons why Government opens the field of transport more and more to private capital which is after immediate profit when transport is mainly a public utility;

(b) by introducing BOT projects how much capital Government has attracted into field of infrastructure, the amount citizens and firms have to pay as toll for construction of these roads;

(c) how much amount Government will have to collect as tax if BOT path is not followed; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) The Government has adopted Public-Private-Partnership (PPP) model for development of National Highways in order to tap investment, efficiency and effectiveness of private enterprise in the backdrop of scarcity of budgetary resources.

(b) to (d) Projects on PPP model are taken up on BOT (Toll) or BOT (annuity) mode. Projects on BOT (Toll) mode are taken up with a maximum Viability Gap Funding (VGF) of 40% and for projects taken up on annuity mode, concessionaire are paid annuities during the Concession period. During Eleventh Plan period, for projects implemented by NHAI, Rs. 65173 crores has been invested by the private sector and Rs. 68898 crores has been invested out of Public Funds (including borrowing). In absence of PPP model, the entire cost would have been required to be borne through the budgetary resources. As per extant policy of Government of India, the National Highways having the investment cost above a threshold amount (Rs. 2.5 crore per km. as on 01.04.2008 level) is required to be tolled irrespective of the mode of delivery of the projects.

Discarding road developers on poor performance

3987. DR. PRADEEP KUMAR BALMUCHU: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government is planning to change the road

developers whose construction work is poor and does not meet the agreed contract performance; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) Appropriate and commensurate action is taken as per the provisions of contract/concession agreement against all the road developers whose construction work is poor and who do not meet the agreed contract performance.

Widening of highways in Kerala

3988. SHRI P. RAJEEVE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the NHAI have taken any decisions regarding the widening of highways in State of Kerala;

(b) if so, the details thereof;

(c) whether the Ministry has approved any schemes for the land acquisition for highways in Kerala; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) National Highways Authority of India (NHAI) has been entrusted with widening of NH-17 and NH-47 in the State of Kerala under NHDP.

(c) and (d) Land for all the National Highways projects are acquired as per NH Act, 1956, and the same mechanism for acquisition of land applies to the projects of widening of NH-17 and NH-47 in the State of Kerala.

National Highways proposed for construction in Uttar Pradesh

3989. SHRI PARVEZ HASHMI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of the length in kilometres and the place where National Highways are proposed to be constructed in Uttar Pradesh during the year 2012-13;

(b) the length of construction thereof completed, so far and the time by when the remaining work would be completed; and

(c) the amount incurred on the maintenance of National Highways in the State this year?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) New proposals for construction of various National Highways aggregating to a length of 446 km. were taken up in Uttar Pradesh during 2012-13, out of which 51 km. length has been completed. These projects are in different stages of progress and are targeted for completion by January, 2015.

(c) Expenditure to the tune of Rs. 42.17 lakhs has been incurred on the maintenance of National Highways in the State during the financial year 2013-14.

**Upgradation, widening and carpeting of North
Sikkim Highway**

3990. SHRI HISHEY LACHUNGPA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the status of the work on the upgradation, widening and carpeting of the North Sikkim Highway being taken up by the Border Roads Organisation;

(b) by when the work would commence and scheduled date of completion, whether there has been any delay, if so, the details thereof;

(c) the total cost sanctioned for the project and by when it was sanctioned, whether there has been any cost overrun; if so, the details thereof;

(d) whether weather conditions are incorporated for planning the work periods and for sanctioning the funds to be released;

(e) whether the agencies are geared up to meet challenges from natural calamities and damages; and

(f) the mode of execution of the works?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) The improvement of

North Sikkim Highway from Gangtok to Mangan has been included under the Phase 'B' of Special Accelerated Road Development Programme in North East (SARDP-NE), which has not yet been approved for implementation by the Government.

(b) to (f) Does not arise.

Complaints concerning Regional Transport offices

3991. SHRI PIYUSH GOYAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has received any complaints concerning Regional Transport Offices (RTOs) and Motor Licensing Offices (MLOs) of various States;

(b) if so, the number and the nature of these complaints, State-wise along with the action taken thereon;

(c) whether Government has constituted a committee to suggest guidelines for staff strength at RTOs and MLOs across the country;

(d) if so, the details thereof; and

(e) the efforts made or being made by Government to streamline the process of issuance of Driving Licenses and Vehicle Fitness Certificates by RTOs and MLOs across the country?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) Regional Transport Offices (RTOs) and Motor Licensing Offices (MLOs) come under the administrative control of Transport Commissioners of the States/UTs concerned. Therefore, complaints against them are referred to the concerned State Government/ Union Territory Administration for appropriate action,

(c) and (d) A committee has been constituted by this Ministry under the chairmanship of Secretary-cum-Commissioner (Transport), Government of NCT of Delhi for recommending norms for staffing RTOs/MLOs with respect to the workload and also recommend changes, if any, required in the qualifications prescribed for Motor Vehicle Inspectors.

(e) This Ministry, utilizing information technology in the road transport sector,

developed new software VAHAN for Registration Certificates (RCs) and SARATHI for Driving Licences (DLs) in consultation with National Informatics Centre (NIC) and made it available to all the States/UTs free of cost. The software covers both back-end automation of RTOs and front-end computerization to enable issuance of DLs and RCs in smart card mode. Ministry has established a National Register of DLs and RCs, which acts as a database backup for State Registers. 'VAHAN' software has got a workflow based fitness module which covers the entire cycle of vehicle fitness verification process. The different parameters of fitness criterion of any vehicle are to be physically tested in the presence of the competent RTO/MLO officials. The test report is entered into the software and if the report is okay, then the system will issue the fitness certificate after verification and subsequent approval of the competent authority. This Ministry has also sanctioned nine fully automated model vehicle Inspection and Certification Centres, one each in the States of Andhra Pradesh, Gujarat, Haryana, Himachal Pradesh, Karnataka, Madhya Pradesh, Maharashtra, Rajasthan and NCT of Delhi, on a pilot basis.

**Status of four laning of Bhubaneswar-Puri
National Highway**

3992. SHRI BAISHNAB PARIDA: Will the Minister of ROAD AND TRANSPORT HIGHWAYS be pleased to state:

- (a) the details of new road highway projects that are under construction and passing through Odisha region;
- (b) the time-frame within which these would be completed and put into operation; and
- (c) the status of four laning of Bhubaneswar-Puri National Highway, *inter-alia* indicating the time-frame within which this would be completed and put into operation?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) Details are given in the Statement (*See* below).

(c) Out of 59 km. of Bhubaneswar-Puri National Highway, a length of 34 km. has already been four laned. The work is targeted to be completed by September, 2013

Statement
Details of ongoing National Highways Projects in the State of Odisha

Sl. No.	Name of the Project	NH No.	Date of start	Target date of completion
1	2	3	4	5
1.	4-Laning of Rimuli-Roxy-Rajamunda (km. 163.00 to km. 269.00)	215	21.07.2011	Jan., 2014
2.	4-Laning of Sambalpur-Baragarh – Odisha/Chhattisgarh Border (Km. 0.00 to km. 88.00)	6	14.11.2011	May, 2014
3.	4-Laning of Bhubaneswar-Puri (km. 0.00 to km. 59.00)	203	07.03.2011	Sept., 2013
4.	6-Laning of Chandikhole-Jagatpur-Bhubaneswar (km. 413.00 to km. 418.000 and km. 0.00 to km. 62.000)	5	14.12.2011	June, 2014
5.	Balasure-Kharagpur Section (Additional waterways)	60	01.01.2013	June, 2015
6.	Widening to two lane with strengthening from 453.0 to 458.0	43	10.03.2008	June, 2013
7.	Widening to two lane with strengthening from km. 384.0 to 390.0	43	21.09.2008	June, 2013
8.	Widening to two lane with strengthening from km. 446.0 to 453.0	43	06.11.2009	March, 2014

1	2	3	4	5
9.	Widening of existing SL/IL to DL with strengthening from km. 0.0 to 14.0 km.	20	12.04.2013	April, 2015
10.	Widening and strengthening of existing single/intermediate lane with geometric improvement to two lane carriage way in km. 95.0 to 112.110 and 133.8 to 143.4 km.	201	04.10.2010	May, 2013
11.	Widening and strengthening, Raising of existing single lane carriage way with geometric improvement to two lane carriage way in km. 164.0 to 189.0 km.	217	30.08.2010	May, 2013
12.	Widening and strengthening of existing single/intermediate lane with geometric improvement to two lane carriage way in km. 329.0 to 375.0 km.	217	25.10.2010	May, 2013
13.	Widening and strengthening of existing intermediate lane to two lane carriage way in km. 0.0 to 25.0 km.	201	21.09.2010	May, 2013
14.	Widening and strengthening of existing intermediate lane to two lane carriage way km. 159.0 to 184.260 km.	224	30.08.2010	May, 2013
15.	Widening and strengthening, Raising of existing single/intermediate	224	08.09.2010	May, 2013

lane with geometric improvement to two lane carriage way in km. 224.0 to 249.0 km.				
16. Re-construction of RCC HL Bridge over river Hati alongwith approaches in 114th km.	201	18.02.2010	March, 2014	
17. Construction of Moter and Pastigudi nallha at ch 226/275, 164/000	26	23.12.2011	June, 2013	
18 Construction of HL Bridge over Buchamunda with approaches at 280/640	59	21.03.2012	June, 2013	
19 Reconstruction of MB 201/1 over Pentagaon at km. 200.495, MB No. 202/3 over Bhogara at 201.882 km., MB No. 209/4 over Lunisara at 208.982 km., MB No. 212/2 over Pathora at km. 211.895 and MB No. 223/1 over Samapara at 222.036 km.	57	28.05.2012	November, 2013	

Target set for four laning of Mumbai-Goa highway

3993. SHRI HUSAIN DALWAI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether targets set for construction, widening and development of highways could not be achieved;
- (b) if so, the details thereof;
- (c) the reasons for not achieving the targets;
- (d) whether any target has been set for four laning of Mumbai-Goa Highway;
- (e) if so, the details thereof; and
- (f) the steps taken to complete four laning of this highway within the stipulated date?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (c) The targeted and completed length under various schemes including Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) and Left Wing Extremism (LWE) affected areas for the year 2012-13 are as under:—

Target	:	6092 km.
Achievement	:	5726 km. (provisional)

The progress of construction of National Highways (NHs) has been slow due to several problems such as land acquisition, shifting of utilities, environmental and forest clearance, approval for rail over bridges as well as shortage of skilled/semi-skilled manpower and economic slowdown.

(d) to (f) No, Sir. However, for development of Mumbai – Goa highway project, it has been decided to set up Project Implementation Unit (PIU).

Speed up road construction work

3994. SHRI TARINI KANTA ROY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the road construction under National Highways Development Programme specially East-West Corridor and N.H. 31D has been speeded up;

- (b) if so, the details thereof; and
- (c) if not, how it could be speeded up?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) Yes, Sir. The entire length of East West Corridor has been completed, except 201 km. under implementation and 239 km yet to be awarded. As regards the work of N.H. 31D, Request for Proposal (RFP) for the stretch from km. 0 to 155 has been invited.

- (c) Does not arise.

Maintenance work under NHDP in Tamil Nadu

3995. SHRIMATI KANIMOZHI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the list of national highways located in Tamil Nadu which have been taken up for maintenance work under the National Highways Development Programme over the past two years;
- (b) the work that has been completed, project-wise; and
- (c) the funds allocated for this purpose, project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (c) Sections of six National Highways under National Highways Development Programme aggregating to a length of 735.9 km. in Tamil Nadu have been taken up for maintenance during last two years by incurring an expenditure of Rs. 51.53 crore. Details are given in the Statement.

Statement

The details of the sections of six National Highways under NHDP taken up for maintenance

Sl. No.	NH No.	Section	Length (Km)	Expenditure incurred towards maintenance (Rs. in lakhs)		
				2011-12	2012-13	Total
1	2	3	4	5	6	7
1.	67	Nagapattinam-Thanjavur section	80.000	169.08	276.67	445.75

1	2	3	4	5	6	7
		Narasimhanaickanpalayam-Kakkanallah (Tamil Nadu/Karnataka Border)	144.000	168.03	249.87	417.90
2.	45C	Vikravandi-Kumbakonam-Thanjavur section	165.000	215.04	784.98	1000.02
3.	47	Kerala/Tamil Nadu border Kanniyakumari section	56.000	61.48	119.20	180.68
4.	227	Trichy-Chidambaram section	135.400	192.21	727.00	919.21
5.	226	Thanjavur-Manamadurai section from km. 0/000 to km. 151/000	135.500	1366.44	778.65	2145.09
6.	205	Padi-Thiruninravur section	20.000	44.72	0.00	44.72
TOTAL:			735.900	2217.00	2936.37	5153.37

Sluggish traffic of cargo

3996. SHRI RAJKUMAR DHOOT: Will the Minister of SHIPPING be pleased to state:

- (a) whether it is a fact that major ports of the country are facing sluggish traffic of cargo;
- (b) if so, the details thereof and reasons behind the sluggish traffic; and
- (c) the remedial measures that Government propose to take in the matter?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (c) The cargo traffic details of the 12 Major Ports pertaining to 2010-11 to 2012-13, are given in the Statement (*See* below). As is evident from the Annexure, except for Kolkata, Visakhapatnam, Chennai and Mormugao, all other major ports have handled cargo almost at par with or more than that handled during the previous year. The reasons for decline in traffic at some Major Ports include:—

- (i) Ban on mining of Iron ore and export of Iron ore

- (ii) Less import of finished fertilizers
- (iii) General recession in Global economy
- (iv) Direction of Hon'ble High Court of Madras to shift handling of dirty cargo out of Chennai Port.

The remedial measures taken by the Government in the matter are as under:—

- (i) Construction of new berths and terminals to enhance port capacity to minimise pre-breathing detention time and reduce turnaround time of vessels calling on the Ports.
- (ii) Modernising berths with State of the art loading/unloading equipment to improve operational efficiency.
- (iii) Deepening of channels and berths so that ports can accommodate larger vessels.
- (iv) Improving rail/road connectivity of Ports for speedy evacuation of cargo.

Statement

Cargo handled at Major Ports in the last 3 years

(In Million Tonnes)

Port	2010-11	2011-12	2012-13
1	2	3	4
Kolkata	47.55	43.25	39.88
Paradip	56.03	54.25	56.55
Visakhapatnam	68.04	67.42	58.96
Ennore	11.01	14.96	17.88
Chennai	61.46	55.71	53.40
V.O. Chidambaram	25.73	28.11	28.26
Cochin	17.87	20.09	19.84
New Mangalore	31.55	32.94	37.03

1	2	3	4
Mormugao	50.02	39.00	17.69
Mumbai	54.59	56.19	58.03
JNPT	64.31	65.73	64.50
Kandla	81.88	82.50	93.62
TOTAL:	596.03	560.13	545.67

Major ports to fix their own tariff

3997. SHRI S. THANGAVELU: Will the Minister of SHIPPING be pleased to state:

- (a) whether it is a fact that major ports in the country will be allowed to fix their own tariff based on the market condition;
- (b) if so, the details thereof;
- (c) whether it is a fact that the Tariff Authority for major ports will fix the reference tariff for each port and for different commodities; and
- (d) if so, the details thereof?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (d) Government has taken steps for formulation of new Guidelines for fixation of Tariff of Major Ports. These Guidelines would enable the terminal operators to fix market related tariff which will continue to be notified by TAMP. The new Guidelines would also help create a level playing field, *vis-a-vis*, the non-major ports which are presently not covered by TAMP notified tariff.

Cheapest mode of transportation

3998. SHRI C.M. RAMESH: Will the Minister of SHIPPING be pleased to state:

- (a) whether it is not a fact that waterways is the cheapest mode of transportation anywhere in the world;
- (b) whether it is also not a fact that 40 per cent of cargo movement in Europe is by waterways and the world's average is 8 per cent;

(c) if so, the reasons that India is languishing at less than 1 per cent of cargo movement through waterways;

(d) the efforts the Ministry is making to develop more and more waterways for transportation of cargo;

(e) whether any special plans have been prepared for cargo movement in Godavari and Krishna rivers;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MILIND DEORA): (a) Waterways are the cheapest mode of transportation, particularly, for bulk goods, hazardous goods and over dimensional cargo over long distances.

(b) and (c) As per information available, the modal share of IWT in European Union (during 2006) was 5.6% in terms of tonne km. In Holland, however, waterways account for about 40% of International freight movement and about 20% of domestic freight. Since data of cargo movement by waterways all over the world is not available, it is not possible to confirm whether the world average is 8%. However, considering the percentage of cargo movement in some of the inland water transport developed countries of China, USA and European Union as 8.7%, 8.3% and 5.6% (as in the year 2006) it can be surmised that the overall worlds average of cargo movement by inland waterways mode would be less than 8%. In India the development of inland water transport did not receive high priority due to various reasons as compared to other modes, namely, rail and road.

(d) Systematic efforts for developing Inland Waterways for shipping and navigation started after the establishment of Inland Waterways Authority of India (IWAI) in 1986. However, development and regulation of only those waterways which are declared as National Waterways (NWs) comes under the purview of the Union Government. So far, five waterways have been declared as NWs.

(e) to (g) Development of NW-4 which includes specified stretches of Godavari and Krishna river, has not yet commenced. Steps have been taken to identify projects for development of commercially viable stretches of NW-4 under the Public Private Partnership mode.

Government approval on fixation of tariff

‡3999. SHRI RAVI SHANKAR PRASAD: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Government has approved the fixation of tariff at certain major ports in the country on the basis of market forces;

(b) if so, the facts thereof;

(c) whether before the said decision was taken it has been ascertained that what would be the different possible changes by bringing changes in the existing policy; and

(d) if so, the details of possible changes?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (d) After soliciting views from the various stakeholders, Government has taken steps for formulation of new Guidelines for fixation of Tariff of Major Ports. These Guidelines would enable the terminal operators to fix market related tariff which will continue to be notified by TAMP. The new Guidelines would also help create a level playing field, *vis-a-vis*, the non-major ports which are presently not covered by TAMP notified tariff.

Reforms in security clearances and tariff regulations

4000. SHRI N.K. SINGH: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the Ministry missed its target of awarding 42 projects in the last year;

(b) if so, the details thereof;

(c) if so, the reasons therefor;

(d) whether Government is proposing any measures to expedite port projects by introducing reforms in security clearances and tariff regulations; and

(e) if so, the details thereof?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (c) In the financial year 2012-13, Ministry of Shipping awarded 32 projects as against the target of

‡Original notice of the question was received in Hindi.

42 projects. 10 projects could not be awarded due to various reasons such as non-receipt of security inputs for bidders, inadequate response to the bids and litigation, etc.

(d) and (e) Government of India has issued guidelines for streamlining the security clearance process for port projects. As per the said guidelines, security inputs are to be provided by the security agencies within 12 weeks and the same are valid for 3 years unless there is a change of more than 10% in the shareholding pattern of the company.

The Government has also taken steps for formulation of new guidelines for fixation of Tariff in Major Ports to enable the terminal operators of Major Ports to fix market related tariff which will continue to be notified by Tariff Authority for Major Ports (TAMP).

Cargo volumes at major ports

4001. SHRI N.K. SINGH: Will the Minister of SHIPPING be pleased to state:

- (a) the details of the cargo volume over the last three years;
- (b) whether it is a fact that the cargo volumes being handled at major ports is declining;
- (c) if so, the details thereof and the reasons therefor;
- (d) whether Government proposes measures to increase the cargo handled by major ports in India; and
- (e) if so, the details thereof?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) The cargo traffic details of the 12 Major Ports for the years 2010-11 to 2012-13, are given in the Statement (*See* below).

(b) and (c) As is evident from the Annexure, most Major Ports have shown growth in cargo volumes over the years. Only Kolkata, Visakhapatnam, Chennai and Mormugao have shown a decline in cargo, mainly due to the ban on iron ore mining and banning of dusty cargo by the Hon'ble High Court of Madras at Chennai Port.

(d) and (e) Steps taken by the Government to accelerate the pace of growth at the Major ports are as under:—

- (i) Construction of new berths and terminals to enhance port capacity to minimise pre-breathing detention time and reduce turnaround time of vessels calling on the Ports.
- (ii) Modernising berths with State of the art loading/unloading equipment to improve operational efficiency.
- (iii) Deepening of channels and berths so that ports can accommodate larger vessels.
- (iv) Improving rail/road connectivity of Ports for speedy evacuation of cargo.

Statement

Cargo handled at Major Ports in the last 3 years

(In Million Tonnes)

Port	2010-11	2011-12	2012-13
Kolkata	47.55	43.25	39.88
Paradip	56.03	54.25	56.55
Visakhapatnam	68.04	67.42	58.96
Ennore	11.01	14.96	17.88
Chennai	61.46	55.71	53.40
V.O. Chidambaram	25.73	28.11	28.26
Cochin	17.87	20.09	19.84
New Mangalore	31.55	32.94	37.03
Mormugao	50.02	39.00	17.69
Mumbai	54.59	56.19	58.03
JNPT	64.31	65.73	64.50
Kandla	81.88	82.50	93.62
TOTAL:	596.03	560.13	545.67

Maritime University in Gujarat

4002. SHRI NATUJI HALAJI THAKOR: Will the Minister of SHIPPING be pleased to state:

(a) whether the Gujarat Government has asked for Maritime University in the Gujarat State:

(b) whether the permission for the same has been granted to Gujarat State;

(c) if so, the present status;

(d) if not, the reasons therefor;

(e) the progress in establishment of Maritime University in Kandla Port Trust; and

(f) whether the progress is satisfactory; if so, the present status, if not the reasons therefor?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) No, Sir.

(b) to (f) In view of (a), do not arise. However, a campus of Indian Maritime University (IMU) is already functioning in the Kandla Port Trust's premises at Kandla, Gujarat.

Status of MoU/Joint Venture Project

4003. SHRI BALWINDER SINGH BHUNDER: Will the Minister of SHIPPING be pleased to state:

(a) the number of Memorandum of Understandings/Joint Venture Projects that have been signed by each public sector undertaking/ports under the Ministry with the foreign or domestic partners/PSU/Port-wise;

(b) the date of signing of each of these MoUs/Joint Venture Projects and the purposes of signing/PSU/Port-wise;

(c) the status of each of the MoU/Joint Venture Project; and

(d) by when each of the MoU/Joint Venture Project will be realised/completed?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (d) Information is being collected and will be laid on the Table of the House.

Accruals from sending satellites to space

4004. SHRI K.N. BALAGOPAL: Will the PRIME MINISTER be pleased to state:

(a) whether Indian space programme is sending satellites to the space from private companies/universities and foreign countries;

(b) if so, the details thereof; and

(c) whether Government/Department is getting money from this; if so, the details of accruals from the programme?

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

(b) The satellites built by Indian universities are launched by ISRO as co-passengers with its main satellite. No money is charged for launching the satellites from Indian Universities as ISRO is encouraging Indian universities and the student community to build micro-satellites to promote and encourage inter-disciplinary technologies. The satellites from the private companies/foreign countries are launched by ISRO on a commercial basis under a contract between private companies/foreign countries and ANTRIX Corporation Ltd., a Commercial arm of ISRO.

As on April, 2013, four satellites from Indian universities and 35 satellites from foreign countries were launched using the Indian Polar satellite Launch Vehicle (PSLV). The details are as follows:—

A. List of satellites from Indian universities

Sl. No.	University	Number of satellites	Name of satellite
1.	Anna University, Chennai	1	ANUSAT
2.	A consortium of 7 Engineering colleges from Karnataka and Andhra Pradesh	1	STUDSAT
3.	SRM University, Chennai	1	SRM Sat
4.	IIT, Kanpur	1	JUGNU
TOTAL:		4	

B. List of satellites from foreign countries

Sl. No.	University	Number of satellites	Name of satellite
1.	Argentina	1	PEHUENSAT-1
2.	Algeria	1	ALSAT-2A
3.	Austria	2	NLS-8.1, NLS-8.2
4.	Belgium	1	PROBA
5.	Canada	5	CAN-X2, NLS-5, NLS-6.1, SAPPHIRE, NEOSSAT
6.	Denmark	2	AAUSAT-II, NLS-8.3
7.	France	1	SPOT-6
8.	Germany	8	DLR-TUBSAT, BIRD, COMPASS-I, RUBIN-8, CUBESAT-1, CUBESAT-2, RUBIN-9.1, RUBIN-9.2
9.	Indonesia	1	LAPAN-TUBSAT
10.	Israel	1	TECSAR
11.	Italy	1	AGILE
12.	Japan	3	CUTE-1.7, SEEDS, PORTIERES
13.	Luxembourg	1	VESSELSAT-1
14.	Netherlands	1	DELFI-C3
15.	Republic of Korea	1	KITSAT-3
16.	Switzerland	2	CUBESAT-4, NLS-6.2
17.	Singapore	1	X-SAT
18.	Turkey	1	CUBESAT-3
19.	United Kingdom	1	STRaND-1
TOTAL:		35	

(c) The revenue earned through the launch of 35 foreign satellites is US \$ 17.17 million and • 32.28 million.

Supply of iron-ore to industries

4005. DR. V. MAITREYAN: Will the Minister of STEEL be pleased to state:

(a) whether the National Mineral Development Corporation (NMDC) is the major supplier of iron-ore to all the iron-ore based industries in the country;

(b) if so, the details thereof; and the iron-ore supplied in the last three years;

(c) whether the ore supplied by NMDC is sufficient in both quality and quantity to meet the demands of the indigenous industries;

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

(e) the steps taken by Government to ensure sufficient supply of iron-ore to all indigenous industries?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) No, Sir. NMDC Limited produced 27.3 million tonnes of iron ore during 2011-12, which is about 16% of the total iron ore production of 167.28 million tonnes (provisional) in the country during 2011-12. During the year 2012-13, NMDC produced 27 million tonnes of iron ore. The details of iron ore supplied to the domestic customers by NMDC Limited in the last 3 years are as under:—

Year	Quantity in Million Tonnes
2010-11	23.75
2011-12	26.91
2012-13	24.67

(c) and (d) NMDC Limited produced 27.3 million tonnes and supplied 26.91 million tonnes of iron ore to domestic industries during the year 2011-12, which is around 16% of the country's total production of iron ore of 167.28 million tonnes (provisional) and around 23% of the total estimated consumption of about 116.3 million tonnes of iron or by the domestic iron and steel industry. Besides NMDC, there are many other public and private sector iron ore mining companies, which supply iron ore to the iron and steel industry in the country.

(e) Iron ore, being in deregulated sector, its supply is secured by the individual companies based on their individual requirement. However, to improve availability of iron ore to domestic iron and steel industry, Government has taken fiscal measures to discourage export of iron ore by increasing the export duty on iron ore to 30% *ad valorem* on all grades of iron ore (except pellets). NMDC is also taking steps to increase production of iron ore by opening up new iron ore mines and expanding the capacity of existing iron ore mines.

Selling out of equity of SAIL

‡4006. SHRI DHIRAJ PRASAD SAHU: Will the Minister of STEEL be pleased to state:

(a) whether Government proposes/plans to sell out 10 per cent equity share of Steel Authority of India Limited (SAIL); and

(b) if so, the details thereof and whether the company would achieve its production targets by doing so?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) The Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 19.07.2012 approved a proposal to divest 10.82% paid up equity-capital of Steel Authority of India Limited (SAIL) out of Government's shareholding of 85.82% through an offer for sale of shares through stock exchanges as per SEBI Rules and Regulations. The Empowered Group of Ministers (EGoM) in its meeting held on 20.03.2013 approved that the offer size may be kept at 5.82% of paid up equity capital of SAIL. Accordingly, 5.82% shares out of 85.82 % shares held by the Government in Steel Authority of India Ltd. (SAIL) has been divested by way of 'Offer for Sale' through stock exchange mechanism on March 22, 2013.

Decline in steel production

4007. SARDAR SUKHDEV SINGH DHINDSA: Will the Minister of STEEL be pleased to state:

(a) whether there has been a steep fall in the production of steel in the country recently;

(b) whether any target has been fixed for steel production in 2012;

‡Original notice of the question was received in Hindi.

- (c) whether the target has been achieved; and
- (d) if not, the reasons therefor?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) No, Sir.

(b) to (d) Steel is a de-regulated sector. As per available information, production capacity of crude steel is gradually increasing and the same has increased from 51.17 million tonnes per annum (mtpa) in 2005-06 to 89.29 mtpa in 2011-12.

Total production of steel in country

4008. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of STEEL be pleased to state:

- (a) the total production of steel in our country;
- (b) whether China is the biggest producer of steel in the world;
- (c) the strategy made to compete with China in these industries; and
- (d) the targeted steel production in the country in Twelfth Five Year Plan?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) Crude steel production in India in 2012-13 is estimated to be about 78.31 million tonnes (MT).

(b) Yes, Sir.

(c) There is no direct competition between India and China in the quantum of steel output/production.

(d) In the Report of the Working Group for the Twelfth Five Year Plan crude steel production is estimated to be 128.1 MT by 2016-17.

Growth in tourism after Tourism Road Shows

4009. SHRI NAND KUMAR SAI: Will the Minister of TOURISM be pleased to state:

- (a) whether Government has organised Tourism Road Shows in various countries during 2012;
- (b) if so, the details thereof, city-wise;
- (c) the expenditure incurred by Government on various such Road Shows during the year, country-wise;

(d) the details of the participants selected for such shows along with the criteria fixed for selection of participants for such shows; and

(e) the extent to which tourism from such countries has registered a growth after such shows?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) to (c) The Ministry of Tourism undertakes various activities, including organizing Road Shows in important and potential tourist generating markets overseas, with the objectives of promoting various tourism destinations and products of the country and increasing Foreign Tourist Arrivals to the country.

Details of cities where Road Shows were organized overseas, along with country-wise expenditure incurred; during the year 2012 are given in the Statement (*See below*).

(d) The Road Shows are organized by the Ministry generally in collaboration with Indian travel trade associations. Participants include members of these associations as well as overseas tour operators, hoteliers, airlines promoting India and those interested in introducing tour programmes to India.

(e) The country-wise data on Foreign Tourist Arrivals (FTA) in 2012 are not available. However, there was an overall increase of 5.4% in FTAs in India in 2012.

Statement

Details of Road Shows organized in various countries and expenditure incurred for the same during the year 2012

Countries	Cities where Road Shows organized	Expenditure (Rs. in lakh)
1	2	3
USA	Phoenix, San Francisco, Seattle	57.25
Canada	Vancouver	20.26
Brazil	Sao Paulo	12.59
Argentina	Buenos Aires	10.33

1	2	3
UK	London, Birmingham, Manchester	39.07
France	Paris	7.18
Italy	Rome, Torino, Milan	19.61
Poland	Warsaw	7.80
Russia	Moscow, St. Petersburg	19.60
Israel	Tel Aviv	9.59
Australia	Sydney, Melbourne	52.52
New Zealand	Auckland	21.50
China	Beijing, Shanghai, Kunming	16.74
Vietnam	Hanoi, Ho Chi Minh City	11.06
Malaysia	Kuala Lumpur	12.16
Thailand	Bangkok	7.49
Singapore	Singapore	15.49
Kenya	Nairobi	2.83
Tanzania	Dar-es-Salaam	2.83
UAE	Dubai	34.85
Oman	Muscat	34.46
Turkey	Ankara, Istanbul	114.70
Saudi Arabia	Dammam, Riyadh, Jeddah	52.54
Jordan	Amman	27.84

Initiative to promote tourism in the country

4010. SHRI NARESH AGRAWAL: Will the Minister of TOURISM be pleased to state:

(a) whether Government has taken any initiative to promote new tourism spots in the country;

- (b) if so, the details thereof, State-wise;
- (c) whether Government has taken any initiative to improve connectivity and facilities at these new tourism spots;
- (d) if so, the details thereof, State-wise; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) and (b) Development and promotion of tourism, including new tourism spots, is primarily the responsibility of the State Governments/Union Territory Administrations.

In addition, the Ministry of Tourism also promotes India as a holistic destination in the domestic and international markets, including the various tourism destinations and products in the different States/Union Territories of the country through media campaigns, tourist literature and publicity material.

(c) to (e) Ministry of Tourism provides financial assistance to State Governments and Union Territory Administrations for tourism projects based on proposals, received from them which are complete in all respects as per the Scheme Guidelines, *inter-se*-priority and subject to availability of funds.

Further, Ministry of Tourism organizes meetings with Ministry of Railways, Ministry of Civil Aviation and other concerned organizations from time to time in order to improve the connectivity to major tourist centres in the country. Under the Scheme 'Product/Infrastructure Development for Destinations and Circuits', Ministry of Tourism also provides Central Financial Assistance for last mile connectivity to the tourism destinations.

Tourism projects sanctioned for Jharkhand

4011. SHRI PARIMAL NATHWANI: Will the Minister of TOURISM be pleased to state:

- (a) the details of tourism projects sanctioned during the Tenth and Eleventh Five Year Plan for Jharkhand;
- (b) how many of these have so far been completed;
- (c) the projects which are yet to be completed; and

(d) the reasons for delay in their completion?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) to (c) Ministry of Tourism, Government of India has sanctioned Central Financial Assistance of Rs. 44.79 crore and Rs. 67.26 crore for the development of tourism projects under Tenth and Eleventh Five Year Plan period in the State of Jharkhand, respectively as per details given below:—

Sl. No.	Year	No. of projects sanctioned	No. of projects completed
Tenth Five Year Plan			
1.	2002-03	05	05
2.	2003-04	02	01
3.	2004-05	02	0
4.	2005-06	05	03
5.	2006-07	03	0
TOTAL:		17	09
Eleventh Five Year Plan			
1.	2007-08	07	0
2.	2008-09	0	0
3.	2009-10	03	03
4.	2010-11	05	0
5.	2011-12	06	0
TOTAL:		21	03

(d) Timely completion and monitoring of tourism projects is primarily the responsibility of the State Governments/UT Administrations. However, the State Government has informed that the delay in completion of projects is due to most of the schemes being undertaken in forests and protected areas and problem of availability of land.

**Fund sanctioned for tourist development in
Andhra Pradesh**

4012. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of TOURISM be pleased to state:

- (a) the amount sanctioned for tourism development in Andhra Pradesh during 2012-13;
- (b) the details of the projects implemented with the amount; and
- (c) the physical progress of the projects?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) to (c) Development and promotion of tourism destinations and products and implementation of various tourism projects is primarily the responsibility of the respective State Government/Union Territory (UT) Administration. However, the Ministry of Tourism provides Central Financial Assistance (CFA) for tourism projects identified in consultation with them, subject to availability of funds, *inter-se*-priority and adherence to scheme guidelines.

The details of CFA sanctioned by the Ministry of Tourism to the State Government of Andhra Pradesh for various tourism projects during 2012-13 and their current status of implementation are given in the Statement.

Statement

Details of Central Financial Assistance sanctioned by the Ministry of Tourism to the State Government of Andhra Pradesh for various Tourism projects during 2012-13 and their current status of implementation are as under

(Rs. in lakhs)

Sl. No.	Name of the Projects	Amount sanctioned	Status
1	2	3	4
1.	Development of East Godavari Tourism Circuit in Andhra Pradesh	755.13	Under execution
2.	Development of Karimnagar Tourist Circuit in Andhra Pradesh	705.40	Under execution

1	2	3	4
3.	Development of Kaleshwaram as Tourist Destination, Karimnagar District in Andhra Pradesh	463.82	Under execution
4.	Development of Heritage Tourism Circuit in Anantapur District in Andhra Pradesh	484.01	Under execution
5.	Development of Heritage Tourism Circuit in Mahbubnagar District in Andhra Pradesh	799.89	Under execution
6.	Development of Buddhavanam Project at Nagarjunasagar as a Mega Destination in Andhra Pradesh	2224.23	Under execution
7.	Development of Beach Park at Kakinada, East Godavari District in Andhra Pradesh	450.74	Under execution
8.	Grant of Central Financial Assistance for organizing Kakatiya Festival at Warangal District from 24th to 30th November, 2012	25.00	Completed
9.	Development of Vishakapatnam – Bheemunipatnam Beach Corridor Mega Circuit in Andhra Pradesh.	4588.85	Sanctioned on 31.03.2013
Total		10497.07	

Financial assistance under MDA to medical tourism service providers

4013. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of TOURISM be pleased to state:

(a) whether it is a fact that the Ministry provides financial assistance under the Market Development Assistance (MDA) Scheme to approved medical tourism service providers;

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

(c) the amount of assistance provided to Andhra Pradesh?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) Yes, Sir. The Ministry of Tourism provides financial support as per guidelines and availability of funds under the Market Development Assistance Scheme (MDA) to the following approved Medical Tourism Service Providers:—

1. Representatives of Hospitals accredited by Joint Commission International (JCI) and the National Accreditation Board of Hospitals and Healthcare Services (NABH).
2. Medical Tourism facilitators (Travel Agents/Tour Operators) approved by Ministry of Tourism, Government of India.

(b) Under the Market Development Assistance (MDA) Scheme, financial support is provided to approved Medical Tourism Service Providers, *i.e.* representatives of Hospitals accredited by Joint Commission International Accredited Hospitals (JCI) and National Accreditation Board of Hospitals (NABH) and Medical Tourism facilitators (Travel Agents/Tour Operators) approved by the Ministry of Tourism, Government of India subject to adherence to the scheme guidelines and availability of funds.

The Ministry of Tourism, *inter-alia*, promotes Medical Tourism along with various stakeholders by participating in various International Fairs/Events/Exhibitions and holding Road Shows, and developing publicity and promotional material.

(c) Market Development Assistance for Wellness and Medical Tourism is provided only to eligible service providers and not to State Governments/UT Administrations.

Misbehaviour and sexual violence with foreign tourists

†4014. SHRI PRABHAT JHA: Will the Minister of TOURISM be pleased to state:

(a) whether it is a fact that misbehaviour with foreign tourists have become common and incidents of sexual violence have increased to a great extent over the recent years;

(b) if so, the details thereof along with the reasons;

(c) whether it is a fact that the Parliamentary Committee had recommended

†Original notice of the question was received in Hindi.

to put in place a monitoring mechanism to ensure the adherence of Government guidelines by the hotels on tourist spots; and

(d) if so, the details of the monitoring mechanism put in place after the recommendation of the Committee along with the preference effect of this monitoring mechanism so far?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) and (b) As per the information provided by the National Crime Records Bureau (NCRB), no data on sexual harassment and violence is maintained centrally with respect to foreign tourists.

As 'Public Order' and 'Police' are State subjects as per the Seventh Schedule of the Constitution of India, the primary responsibility for prevention of crime against tourists including crimes committed against foreign tourists rests with respective State Governments/Union Territory Administrations.

(c) Yes, Sir.

(d) A classified hotel is expected to maintain required standards at all times. The Hotel and Restaurant Approval and Classification Committee (HRACC) is empowered to inspect a hotel at any time without prior notice to ensure that the guidelines are being followed by the hoteliers, etc., after the initial approval/classification of their hotels.

Benefit of forest produce for tribal communities

†4015. SHRI PRABHAT JHA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether it is a fact that due to factors such as not getting a good price and lack of Governmental protection, the tribal community in India gets deprived of real economic benefit of forest produce;

(b) if so, the initiatives taken by Government during the last five years in the direction of providing real economic benefit for forest produce to tribal community;

(c) whether it is a fact that Government had declared to fix the Minimum Support Price (MSP) for forest produce; and

†Original notice of the question was received in Hindi.

(d) if so, whether it has been implemented and if not implemented, the reasons therefor and by when it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) to (d) The Tribal community is not getting good returns of the Minor Forest Produce (MFP) they collect because MFP market is highly unorganized and its trade is mostly in the hands of private traders. Absence of organized competitive market, lack of marketing infrastructure, perishable nature of the MFP etc. are the other factors that force the tribals to sell their produce at low cost.

The Government has taken several steps during the last five years to provide remunerative price for MFP to the tribals. A landmark legislation passed by the Government in this direction is the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, (FRA) 2006 which, *inter-alia*, provides right of ownership, access to collect, use and disposal of Minor Forest Produce which has been traditionally collected within or outside the village boundaries.

The Central Government constituted a committee under the chairmanship of Dr. T. Haque in August, 2010 to examine the issue of ownership, price fixation, value addition and marketing of Minor Forest Produce. Another committee chaired by Mrs. Sudha Pillai was set up in September, 2010 to consider the recommendations of Haque Committee. Based on the recommendations of above committees and several subsequent deliberations with State Governments and Stake Holder Ministries of Government of India, the Ministry of Tribal Affairs has prepared a scheme for introduction of Minimum Support Price (MSP) for Minor Forest Produce (MFP), which has already been approved by the Expenditure Finance Committee (EFC) for implementation during the Twelfth Five Year Plan period.

Scheme of vocational training for tribals in Gujarat

4016. SHRI NATUJI HALAJI THAKOR: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) what kinds of schemes of vocational training in tribal areas with special reference to Gujarat have been implemented during the last five years; the details thereof;

(b) the number of tribals who have been benefited from such schemes in Gujarat during the last five years; and

- (c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) The Ministry is implementing the need-based and demand driven Central Sector Scheme of 'Vocational Training in Tribal Areas' for upgrading skills of the tribal youth in various traditional/modern vocations depending upon their educational qualification, present economic trends and the market potential and make them employable. Financial assistance is admissible to State Governments/UT Administrations (including Gujarat) and Non-Governmental Organizations on receipt of complete proposals as per the guidelines of the scheme, subject to availability of funds.

As per the information received from the State Government of Gujarat, 13 Vocational Training Centers are operational under the Central Sector Scheme of this Ministry in the State.

(b) and (c) During the last five years, an amount of Rs. 407.01 lakh was released to the State Government of Gujarat for Vocational Training in Tribal Areas under the Central Sector Scheme. Besides, a sum of Rs. 4.05 lakh has also been released to Non-Governmental Organizations functioning in Gujarat for imparting training to ST youth. As per the information received from the Tribal Development Department, Government of Gujarat, 4724 tribals have got trained/benefitted under the Scheme in the last five years.

**Demand to include more castes from Chhattisgarh
under ST**

‡4017. SHRI SHIVPRATAP SINGH: Will the Minister of TRIBAL AFFAIRS be pleased to state:

- (a) whether Government of Chhattisgarh has sent a proposal to include some castes of the State in Scheduled Tribes;
- (b) if so, the details thereof;
- (c) the current status of the castes for which proposal has been sent;
- (d) the number of castes which have been included in Scheduled Tribes and the number of remaining castes and the reasons therefor; and
- (e) the details thereof?

‡Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) and (b) Yes, Sir. This Ministry has received proposals for inclusion of certain communities in the Scheduled Tribe list of Chhattisgarh State. The name of the communities is given in the Statement (*See below*).

(c) to (e) The Government on 15.6.1999 (further revised on 25.6.2002) has approved the modalities for deciding claims for inclusion in, exclusion from and other modifications in the Orders specifying lists of Scheduled Castes and Scheduled Tribes. As per the modalities, only those proposals which have been justified and recommended by the concerned State Government/UT administration and concurred in by the Registrar General of India (RGI) and the National Commission for Scheduled Tribes (NCST) are considered for amendment of legislation. These proposals have been processed as per the approved modalities.

Statement

*The list of communities for inclusion in Scheduled Tribe
list of Chhattisgarh*

Sl. No.	Name of the Community
1.	Abujh Maria and Hill Korwa
2.	Removal of area restriction in respect of Pardhi community
3.	Phathari as synonym of Pardhan (entry no. 35)
4.	Saura, Sahara, Soura and Saonra as synonyms of Sawar, Sawara (entry 41)
5.	Dhanuhar, Dhanuwar as a synonym of Dhanwar (entry no. 14)
6.	Rautia
7.	Binjhia
8.	Sabria
9.	Bhuian, Bhuyan as synonyms of Bharia Bhumia at Sl.No. 5
10.	Kisan community as synonyms of Nagesia, Nagasia at Sl.No. 32.

Funds for welfare of tribals

4018. SHRI PARIMAL NATHWANI: Will the Minister of TRIBAL AFFAIRS be pleased to state:

- (a) the details of funds allocated and utilised by each State including Jharkhand for the welfare of the tribals during last three years, scheme-wise;
- (b) the number of tribals benefited by the schemes during the above period;
- (c) whether Government has been successful in bringing tribals to the mainstream of economic development; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) Details of funds allocated/released and utilized under various schemes/programmes of the Ministry of Tribal Affairs for socio-economic development of Scheduled Tribes by the State Governments/UTs Administration during the last three years, State-wise (including Government of Jharkhand) are given in the Annexures [*See* Appendix 228 Annexure No. 46].

(b) Details of Beneficiaries in the Educational Schemes of the Ministry are also given in the Annexures [*See* Appendix 228 Annexure No. 46]. In major schemes of this Ministry, the list of beneficiaries are not maintained by the Ministry.

(c) Various Central Ministries and Departments and the concerned State Governments/UT Administrations undertake sectoral programmes and schemes for development of STs. The Ministry of Tribal Affairs complements their efforts by way of various developmental interventions in critical sectors through specially tailored schemes and to bring tribals to the mainstream of economic development.

- (d) Does not arise in view of (c) above.

Status of Scheduled Tribes in Uttar Pradesh

†4019. SHRI FAGGAN SINGH KULASTE: Will the Minister of TRIBAL AFFAIRS be pleased to state:

- (a) the number of castes which have been given the status of Scheduled Tribes in Uttar Pradesh by Government;
- (b) if so, whether some castes in Uttar Pradesh were given the status of Scheduled Castes in whole of Uttar Pradesh as earlier; and

†Original notice of the question was received in Hindi.

(c) whether it is a fact that some castes enjoy the status of Scheduled Tribes only in a few districts in Uttar Pradesh and they are treated as Scheduled Castes in remaining part of the State?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) Ten communities with area restrictions have been notified as Scheduled Tribes in Uttar Pradesh *vide* the Scheduled Castes and Scheduled Tribes Orders (Amendment) Act, 2002 dated 7.1.2003 published in the Gazette of India on 8.1.2003.

(b) and (c) Yes, Sir. These communities are entitled to avail the benefits in specified districts only where they are notified as Scheduled Tribes and in the remaining districts they are entitled to avail the benefits of Scheduled Castes.

Sale for TRIFED

4020. SHRIMATI T. RATNA BAI

SHRI MOHD. ALI KHAN:

Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether it is a fact that Tribal Cooperative Marketing Development Federation of India Ltd. (TRIFED) sales have risen; and

(b) if so, the details thereof compared to the last four years, product-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) and (b) Yes, Sir, It is a fact that sales of TRIFED have risen. Details of sales of TRIFED products/category-wise during the last 4 years are given below:—

(Rs. in lakhs)

Sl. No.	Group	2009-10	2010-11	2011-12	*2012-13
1	2	3	4	5	6
1.	Textile	388.91	512.65	510.18	655.46
2.	Metal Crafts	167.59	216.03	202.25	239.61
3.	Gift and Novelties	67.32	97.23	106.74	132.33
4.	Tribal Painting	15.10	33.98	55.47	78.36

1	2	3	4	5	6
5.	Tribal Jewellery	31.15	54.02	59.08	57.80
6.	Organic Food Products	15.73	19.02	13.43	52.69
7.	Pottery and Terracotta	5.36	13.27	16.12	29.60
8.	Cane and Bamboo Products	6.84	8.54	14.58	14.24
TOTAL:		698.00	954.74	977.85	1260.09

*In the F.Y. 2012-13 there was a sale of Rs. 103.17 lakhs in the Aadishilp organized by TRIFED at Dilli Haat and Bhopal, thus making the total sale for the F.Y. to Rs. 1363.26 lakhs.

Training with modern technology for tribals

4021. SHRI MOHD. ALI KHAN:

SHRIMATI T. RATNA BAI:

Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the tribals are being given training for their works with modern technology to encourage them;

(b) if so, the details thereof during the last four years; and

(c) if not, by when training would be given to tribals for their works in future?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) The Ministry is implementing the need-based and demand driven Central Sector Scheme of '**Vocational Training in Tribal Areas**' for updating skills of the tribal youth in various traditional/modern vocations depending upon their educational qualification, present economic trends and the market potential and to make them employable. Financial assistance is provided to State Governments/UT Administrations and Non-Governmental Organizations on receipt of complete proposals fulfilling the guidelines of the scheme and subject to availability of funds.

(b) The details of fund released to States/UT Administration and NGOs with number of trainees under the scheme during the last four years is given in the Statement-I and II (*See below*).

(c) Does not arise.

Statement-I

State-wise release of grants-in-aid and number of beneficiaries under the Scheme of Vocational Training in Tribal Areas (States) from 2008-09 to 2012-13

Sl. No.	Name of State/UT	2009-10			2010-11			2011-12			2012-13		
		Amount	Centre	Bene.	Amount	Centre	Bene.	Amount	Centre	Bene.	Amount	Centre	Bene.
1.	Andhra Pradesh	0	0	0	0.00	0	0	113.02	8	800	0.00	0	0
2.	Assam	0	0	0	150.00	10	500	0.00	0	0	89.00	10	1000
3.	Chhattisgarh	0	0	0	0.00	0	0	107.86	11	477	0.00	0	0
4.	Gujarat	0	0	0	37.12	13	1300	228.96	Arrears	Arrears	0.00	0	0
5.	Madhya Pradesh	0	0	0	260.00	10	1000	50.16	10	1000	88.00	10	587
6.	Meghalaya	0	0	0	0.00	0	0	100.00	9	700	0.00	0	0
7.	Mizoram	0	0	0	152.88	5	500	0.00	0	0	88.00	5	500
8.	Sikkim	0	0	0	0.00	0	0	0.00	0	0	0.00	0	0
9.	Tripura	0	0	0	0.00	0	0	0.00	0	0	0.00	0	0
TOTAL:		0	0	0	600.00	38	3300	600.00	38	2977	265	25	2087

(Rs. in lakh)

Statement-II

Details of funds released to NGOs under the Scheme of Vocational Training in Tribal Areas during the last four years i.e. from 2009-10 to 2012-13

(Rs. in lakhs)

Sl. No.	Name of the State	2009-10	2010-11	2011-12	2012-13
1.	Assam	54.00	31.20	118.6	88.08
2.	Gujarat	0.00	0.00	0.00	0.00
3.	Karnataka	19.40	11.08	24.00	6.12
4.	Madhya Pradesh	0	31.20	0.00	0.00
5.	Meghalaya	32.88	0.00	0.00	48.96
6.	Nagaland	93.72	0.00	36.96	24.96
7.	Tamil Nadu	0.00	14.46	0.00	0.00
GRAND TOTAL:		200	87.94	179.56	168.12

Rented property in Delhi and Mumbai

4022. SHRI ANIL DESAI:

SHRI SANJAY RAUT:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that many Central Government offices of various Ministries and public sector undertakings are working/operating on private rented property and paying huge rent thereon in Delhi and Mumbai;

(b) if so, the details of such offices and expenditure thereon since last three years;

(c) whether Government is considering to adjust such offices in vacant space of various Ministries and departments in Delhi and Mumbai; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT
(SHRIMATI DEEPA DASMUNSHI): (a) Yes, Sir.

(b) The power to lease private buildings were de-centralised in 2005 and all departments of the Government were delegated powers to hire office accommodation on lease from private parties after obtaining 'Non-Availability Certificate' from Directorate of Estates. Therefore, the user departments have to pay the rent of the hired premises from their own budget. However, Directorate of Estates is still paying rent for the earlier hired office premises in Delhi and the details are given in the Statement (*See* below).

(c) At present, there is no vacant General Pool Office Accommodation available. As and when office accommodation is vacated by a Department, It is allotted to other eligible Ministry/Department.

(d) Does not arise.

Statement*Details of offices and payment made to the owner of leased property in Delhi during the last three financial years*

Sl. No.	Name of Private Rented Property	Name of the Office	Rent paid in the financial year 2010-11 (Rs.)	Rent paid in the financial year 2011-12 (Rs.)	Rent paid in the financial year 2012-13 (Rs.)	Total Rent paid in last three years (Rs.)
1.	1103, Ansal Bhawan	Central Government Ground Water Board	695892/-	695892/-	—	1391784/-
2.	Faridkot House	National Human Right Commission	22032000/-	26135164/-	23794560/-	71961724/-
3.	Kashmir House	Ministry of Defence	97942/-	97942/-	97942/-	293826/-
4.	Sterling House, 15/16 Darya Ganj	Ministry of Information and Broadcasting	928320/-	1247993/-	—	2176313/-
5.	Jeevan Deep Building	Ministry of Finance	13711680/-	13711680/-	13759649/-	41183009/-
6.	Jeevan Tara Building	Directorate General of Supply and Disposals	43203840/-	43203840/-	43310716/-	129718396/-
7.	Tropical Insurance Building	Information Centre (PIB)	1584480/-	1584480/-	1284706/-	4453666/-
8.	Jeevan Prakash Building	Ministry of Statistics and Programme Implementation	2471040/-	2471040/-	2618145/-	7560225/-
TOTAL:			84725194/-	89148031/-	84865718/-	258738943/-

Funds under JNNURM in Uttar Pradesh

4023. SHRI KIRANMAY NANDA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the funds provided and utilized under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) scheme in Uttar Pradesh in last three years, project-wise; and

(b) the details of achievement and present status of those projects under this scheme in Uttar Pradesh, project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSHI): (a) Details of Additional Central assistance (ACA) released for utilization for the projects approved under Urban Infrastructure and Governance (UIG) Sub-Mission and Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) of Jawaharlal Nehru National Urban Renewal Mission (JNNURM) in Uttar Pradesh in last three years, project-wise are given in the Statement-I and Statement-II (*See* below).

(b) Out of 33 projects approved under UIG Sub-Mission of JNNURM in the State of Uttar Pradesh, 4 projects have been reported physically completed and the remaining projects are at various stages of implementation. Details are given in the Statement-III (*See* below).

Under UIDSSMT of JNNURM, out of 64 projects approved in the State of Uttar Pradesh, 33 projects have been reported physically completed and the remaining projects are at various stages of implementation. Details are given in the Statement-IV.

Statement-I
Details of ACA released for utilization

Sl. No.	City	Project Name	ACA released for utilisation					Total	Amount Rs. in lakhs Date as on 25.4.2013
			2010-11	2011-12	2012-13	6	7		
1	2	3	4	5	6	7			
1.	Agra	Municipal Solid Waste Management in Agra	0.00	616.80	0.00	0.00	616.80		
2.	Agra	Yamuna Action Plan Phase-II for Branch and Lateral Sewer Lines in Northern Zone and Western Zone in Agra	0.00	0.00	0.00	0.00	0.00		
3.	Agra	Agra Water Supply	0.00	620.29	0.00	0.00	620.29		
4.	Allahabad	Water Supply Component of Allahabad City	0.00	0.00	0.00	0.00	0.00		
5.	Allahabad	Solid Water Management for Allahabad	0.00	608.29	380.19	0.00	988.48		
6.	Allahabad	Water Supply Component of Allahabad City (Part-II)	1217.55	1885.80	0.00	0.00	3103.35		
7.	Kanpur	Municipal Solid Waste Management in Kanpur	0.00	1124.74	0.00	0.00	1124.74		
8.	Kanpur	Water Supply works for Inner Old Area of Kanpur City	2032.11	3386.86	0.00	0.00	5418.97		

9.	Kanpur	Sewerage work for Kanpur City (Inner Core Area)	0.00	1429.51	0.00	1429.51
10.	Kanpur	Sewerage Treatment for Kanpur City	0.00	2020.08	0.00	2020.08
11.	Lucknow	Municipal Solid Waste Management in Lucknow	0.00	858.48	0.00	858.48
12.	Lucknow	Sewerage works for Lucknow Sewerage District-I (Vol. I and II)	2398.28	0.00	0.00	2398.28
13.	Lucknow	Water Supply works of Lucknow (Phase-I, Part-I, Vol. I to V)	2914.58	0.00	0.00	2914.58
14.	Lucknow	Sewerage works for Lucknow City Sewerage District-III (Part-I)	1966.20	3277.00	0.00	5243.20
15.	Lucknow	Sewerage works for Lucknow City Sewerage District-III (Part-II)	0.00	4287.98	0.00	4287.98
16.	Lucknow	Storm Water Drainage for Lucknow City	2439.08	4065.13	0.00	6504.21
17.	Mathura	Municipal Solid Waste Management in Mathura	0.00	317.31	0.00	317.31
18.	Mathura	Storm Water Drainage for Mathura Town	1046.40	1744.00	0.00	2790.40
19.	Meerut	Municipal Solid Waste Management	0.00	169.46	0.00	169.46
20.	Meerut	Water Supply for Meerut	2047.58	3412.63	0.00	5460.21
21.	Varanasi	Water Supply Component Priority of Varanasi	832.65		0.00	832.65
22.	Varanasi	Solid Waste Management of Varanasi	0.00	973.55	0.00	973.55

1	2	3	4	5	6	7
23.	Varanasi	Water Supply Part-II of C-s-Varuna Area	645.75		1076.25	1722.00
24.	Varanasi	Storm Water Drainage works for Varanasi	1437.15	2395.25	0.00	3832.40
25.	Varanasi	Sewerage work for Varanasi Trans-Varuna Area	2318.40	3864.00	0.00	6182.40
26.	Kanpur	Water Supply Part-II for remaining areas of Kanpur	2833.43	9444.73	0.00	12278.16
27.	Allahabad	Sewerage System of Allahabad City (Zone-D) Phase-I	0.00	6543.70	0.00	6543.70
28.	Kanpur	Sewerage work in District-IV of Kanpur City	0.00	1500	0.00	1500.00
29.	Lucknow	Water Supply for Lucknow (Phase-I, Part-II)	0.00	2931.31	0.00	2931.31
30.	Agra	Agra Sewerage Scheme Phase-I (Part-I)	1350.00	4500.00	0.00	5850.00
31.	Meerut	Sewerage works in Sewerage Zone-5&7 of Meerut City	0.00	1350.00	0.00	1350.00
32.	Varanasi	Water Supply Component (Priority-II) for Trans-Varuna Area of Varanasi City	0.00	1350.00	0.00	1350.00
33.	Mathura	DPR for Sewerage Works in Sewerage Zone-II of Mathura City	0.00	675.00	0.00	675.00
TOTAL:			25479.16	65351.90	1456.44	92287.50

Statement-II*Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT)***Project-wise status as on 26.04.2013**

(Rs. in lakhs)

Sl. No.	Name of towns/ cities	Scheme/Name of component	ACA released during 2010-11	ACA released during 2011-12	ACA released during 2012-13
1	2	3	4	5	6
Uttar Pradesh					
1.	Aligarh	Solid Waste Management	0.00	641.93	0.00
2.	Badaun	Solid Waste Management	0.00	0.00	231.38
3.	Balia	Solid Waste Management	0.00	0.00	272.67
4.		Water Supply	0.00	0.00	0.00
5.		Sewerage	1786.28	0.00	0.00
6.	Basti	Road	0.00	950.78	0.00
7.		Water Supply	0.00	0.00	0.00
8.		Solid Waste Management	0.00	0.00	0.00
9.	Bulandshahr	Water Supply	0.00	0.00	0.00
10.	Etah	Water Supply	384.99	0.00	0.00
11.	Etawah	Solid Waste Management	0.00	229.59	0.00
12.	Fatehpur	Water Supply	0.00	0.00	0.00
13.		Solid Waste Management	0.00	375.17	0.00
14.	Firozabad	Sewerage	3424.08	0.00	0.00
15.		Solid Waste Management	0.00	0.00	0.00
16.		Water Supply	0.00	0.00	0.00

1	2	3	4	5	6
17.	Ghaziabad	Roads and Flyover	0.00	0.00	0.00
18.	Gonda	Water Supply	0.00	0.00	0.00
19.	Gorakhpur	Solid Waste Management	0.00	0.00	0.00
20.		Water Supply	0.00	0.00	0.00
21.	Jhansi	Solid Waste Management	0.00	485.60	0.00
22.	Kannauj	Solid Waste Management	183.86	0.00	0.00
23.	Mainpuri	Sewerage	1949.67	0.00	0.00
24.		Solid Waste Management	0.00	166.56	0.00
25.	Moradabad	Solid Waste Management	0.00	523.23	0.00
26.		Water Supply	1487.70	0.00	0.00
27.	Muzaffarnagar	Solid Waste Management	262.00	0.00	0.00
28.		Water Supply	1285.73	0.00	0.00
29.	Raibareilly	Solid Waste Management	300.26	0.00	0.00
30.	Bareilly*	Water Supply	0.00	0.00	0.00
31.	Sambhal	Water Supply	0.00	480.52	0.00
32.		Solid Waste Management	0.00	262.04	0.00
33.	Siddharthnagar	Water Supply	0.00	0.00	0.00
34.	Unnao	Water Supply	0.00	0.00	0.00
35.	Loni	Sewerage	0.00	0.00	0.00
36.		Solid Waste Management	0.00	0.00	0.00
37.		Water Supply	0.00	0.00	0.00
38.	Baruasagar	Water Supply	0.00	0.00	0.00
39.	Faizabad	Water Supply	752.33	0.00	0.00
40.	Gazipur	Water Supply	0.00	272.60	0.00
41.	Bagpat	Water Supply	127.26	0.00	0.00

1	2	3	4	5	6
42.	Mirzapur	Solid Waste Management	0.00	440.35	0.00
43.	Hapur	Water Supply	1139.58	0.00	0.00
44.	Modinagar	Water Supply	0.00	0.00	0.00
45.	Nanpara	Water Supply	0.00	95.10	0.00
46.	Laharpur (Sitapur)	Water Supply	71.30	0.00	0.00
47.	Jaunpur	Solid Waste Management	0.00	0.00	0.00
48.	Barabanki	Solid Waste Management	0.00	205.07	0.00
49.	Khurza	Water Supply	0.00	0.00	0.00
50.	Vrindavan	Sewerage	1384.87	0.00	0.00
51.		Drainage	870.30	0.00	0.00
52.	Balrampur	Water Supply		246.52	0.00
53.	Bijnor	Water Supply	414.78	0.00	0.00
54.	Badaun	Water Supply	0.00	446.52	0.00
55.	Mau	Water Supply	0.00	222.37	0.00
56.	Deoria	Water Supply	0.00	441.62	0.00
57.	Lakhimpur	Water Supply	475.64	0.00	0.00
58.	Ramnagar	Water Supply	234.61	0.00	0.00
59.	Padrauna	Water Supply	0.00	246.10	0.00
60.	Azamgarh	Water Supply	0.00	183.15	0.00
61.	Ghaziabad	Water Supply (Part-I)	0.00	1243.25	0.00
62.	Sandila	Water Supply	0.00	277.43	0.00
63.	Kannauj	Water Supply	0.00	354.10	0.00
64.	Shahajanpur	Water Supply	398.60	0.00	0.00
TOTAL: 46		64	16933.84	8789.60	504.05

Statement-III**Project Implementation Status: Uttar Pradesh**Amount Rs. in lakhs
Date as on 25.4.2013

Sl. No.	Name of the City	Project Title	Sector	Approved cost	Date of CSMC/ CCEA/ CCI Meeting/ Project approval	Total ACA Commitment (Central Share)	Date of last ACA released	Instalment numbers	As per MoF release order – ACA released till date	Utilisation as per Dec.'12 QPR	% of amount utilised against approved cost	% of work completed (physical progress)	Date of completion as per latest QPR
1	Agra	Municipal Solid Waste Management in Agra	Solid Waste Management	3,083.99	5-Mar-07	1,542.00	12-Mar-12	4	1,387.80	2,015.52	65%	80%	Mar-13
2	Agra	Yamuna Action Plan Phase-II for Branch and Lateral Sewer Lines in Northern Zone and Western Zone in Agra	Sewerage	2,162.00	26-Oct-07	1,081.00	31-Mar-10	4	1,081.00	2,162.00	100%	Completed	Completed

3.	Agra	Agra Water Supply	Water Supply	8,270.50	22-Feb.-08	4,135.25	7-June-11	4	3,721.72	7,856.33	95%	90%	Mar.-13
4.	Agra	Agra Sewerage Scheme Phase-I (Part-I)	Sewerage	19,592.00	24-July-09	9,000.00	12-Mar-12	4	8,100.00	14,198.19	72%	70%	Mar.-13
4	Agra			33,108.49		15,758.25			14,290.52	26,232.04	79%		I
5.	Allahabad	Water Supply Component of Allahabad City	Water Supply	8,969.00	6-Aug-07	4,484.50	31-Mar-10	4	4,484.52	7,965.20	89%	94%	Mar.-13
6.	Allahabad	Solid Waste Management for Allahabad	Solid Waste Management	3,041.49	22-Feb.-08	1,520.75	7-Sep.-12	4	1,368.66	2,600.24	85%	70%	Mar.-13
7.	Allahabad	Water Supply Component of Allahabad City (Part-II)	Water Supply	15,915.22	29-Dec.-08	7,957.61	29-Sep.-11	4	7,161.85	12,222.17	77%	84%	Mar.-13
8.	Allahabad	Sewerage System of Allahabad City (Zone-D) Phase-I	Sewerage	33,826.00	13-Feb.-09	16,913.00	12-Mar-12	3	10,993.45	20,596.50	61%	60%	June-13
4	Allahabad			61,751.71		30,875.86			24,008.48	43,384.11	70%		0
9.	Kanpur	Municipal Solid Waste Management in Kanpur	Solid Waste Management	5,623.79	26-Mar.-07	2,811.90	25-Oct.-11	4	2,530.70	5,341.88	95%	Completed	Completed
10.	Kanpur	Water Supply Scheme for Inner Old Area of Kanpur City Vol.I and II	Water Supply	27,094.89	26-Oct.-07	13,547.45	12-Mar-12	4	12,192.58	26,235.02	97%	89%	Sept.-13

1	2	3	4	5	6	7	8	9	10	11	12	13	14
11.	Kanpur	Sewerage work of Inner Old City Area of Kanpur	Sewerage	19,088.22	6-Dec.-07	9,544.11	7-June-11	4	8,587.57	16,699.00	87%	84%	Sept.-13
12.	Kanpur	Sewerage Treatment for Kanpur City	Sewerage	10,100.45	30-Oct.-08	5,050.23	25-Oct.-11	3	3,282.63	9,076.87	90%	72%	June-13
13.	Kanpur	Water Supply Part-II for remaining Area of Kanpur	Water Supply	37,778.92	22-Jan.-09	18,889.48	12-Mar.-12	4	17,000.53	32,407.48	86%	77%	Sept.-13
14.	Kanpur	Kanpur – Sewerage works in District-IV in Kanpur City	Sewerage	20,736.00	13-Feb.-09	10,000.00	1-Sept.-11	2	4,000.00	9,368.00	45%	53%	Sept.-13
6	Kanpur			120,422.27		59,843.16			47,594.01	99,128.25	82%		1
15.	Lucknow	Sewerage works for Lucknow Sewerage District-I (Vol.I and II)	Sewerage	23,623.00	17-Aug.-07	11,811.50	31-Mar.-10	4	11,811.48	21,802.61	92%	Completed	Completed
16.	Lucknow	Municipal Solid Waste Management in Lucknow	Solid Waste Management	4,292.37	5-Mar.-07	2,146.19	12-Mar.-12	3	1,395.03	2,151.20	50%	58%	June-13

17.	Lucknow	Water Supply works of Lucknow (Phase-I Part-I Vol.I to V)	Water Supply	38,861.00	7-Sept.-07	19,430.50	31-Mar.-11	4	17,487.46	39,466.67	102%	96%	Mar.-13
18.	Lucknow	Sewerage works for Lucknow City-Sewerage District-III (Part-I)	Sewerage	26,216.00	21-Nov.-08	13,108.00	1-Sept.-11	3	8,520.20	17,466.58	67%	53%	June-13
19.	Lucknow	Storm Water Drainage for Lucknow	Drainage/Storm Water Drains	32,521.00	29-Dec.-08	16,260.50	12-Mar.-12	4	14,654.55	23,439.39	72%	53%	June-13
20.	Lucknow	Sewerage works for Lucknow City-Sewerage District-III (Part-II)	Sewerage	21,443.00	29-Dec.-08	10,721.50	12-Mar.-12	3	6,968.98	8,972.00	42%	47%	Sept.-13
21.	Lucknow	Water Supply for Lucknow (Phase-I, Part-II)	Water Supply	14,656.60	21-Feb.-09	7,328.30	25-Oct.-11	4	6,595.43	11,103.35	76%	72%	Mar.-13
7	Lucknow			161,612.97		80,806.49			67,413.13	124,401.80	77%		1
22.	Mathura	Municipal Solid Waste Management in Mathura	Solid Waste Management	991.60	8-Dec.-06	793.28	25-Oct.-11	4	713.95	887.48	89%	Completed	Completed
23.	Mathura	Storm Water Drainage	Drainage/Storm Water Drains	8,720.00	12-Dec.-08	6,976.00	1-Sept.-11	3	4,534.40	5,929.55	68%	61%	Mar.-13

1	2	3	4	5	6	7	8	9	10	11	12	13	14
24.	Mathura	DPR for Sewerage works in Sewerage Zone-II of Mathura City	Sewerage	6,035.77	29-Sept.-09	4,500.00	29-Sept.-11	2	1,800.00	2,567.88	43%	55%	Mar.-13
3	Mathura			15,747.37		12,269.28			7,048.35	9,384.91	60%		1
25.	Meerut	Municipal Solid Waste Management	Solid Waste Management	2,259.40	8-Dec.-06	1,129.70	29-Sept.-11	3	734.32	1,118.66	50%	40%	June-13
26.	Meerut	Water Supply for Meerut	Water Supply	27,301.00	11-Jan.-08	13,650.50	12-Mar.-12	4	12,285.34	20,176.00	74%	78%	Dec.-13
27.	Meerut	Sewerage work in Sewerage Zone-5&7 of Meerut City	Sewerage	18,589.00	24-July-09	9,000.00	29-Sept.-11	2	3,600.00	8,288.00	45%	42%	Sept.-13
3	Meerut			48,149.40		23,780.20			16,619.66	29,582.66	61%		0
28.	Varanasi	Water Supply Component Priority of Varanasi	Water Supply	11,102.00	6-Aug.-07	5,551.00	24-Feb.-11	4	4,995.90	9,396.51	85%	80%	Dec.-13
29.	Varanasi	Solid Waste Management of Varanasi	Solid Waste Management	4,867.73	26-Oct.-07	2,433.87	12-Mar.-12	3	1,582.02	2,409.03	49%	70%	Mar.-13

30.	Varanasi	Water Supply Part-II of Cis-Varuna Area	Water Supply	8,610.00	30-Oct.-08	4,305.00	7-Sept.-12	3	2,798.25	3,769.14	44%	56%	Sept.-13
31.	Varanasi	Storm Water Drainage works for Varanasi	Drainage/Storm Water Drains	19,162.00	21-Nov.-08	9,581.00	1-Sept.-11	3	6,227.65	11,292.41	59%	65%	Apr.-13
32.	Varanasi	Sewerage work for Varanasi Trans-Varuna Area	Sewerage	30,912.00	12-Dec.-08	15,456.00	1-Sept.-11	3	10,046.40	16,536.70	53%	47%	Mar.-14
33.	Varanasi	Water Supply Component (priority-ID) for Trans- Varuna Area of Varanasi City	Water Supply	20,916.00	29-Sept.-09	9,000.00	27-July-11	2	3,600.00	7,551.91	36%	30%	Dec.-13
6	Varanasi			95,569.73		46,326.87			29,250.22	50,955.70	53%		0
33		TOTAL:		536,361.94		269,660.09			206,224.37	383,069.47	71%		4

Statement-IV*Details of the 64 projects approved in Uttar Pradesh under UIDSSMT of JNNURM*Amount Rs. in lakhs
Date as on 25.4.2013

Sl. No.	Name of towns/cities	Name of component	Approved cost sanctioned by SLSC	Total commitment (Central Share)	Total ACA released	Status
1	2	3	4	5	6	7
1.	Aligarh	Solid Waste Management	1,606.81	1,309.55	1,308.75	Completed
2.	Badaun	Solid Waste Management	578.45	471.44	471.44	In progress
3.	Balia	Solid Waste Management	681.66	555.55	555.55	In progress
4.	Balia	Water Supply	804.23	655.44	655.45	Completed
5.	Balia	Sewerage	4,472.31	3,644.93	3,642.29	In progress
6.	Basti	Road	2,376.94	1,901.55	1,901.56	In progress
7.	Basti	Water Supply	973.26	793.20	793.20	Completed
8.	Basti	Solid Waste Management	586.11	477.68	243.23	In progress

9.	Bulandshahr	Water Supply	1,937.86	1,579.36	1,579.36	Completed
10.	Etah	Water Supply	962.48	784.42	784.42	Completed
11.	Etawah	Solid Waste Management	582.10	474.41	471.16	Completed
12.	Fatehpur	Water Supply	1,570.04	1,279.58	1,279.58	In progress
13.	Fatehpur	Solid Waste Management	937.93	750.34	750.34	In progress
14.	Firozabad	Sewerage	8,691.66	7,083.70	7,031.12	In progress
15.	Firozabad	Solid Waste Management	713.50	581.50	296.10	In progress
16.	Firozabad	Water Supply	2,638.88	2,150.69	2,144.76	Completed
17.	Ghaziabad	Road	9,087.67	7,406.45	3,771.38	In progress
18.	Gonda	Water Supply	985.71	803.36	803.35	Completed
19.	Gorakhpur	Solid Waste Management	1,563.60	1,274.33	648.89	In progress
20.	Gorakhpur	Water Supply	1,598.85	1,279.08	1,254.56	Completed
21.	Jhansi	Solid Waste Management	1,216.00	991.04	990.24	In progress
22.	Kannauj	Solid Waste Management	462.30	376.77	375.71	Completed
23.	Mainpuri	Sewerage	4,874.18	3,972.45	3,972.45	In progress

1	2	3	4	5	6	7
24.	Mainpuri	Solid Waste Management	428.40	349.15	344.35	Completed
25.	Moradabad	Solid Waste Management	1,315.70	1,072.30	1,069.25	Completed
26.	Moradabad	Water Supply	3,719.24	2,975.39	2,975.40	In progress
27.	Muzaffarnagar	Solid Waste Management	657.50	535.86	534.86	Completed
28.	Muzaffarnagar	Water Supply	3,214.33	2,571.46	2,571.46	In progress
29.	Raibareilly	Solid Waste Management	878.00	715.57	664.63	Completed
30.	Bareilly*	Water Supply	7,800.04	6,374.40	3,717.57	In progress
31.	Sambhal	Water Supply	1,201.29	961.03	961.04	In progress
32.	Sambhal	Solid Waste Management	655.09	533.89	533.90	In progress
33.	Siddharthnagar	Water Supply	203.36	165.74	165.73	Completed
34.	Unnao	Water Supply	385.09	313.84	313.84	Completed
35.	Loni	Sewerage	7,341.24	5,872.99	5,819.14	Completed
36.	Loni	Solid Waste Management	1,181.28	945.02	472.51	In progress
37.	Loni	Water Supply	4,983.63	3,986.90	3,978.90	Completed

38.	Baruasagar	Water Supply	718.62	574.90	574.41	Completed
39.	Faizabad	Water Supply	1,880.82	1,504.66	1,504.66	In progress
40.	Gazipur	Water Supply	681.50	545.20	545.20	Completed
41.	Bagpat	Water Supply	318.15	254.52	254.51	Completed
42.	Mirzapur	Solid Waste Management	1,100.87	880.70	880.70	In progress
43.	Hapur	Water Supply	2,848.96	2,279.17	2,279.16	In progress
44.	Modinagar	Water Supply	2,339.17	1,871.34	1,871.27	Completed
45.	Nanpara	Water Supply	237.78	190.22	190.21	Completed
46.	Laharpur (Sitapur)	Water Supply	178.25	142.60	142.60	Completed
47.	Jaunpur	Solid Waste Management	1,220.39	976.31	488.16	In progress
48.	Barabanki	Solid Waste Management	537.43	429.94	420.04	Completed
49.	Khurza	Water Supply	1,243.81	995.05	994.93	Completed
50.	Vrindavan	Sewerage	3,463.00	2,770.40	2,770.07	In progress
51.	Vrindavan	Storm Water Drainage	2,195.16	1,756.13	1,748.36	Completed
52.	Balrampur	Water Supply	616.29	493.03	493.04	Completed

1	2	3	4	5	6	7
53.	Bijnor	Water Supply	1,036.94	829.55	829.56	Completed
54.	Badaun	Water Supply	1,118.74	894.99	894.02	In progress
55.	Mau	Water Supply	555.93	444.74	444.74	In progress
56.	Deoria	Water Supply	1,104.06	883.25	883.24	In progress
57.	Lakhimpur	Water Supply	1,190.31	952.25	951.76	In progress
58.	Ramnagar	Water Supply	591.93	473.54	471.38	Completed
59.	Padrauna	Water Supply	615.25	492.20	492.20	Completed
60.	Azamgarh	Water Supply	458.34	366.67	366.49	In progress
61.	Ghaziabad	Water Supply	3,108.12	2,486.50	2,486.50	In progress
62.	Sandila	Water Supply	693.58	554.86	554.86	In progress
63.	Kannauj	Water Supply	885.26	708.21	708.21	Completed
64.	Shahajampur	Water Supply	999.77	799.82	798.51	Completed
TOTAL:			115,805.15	93,521.12	84,886.26	33

Green belt used as dumping place

4024. SHRI SHADI LAL BATRA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that green belt adjoining Government Senior Secondary School and Samaj Sadan, Laxmibai Nagar, New Delhi, is being used as dumping place and has become haven for mosquitoes breeding, thereby putting the lives of thousands of students and residents of the area at risk;

(b) the details of representations received in this regard and the action taken thereon including the demand for handing over this green belt to NDMC; and

(c) the action proposed to be taken on the erring officials of Horticulture Wing of CPWD for their inaction which has led to the damage to the green belt?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSHI): (a) No, Sir. Malba was temporarily dumped due to maintenance of houses. The same has been removed.

(b) No representation has been received in this regard and there is no correspondence to hand over the Green Belt to NDMC.

(c) Not applicable in view of reply at (a) and (b).

Problem of landfills for dumping garbage

4025. SHRI RAJKUMAR DHOOT: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that problem of landfills for dumping garbage in the urban areas of the country has increased manifold in the recent past;

(b) if so, the details thereof; and

(c) the action Government propose to take to solve the problem?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSHI): (a) and (b) Yes, Sir. It is a fact that the problem of landfills for dumping garbage in the urban areas of the country has increased manifold in the recent past. The main factors responsible for it are lack of dumping space, financial constraints and inadequate capacity of Urban Local Bodies (ULBs). Also, lack of proper recycling and reuse of waste and its processing and treatment

is also aggravating the problem of landfills where waste is being dumped indiscriminately.

(c) Keeping in view the land and financial constraints faced by most of the small and large cities for creating sanitary landfill on individual basis for disposing of the municipal solid waste, the Ministry formulated a Guidance Note for Municipal Solid Waste Management on a Regional Basis in March, 2011. It was sent to the State Governments on 13th April, 2011. The guidance note provides guidance on policy, institutional facility for treatment and disposal of municipal solid waste in sanitary landfill on regional/shared basis. Under the various schemes of this Ministry, which include the Jawaharlal Nehru National Urban Renewal Mission, North Eastern Region Urban Development Programme, Urban Infrastructure Development Scheme in Satellite Towns, 10% Lump Sum Scheme for North Eastern Region including Sikkim, support is provided for implementation of solid waste management projects.

**Regularisation status of Kiran Garden,
Uttam Nagar in Delhi**

‡4026. SHRI BHAGAT SINGH KOSHYARI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that Kiran Gardan ('A' and 'B' Block) Uttam Nagar, New Delhi is a regular colony;

(b) if so, the details thereof;

(c) whether it is also a fact that there is a ban on the registry/GPA/Sale Deed etc. of the said colony recently; and

(d) if so, the reasons therefor and by when Government is going to start the process of paper transfer again?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSHI): (a) and (b) Sir, the South Delhi Municipal Corporation has informed that Kiran Garden is an unauthorised regularized colony. The Regularization Plan of Kiran Garden and Najafgarh Road was approved by the Standing Committee *vide* resolution no. 919 dated 23.12.1983.

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

‡Original notice of the question was received in Hindi.

Renew the lease for Taj Palace Hotel

4027. SHRI SALIM ANSARI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

- (a) whether Delhi Development Authority (DDA) is all set to renew the lease for Taj Palace Hotel without settling the various dues;
- (b) if so, the details and the reasons thereof;
- (c) the broad terms and conditions laid down by the DDA for renewal of lease for Taj Palace Hotel; and
- (d) the reasons for not opting the call for fresh bids to generate more revenue?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSHI): (a) and (b) The License Agreement for Taj Palace Hotel at Sardar Patel Marg has been renewed for a further period of 25 years beyond 31.3.2013 in terms of the original Agreement. The renewal of License Agreement was granted after settlement of all outstanding dues. This is the final extension of License Agreement.

(c) and (d) Apart from other conditions, as per Article-VII of the License Agreement, initially the license was granted for a period of 30 years commencing from 1.4.1983 subject to the condition that the licensee shall be bound by and observe and perform all the terms and conditions contained in the Agreement throughout the period of license.

The License Agreement further provides that the licensee shall have the option of renewing the license of the said Hotel building for a further period of 25 years on giving notice in writing of such intention to the licensor at least six months before the expiration of the license granted, and the licensor would renew it upon the same terms and conditions as are therein contained excepting only the clause as to renewal, and subject to the payment of license fee as contained in clause (I) of Article-VIII of the license Agreement.

Considering the above provisions in the original License Agreement executed between the Indian Hotels Company Ltd. and the Delhi Development Authority and the fact that the licensee has opted for renewal of the license and submitted his option within the time frame prescribed in the Licence Agreement and also settlement of all outstanding dues, the Competent Authority has decided to renew the License

Agreement for further period of 25 years beyond 31-3-2013, subject to the same terms and conditions.

Solid waste management under JNNURM

4028. SHRIMATI T. RATNA BAI:

SHRI MOHD. ALI KHAN:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Government is considering to incorporate the green technologies in solid waste management under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) in the country;

(b) if so, the details thereof;

(c) whether any State Government came up with proposals of alternative technologies; and

(d) if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSHI): (a) and (b) Solid waste management is a State subject and it is the responsibility of the State Governments/Urban Local Bodies to plan, design, execute and operate the solid waste management projects in the urban areas of the Country. The Government of India under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) facilitates State/ULBs in framing broad policies, programmes and guidelines for incorporating green technologies on solid waste management.

The municipal solid waste management projects approved under JNNURM program include necessary infrastructure facilities for processing and treatment facilities such a composting for bio-degradable matter with the objective to promote the use of organic fertilizers and also making RDF (Refuse Derived Fuel) pellets using recyclables with the objective to recover energy from municipal solid waste.

(c) and (d) Detailed Project Report (DPRs) prepared based on established waste management technologies are considered and approved by the Ministry for funding. Alternate waste management technologies, if any, included in the DPR need to be established with facts and figure within the stipulations of JNNURM guidelines.

Piped sewer system in Punjab

4029. SARDAR SUKHDEV SINGH DHINDSA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

- (a) the urban population in Punjab which has access to a piped sewer system, as per Census 2011; and
- (b) the nature of assistance given by Centre to Punjab in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSHI): (a) As per the Census Report 2011, 63.70% of urban households in Punjab are having piped sewer system.

(b) The Ministry of Urban Development has sanctioned 2 sewerage projects at an estimated cost of Rs. 27,829.00 lakh and 8 sewerage projects at an estimated cost of Rs. 33,646.91 lakh to the Government of Punjab, under Urban Infrastructure and Governance (UIG) and the Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) components of the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) respectively.

Financial assistance for development of cities in Bihar

4030. DR. ANIL KUMAR SAHANI : Will the Minister of URBAN DEVELOPMENT be pleased to state:

- (a) whether Central Government is providing financial assistance for development of cities in Bihar;
- (b) if so, the details of such schemes and funds given thereunder; and
- (c) the details of funds yet to be released and the reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSHI): (a) to (c) Yes, Sir. The details of various schemes of Ministry of Urban Development implemented in Bihar are as under:—

- (i) Jawaharlal Nehru National Urban Renewal Mission (JNNURM), a reform driven scheme was launched on 3rd December, 2005 with the objective of fast track development of cities across the country, focusing on bringing

about efficiency in urban infrastructure service delivery mechanisms, community participation and accountability of Urban Local Bodies and Parastatal agencies towards citizens and to ensure sustainable development of cities during the Mission period 2005-12.

Under Urban Infrastructure and Governance (UIG), one of the sub-components of JNNURM, 8 projects have been approved for the Mission City of Patna and Bodhgaya with an approved cost of Rs. 711.81 crore and Additional Central Assistance commitment of Rs. 394.76 crore. An amount of Rs 123.11 crore has been released for unitization for the projects so far. Funds flow under JNNURM depend upon achievement of reforms as per commitment in the Memorandum of Agreement (MoA) and submission of Utilization Certificate (UCs) as per guidelines of JNNURM.

- (ii) Under Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT), one of the sub-components of JNNURM, all cities/towns as per 2001 census except cities/towns covered under UIG, were eligible to be covered.

Under UIDSSMT, 11 projects have been approved for various Towns/Cities in Bihar with approved cost of Rs. 254.78 crore and Additional Central Assistance commitment of Rs. 211.20 crore. An amount of Rs. 106.74 crore has been released for utilization of the projects so far. In want of Utilization Certificate from the State Government second instalment has not been released so far.

- (iii) National Urban Information System (NUIS) Scheme was launched during the Tenth Five Year Plan (March, 2006) to develop Geographic Information System (GIS) databases for 152 towns/cities in the Country in two Scales *i.e.*, 1:10000 using remotely sensed Satellite Images and 1:2000 using Aerial Photographs and utility mapping at 1:1000 Scale for 22 towns with the cost of Rs. 66.28 crore with matching share of Central and State of with ratio 75:25. Five towns namely Arrah, Bhagalpur, Darbhanga, Muzaffarpur and Patna have been selected under the Scheme from the State of Bihar, while Gaya town has been selected for Utility Mapping at 1:1000 scale.

Ministry of Urban Department has released Rs. 18.525 lakh as first installment during 2007-08 to State Nodal Agency, Town and Country Planning Organisation, Bihar. In want of Utilization Certificate from the State Government second instalment has not been released so far.

- (iv) The States including Bihar as a one-time measure have been provided financial assistance for purchase of buses for their urban transport system under the scheme for providing central financial assistance for procurement of buses for urban transport under JNNURM.

Under this package, Patna and Bodh Gaya have been sanctioned 100 and 25 modern buses respectively with the total project cost of Rs. 46.65 crore. The share of Government of India (Additional Central Assistance) is of Rs. 25.35 crore. An amount of Rs. 12.68 crore has been released to the State Government during 2008-09. Due to the non-procurement of buses by the Cities/State and non-implementation of reforms relating to urban transport as per the bus funding guidelines, remaining ACA could not be released.

PAPERS LAID ON THE TABLE

MR. DEPUTY CHAIRMAN: Papers to be laid on the Table.

Report (2006-07) of the National Commission for Scheduled Tribes and related paper

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF PANCHAYATI
RAJ (SHRI V. KISHORE CHANDRA DEO): Sir, I lay on the Table—

- (1) A copy each (in English and Hindi) of the following papers, under clause (6) of article 338A of the Constitution of India:—
- (a) Second Report of the National Commission for Scheduled Tribes, for the year 2006-07.
 - (b) Action Taken Memorandum on the Second Report of the National Commission for Scheduled Tribes, for the year 2006-07.

[Shri V. Kishore Chandra Deo]

- (2) Statement (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) above.

[Placed in Library. *See* No. L.T. 8903/15/13]

MoUs between Government of India and various PSU's

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers:—

- (i) Memorandum of Understanding between the Government of India (Ministry of Steel) and Rashtriya Ispat Nigam Limited (Visakhapatnam Steel Plant), for the year 2013-14.

[Placed in Library. *See* No. L.T. 8925/15/13]

- (ii) Memorandum of Understanding between the Government of India (Ministry of Steel) and MECON Limited, for the year 2013-14.

[Placed in Library. *See* No. L.T. 8927/15/13]

- (iii) Memorandum of Understanding between the Government of India (Ministry of Steel) and MOIL Limited, for the year 2013-14.

[Placed in Library. *See* No. L.T. 8922/15/13]

- (iv) Memorandum of Understanding between the Government of India (Ministry of Steel) and KIOCL Limited, for the year 2013-14.

[Placed in Library. *See* No. L.T. 8924/15/13]

- (v) Memorandum of Understanding between the Government of India (Ministry of Steel) and NMDC Limited, for the year 2013-14.

[Placed in Library. *See* No. L.T. 8926/15/13]

MoU between Government of India and NEHHDC

अल्पसंख्यक कार्य मंत्रालय में राज्य मंत्री (श्री निरोग ईरींग) : महोदय, मैं श्री पबन सिंह घाटोवार की ओर से 2013-14 के वर्ष के लिए भारत सरकार (उत्तर पूर्वी क्षेत्र विकास मंत्रालय) और नार्थ ईस्टर्न हैंडीक्राफ्ट्स एंड हैंडलूम्स डेवलपमेंट कॉरपोरेशन लिमिटेड (एनईएचएचडीसी) के बीच संपन्न सहमति ज्ञापन की एक प्रति (अंग्रेज़ी तथा हिन्दी में) सभा पटल पर रखता हूँ।

[Placed in Library. *See* No. L.T. 9060/15/13]

**Report and Accounts (2011-12) of the Institute of Physics,
Bhubaneswar and related papers**

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers:—

- (a) Annual Report of the Institute of Physics, Bhubaneswar, for the year 2011-12.
- (b) Annual Accounts of the Institute of Physics, Bhubaneswar, for the year 2011-12, and the Audit Report thereon.
- (c) Review by Government on the working of the above Institute.
- (d) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L.T. 9075/15/13]

**Report and Accounts (2011-12) of the Air India Limited and its
subsidiaries, New Delhi and related papers**

SHRI V. NARAYANASAMY: Sir, on behalf of Shri K.C. Venugopal, I lay on the Table —

- (1) A copy each (in English and Hindi) of the following papers, under subsection (1) of Section 619A of the Companies Act, 1956:—
 - (a) Annual Report and Accounts of the Air India Limited and its subsidiaries, New Delhi, for the year 2011-12, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
 - (b) Review by Government on the working of the above Company.
 - (c) Statement by Government on the Annual Accounts of the above Company.
- (2) Statement (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 9164/15/13]

**Statements showing the action taken by the Government on
various assurances, promises and undertakings**

SHRI V. NARAYANASAMY: Sir, on behalf of Shri Rajeev Shukla, I lay on the Table, a copy each (in English and Hindi) of the following Statements showing action taken by the Government on various assurances, promises and undertakings given during the Session shown against each:—

1. Statement No. XXIII Two hundred and Fourth Session, 2005
[Placed in Library. *See* No. L.T. 9178/15/13]
2. Statement No. XXVI Two hundred and Seventh Session, 2006
[Placed in Library. *See* No. L.T. 9179/15/13]
3. Statement No. XIX Two hundred and Ninth Session, 2006
[Placed in Library. *See* No. L.T. 9180/15/13]
4. Statement No. XXI Two hundred and Tenth Session, 2007
[Placed in Library. *See* No. L.T. 9181/15/13]
5. Statement No. XXI Two hundred and Eleventh Session, 2007
[Placed in Library. *See* No. L.T. 9182/15/13]
6. Statement No. XXI Two hundred and Twelfth Session, 2007
[Placed in Library. *See* No. L.T. 9183/15/13]
7. Statement No. XVII Two hundred and Fourteenth Session, 2008
[Placed in Library. *See* No. L.T. 9184/15/13]
8. Statement No. XIV Two hundred and Seventeenth Session, 2009
[Placed in Library. *See* No. L.T. 9185/15/13]
9. Statement No. XIII Two hundred and Eighteenth Session, 2009
[Placed in Library. *See* No. L.T. 9186/15/13]
10. Statement No. XII Two hundred and Nineteenth Session, 2010
[Placed in Library. *See* No. L.T. 9187/15/13]

11. Statement No. X Two hundred and Twentieth Session, 2010
[Placed in Library. See No. L.T. 9188/15/13]
12. Statement No. IX Two hundred and Twenty-first Session, 2010
[Placed in Library. See No. L.T. 9189/15/13]
13. Statement No. VIII Two hundred and Twenty-second Session, 2011
[Placed in Library. See No. L.T. 9190/15/13]
14. Statement No. VII Two hundred and Twenty-third Session, 2011
[Placed in Library. See No. L.T. 9191/15/13]
15. Statement No. VI Two hundred and Twenty-fourth Session, 2011
[Placed in Library. See No. L.T. 9192/15/13]
16. Statement No. V Two hundred and Twenty-fifth Session, 2012
[Placed in Library. See No. L.T. 9193/15/13]
17. Statement No. III Two hundred and Twenty-sixth Session 2012
[Placed in Library. See No. L.T. 9194/15/13]
18. Statement No. II Two hundred and Twenty-seventh Session 2012
[Placed in Library. See No. L.T. 9195/15/13]
19. Statement No. I Two hundred and Twenty-eighth Session 2013
[Placed in Library. See No. L.T. 9196/15/13]

**Review (2011-12) by Government on working of National Institute
of Urban Affairs (NIUA), New Delhi**

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT
(SHRIMATI DEEPA DASMUNSI): Sir, I lay on the Table, a copy (in English and Hindi) of the Review by Government on the working of the National Institute of Urban Affairs (NIUA), New Delhi, for the year 2011-12.

[Placed in Library. See No. L.T. 9166/15/13]

**Report and Accounts (2011-12) of the Inland Waterways Authority
of India (IWAI), NOIDA and Seamen's Provident Fund
Organization, Mumbai and related papers**

SHRI V. NARAYANASAMY: Sir, on behalf of Shri G.K. Vasani, I lay on the Table—

- (i) (1) A copy each (in English and Hindi) of the following papers, under Section 24 of the Inland Waterways Authority of India Act, 1985:—
- (a) Annual Report and Accounts of the Inland Waterways Authority of India (IWAI), NOIDA, for the year 2011-12, together with the Auditor's Report on the Accounts.
 - (b) Review by Government on the working of the above Authority.
- (2) Statement (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 8919/15/13]

- (ii) A copy each (in English and Hindi) of the following papers:—
- (a) Forty-sixth Annual Report of the Seamen's Provident Fund Organisation (SPFO), Mumbai, for the year 2011-12.
 - (b) Annual Accounts of the Seamen's Provident Fund Organisation, (SPFO), Mumbai, for the year 2011-12, and the Audit Report thereon.
 - (c) Review by Government on the working of the above Organisation.
 - (d) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L.T. 8918/15/13]

Notifications of the Ministry of Road Transport and Highways

SHRI V. NARAYANASAMY: Sir, on behalf of Shri Sarvey Sathyanarayana, I lay on the Table—

- I. A copy each (in English and Hindi) of the following Notifications of the

Ministry of Road Transport and Highways, under Section 10 of the National Highways Act, 1956:—

- (1) S.O. 487 (E), dated the 17th March, 2012, regarding acquisition of land, with or without structure, from K.M. 14.920 to K.M. 65.120 (Jabalpur-Rajmarg Crossing Section) on National Highway No. 12 in Jabalpur District in the State of Madhya Pradesh.
- (2) S.O. 528 (E), dated the 22nd March, 2012, regarding acquisition of land, with or without structure, from K.M. 95.300 to K.M. 118.400 (Khalghat-Madhya Pradesh/Maharashtra Border Section) on National Highway No. 3 in Barwani District in the State of Madhya Pradesh.
- (3) S.O. 532 (E), dated the 22nd March, 2012, regarding acquisition of land, with or without structure, from K.M. 402.000 to K.M. 435.000 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (4) S.O. 542 (E), dated the 22nd March, 2012, regarding acquisition of land, with or without structure, from K.M. 385.600 to K.M. 402.000 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Katni District in the State of Madhya Pradesh.
- (5) S.O. 543 (E), dated the 22nd March, 2012, regarding acquisition of land, with or without structure, from K.M. 466.000 to K.M. 472.000 (Jabalpur-Lakhnadon Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (6) S.O. 553 (E), dated the 22nd March, 2012, regarding acquisition of land, with or without structure, from K.M. 84.200 to K.M. 128.500 (Obedullaganj-Betul Section) on National Highway No. 69 in Betul District in the State of Madhya Pradesh.
- (7) S.O. 560 (E), dated the 22nd March, 2012, regarding acquisition of land, with or without structure, from K.M. 161.000 to K.M. 213.400 (Betul-Pandhurna Section) on National Highway No. 69 in Betul District in the State of Madhya Pradesh.
- (8) S.O. 587 (E), dated the 27th March, 2012, regarding acquisition of land, with or without structure, from K.M. 35.200 to K.M. 76.100

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- (Design Chainage) on National Highway No. 59 in Dhar District in the State of Madhya Pradesh.
- (9) S.O. 595 (E), dated the 27th March, 2012, regarding acquisition of land, with or without structure, from K.M. 466.000 to K.M. 472.000 (Jabalpur-Lakhanadon Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (10) S.O. 597 (E), dated the 27th March, 2012, regarding acquisition of land, with or without structure, from K.M. 15.600 on National Highway No. 75 to K.M. 176.000 on National Highway No. 3 (Gwalior-Shivpuri Section) in Gwalior District in the State of Madhya Pradesh.
- (11) S.O. 600 (E), dated the 27th March, 2012, regarding acquisition of land, with or without structure, from K.M. 438.222 to K.M. 451.470 (Katni-Jabalpur Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (12) S.O. 606 (E), dated the 27th March, 2012, regarding acquisition of land, with or without structure falling in Amarwara to Chhindwara Section on National Highway No. 26 (B) in Chhindwara District in the State of Madhya Pradesh.
- (13) S.O. 607 (E), dated the 27th March, 2012, amending Notification No. S.O. 2268 (E), dated the 14th September, 2010, to insert certain entries in the original Notification.
- (14) S.O. 646 (E), dated the 29th March, 2012, regarding acquisition of land, with or without structure, from K.M. 438.222 to K.M. 451.470 (Kanti-Jabalpur Section) on National Highway No.7 in Jabalpur District in the State of Madhya Pradesh.
- (15) S.O. 657 (E), dated the 29th March, 2012, amending Notification No. S.O. 1243 (E), dated the 2nd August, 2006, to insert certain entries in the original Notification.
- (16) S.O. 658 (E), dated the 29th March, 2012, regarding acquisition of land, with or without structure, from K.M. 385.600 to K.M. 402.000

- (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Katni District in the State of Madhya Pradesh.
- (17) S.O. 661 (E), dated the 29th March, 2012, regarding acquisition of land, with or without structure, from K.M. 88.000 to K.M. 141.028 on National Highway No. (New National Highway No. 53 in Mahasamund District in the State of Chhattisgarh.
- (18) S.O. 663 (E), dated the 29th March, 2012, regarding acquisition of land, with or without structure, from K.M. 489.540 to K.M. 495.026 (Shivpuri-Dewas Section) on National Highway No. 3 in Shajapur District in the State of Madhya Pradesh.
- (19) S.O. 664 (E), dated the 29th March, 2012, regarding acquisition of land, with or without structure, from K.M. 245.650 to K.M. 350.000 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Satna District in the State of Madhya Pradesh.
- (20) S.O. 665 (E), dated the 29th March, 2012, regarding acquisition of land, with or without structure, from K.M. 350.000 to K.M. 385.600 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Katni District in the State of Madhya Pradesh.
- (21) S.O. 673 (E), dated the 29th March, 2012, regarding acquisition of land, with or without structure, from K.M. 476.500 on National Highways No. 7 (Jabalpur Lakhanadon Section) to K.M. 11.560 (Jabalpur-Mandla Section) on National Highway No. 12A in Jabalpur District in the State of Madhya Pradesh.
- (22) S.O. 747 (E), dated the 4th April, 2012, amending Notification No. S.O. 3075 (E), dated the 31st December, 2010, to insert certain entries in the original Notification.
- (23) S.O. 750 (E), dated the 4th April, 2012, regarding acquisition of land, with or without structure, from K.M. 236.000 to K.M. 239.937 (Shivpuri-Dewas Section) on National Highway No. 3 in Shivpuri District in the State of Madhya Pradesh.
- (24) S.O. 871 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 45.600 to K.M. 84.200

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- (Obedullaganj-Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.
- (25) S.O. 873 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 20740 to K.M. 34.500 (Obedullaganj - Betul Section) on National Highway No. 69 in Sehore District in the State of Madhya Pradesh.
- (26) S.O. 874 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 41.945 to K.M. 62.960 (Zirakpur-Parwanoo Section) on National Highway No. 22 in Panchkula District in the State of Haryana.
- (27) S.O. 875 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 128.500 to K.M. 137.000 (Obedullaganj-Betul Section) on National Highway No. 69 in Betul District in the State of Madhya Pradesh.
- (28) S.O. 877 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 368.500 to K.M. 370.950 (Shivpuri-Dewas Section) on National Highway No. 3 in Guna District in the State of Madhya Pradesh.
- (29) S.O. 879 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 45.600 to K.M. 84.200 (Obedullaganj-Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.
- (30) S.O. 880 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 20.740 to K.M. 34.500 (Obedullaganj-Betul Section) on National Highway No. 69 in Sehore District in the State of Madhya Pradesh.
- (31) S.O. 881 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 34.500 to K.M. 45.600 (Obedullaganj-Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.

- (32) S.O. 886 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 34.500 to K.M. 45.600 (Obedulaganj-Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.
- (33) S.O. 888 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 557.331 to K.M. 566.450 (Shivpuri-Dewas Section) on National Highway No. 3 in Dewas District in the State of Madhya Pradesh.
- (34) S.O. 890 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 84.200 to K.M. 128.500 (Obedulaganj-Betul Section) on National Highway No. 69 in Betul District in the State of Madhya Pradesh.
- (35) S.O. 891 (E), dated the 21st April, 2012, regarding acquisition of land, with or without structure, from K.M. 538.100 to K.M. 557.331 (Shivpuri-Dewas Section) on National Highway No. 3 in Dewas District in the State of Madhya Pradesh.
- (36) S.O. 905 (E), dated the 25th April, 2012, regarding acquisition of land, with or without structure, from K.M. 34.500 to K.M. 45.600 (Obedulaganj Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.
- (37) S.O. 917 (E), dated the 26th April, 2012, regarding acquisition of land, with or without structure, from K.M. 45.600 to K.M. 84.200 (Obedulaganj-Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.
- (38) S.O. 959 (E), dated the 1st May, 2012, regarding acquisition of land, with or without structure, from K.M. 15.600 of National Highway No. 75 to K.M. 176.202 (Gwalior-Shivpuri Section) on National Highway No. 3 in Gwalior District in the State of Madhya Pradesh.
- (39) S.O. 961 (E), dated the 1st May, 2012, regarding acquisition of land, with or without structure, from K.M. 370.950 to K.M. 404.220 (Shivpuri-Dewas Section) on National Highway No. 3 in Guna District in the State of Madhya Pradesh.

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- (40) S.O. 964 (E), dated the 1st May, 2012, regarding acquisition of land, with or without structure, from K.M. 15.600 of National Highway No. 75 to K.M. 176.202 (Gwalior-Shivpuri Section) on National Highway No. 3 in Gwalior District in the State of Madhya Pradesh.
- (41) S.O. 965 (E), dated the 1st May, 2012, regarding acquisition of land, with or without structure, from K.M. 438.222 to K.M. 451.470 (Katni-Jabalpur Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (42) S.O. 969 (E), dated the 1st May, 2012, regarding acquisition of land, with or without structure, from K.M. 176.000 to K.M. 236.000 (Gwalior-Dewas Section) on National Highway No. 03 in Shivpuri District in the State of Madhya Pradesh.
- (43) S.O. 973 (E), dated the 1st May, 2012, regarding acquisition of land, with or without structure, from K.M. 404.220 to K.M. 412.825 (Shivpuri-Dewas Section) on National Highway No. 3 in Rajgarh District in the State of Madhya Pradesh.
- (44) S.O. 976 (E), dated the 1st May, 2012, regarding acquisition of land, with or without structure, from K.M. 294.190 to K.M. 340.860 (Shivpuri-Dewas Section) on National Highway No. 3 in Guna District in the State of Madhya Pradesh.
- (45) S.O. 979 (E), dated the 1st May, 2012, regarding acquisition of land, with or without structure, from K.M. 213.400 to K.M. 257.400 (Betul-Pandhurna Section) on National Highway No. 69 in Chhindwara District in the State of Madhya Pradesh.
- (46) S.O. 1001 (E), dated the 3rd May, 2012, regarding acquisition of land, with or without structure, from K.M. 538.100 to K.M. 557.331 (Shivpuri-Dewas Section) on National Highway No. 3 in Dewas District in the State of Madhya Pradesh.
- (47) S.O. 1002 (E), dated the 3rd May, 2012, regarding acquisition of land, with or without structure, from K.M. 557.331 to K.M. 566.450

- (Shivpuri-Dewas Section) on National Highway No. 3 in Dewas District in the State of Madhya Pradesh.
- (48) S.O. 1003 (E), dated the 3rd May, 2012, regarding acquisition of land, with or without structure, from K.M. 15.600 to K.M. 176.202 (Gwalior-Shivpuri Section) on National Highway No. 3 in Gwalior District in the State of Madhya Pradesh.
- (49) S.O. 1005 (E), dated the 3rd May, 2012, regarding acquisition of land, with or without structure, from K.M. 294.190 to K.M. 340.860 (Shivpuri-Dewas Section) on National Highway No. 3 in Guna District in the State of Madhya Pradesh.
- (50) S.O. 1006 (E), dated the 3rd May, 2012, regarding acquisition of land, with or without structure, from K.M. 506.000 to K.M. 546.400 (Jabalpur-Lakhnadon Section) on National Highway No. 7 in Seoni District in the State Madhya Pradesh.
- (51) S.O. 1011 (E), dated the 3rd May, 2012, regarding acquisition of land, with or without structure, from K.M. 438.222 to K.M. 451.470 (Katni-Jabalpur Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (52) S.O. 1215 (E), dated the 28th May, 2012, regarding acquisition of land, with or without structure, from K.M. 466.000 to K.M. 506.000 (Jabalpur-Lakhanadon Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (53) S.O. 1216 (E), dated the 28th May, 2012, regarding acquisition of land, with or without structure, from K.M. 84.200 to K.M. 128.500 (Obedullaganj-Betul Section) on National Highway No. 69 in Betul District in the State of Madhya Pradesh.
- (54) S.O. 1227 (E), dated the 28th May, 2012, regarding acquisition of land, with or without structure, from K.M. 177.750 to K.M. 180.592 and K.M. 182.370 to K.M. 230.490 (including Mahanadi Realignment) on National Highway No. 6 (New National Highway No. 53 in Mahasamund District in the State of Chhattisgarh.

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- (55) S.O. 1239 (E), dated the 30th May, 2012, regarding appointment of competent authority for acquisition of land on National Highway No. 23 in Deogarh District in the State of Odisha.
- (56) S.O. 1332 (E), dated the 15th June, 2012, regarding acquisition of land, with or without structure, from K.M. 45.600 to K.M. 84.200 (Obedullaganj-Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.
- (57) S.O. 1341 (E), dated the 15th June, 2012, regarding acquisition of land, with or without structure, from K.M. 88.000 to K.M. 141.028 (including Saraipali and Basana By-passes) on National Highway No. 6 (New National Highway No. 53) in Mahasamund District in the State of Chhattisgarh.
- (58) S.O. 1353 (E), dated the 15th June, 2012, regarding acquisition of land, with or without structure, from K.M. 245.650 to K.M. 350.000 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Satna District in the State of Madhya Pradesh.
- (59) S.O. 1373 (E), dated the 18th June, 2012, regarding acquisition of land, with or without structure, from K.M. 15.600 on National Highway No. 75 to K.M. 176.202 (Gwalior Section) on National Highway No. 3 in Gwalior District in the State of Madhya Pradesh.
- (60) S.O. 1460 (E), dated the 4th July, 2012, regarding acquisition of land, with or without structure, from K.M. 245.650 to K.M. 350.000 (Rewa- Katni-Jabalpur Section) on National Highway No. 7 in Satna District in the State of Madhya Pradesh.
- (61) S.O. 1484 (E), dated the 4th July, 2012, regarding acquisition of land, with or without structure, from K.M. 88.000 to K.M. 141.028 (Aurang-Saraipali Section) on National Highway No. 6 (New National Highway No. 53) in Mahasamund District in the State of Chhattisgarh.
- (62) S.O. 1486 (E), dated the 4th July, 2012, regarding acquisition of land, with or without structure, from Umaranala to Madhya Pradesh/

Maharashtra State Border Section on National Highway No. 26B in Chhindwara District in the State of Madhya Pradesh.

- (63) S.O. 1490 (E), dated the 4th July, 2012, regarding acquisition of land, with or without structure, from K.M. 412.825 to K.M. 450.545 (Shivpuri-Dewas Section) on National Highway No. 3 in Rajgarh District in the State of Madhya Pradesh.
- (64) S.O. 1525 (E), dated the 9th July, 2012, regarding acquisition of land, with or without structure, from K.M. 340.860 to K.M. 368.500 (Shivpuri-Dewas Section) on National Highway No. 3 in Guna District in the State of Madhya Pradesh.
- (65) S.O. 1527 (E), dated the 9th July, 2012, regarding acquisition of land, with or without structure, from K.M. 245.650 to K.M. 350.000 (Rewa -Katni-Jabalpur Section) on National Highway No. 7 in Satna District in the State of Madhya Pradesh.
- (66) S.O. 1558 (E), dated the 12th July, 2012, regarding acquisition of land, with or without structure, from K.M. 412.825 to K.M. 450.545 (Shivpuri-Dewas Section) on National Highway No. 3 in Rajgarh District in the State of Madhya Pradesh.
- (67) S.O. 1562 (E), dated the 12th July, 2012, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 28.000 (Cuttack-Angul Section) on National Highway No. 42 in Cuttack District in the State of Odisha.
- (68) S.O. 1608 (E), dated the 19th July, 2012, regarding acquisition of land, with or without structure, from K.M. 15.600 on National Highway No. 75 to K.M. 176.202 on National Highway No. 3 (Gwalior-Shivpuri Section) in Gwalior District in the State of Madhya Pradesh.
- (69) S.O. 1754 (E), dated the 7th August, 2012, regarding acquisition of land, with or without structure falling in Chhindwara bypass Section on National Highway No. 26B in Chhindwara District in the State of Madhya Pradesh.
- (70) S.O. 1755 (E), dated the 7th August, 2012, regarding acquisition of land, with or without structure, from K.M. 450.545 to K.M. 489.540

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- (Shivpuri-Dewas Section) on National Highway No. 3 in Rajgarh District in the State of Madhya Pradesh.
- (71) S.O. 1761 (E), dated the 7th August, 2012, regarding acquisition of land, with or without structure, from K.M. 435.000 to K.M. 439.000 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (72) S.O. 1788 (E), dated the 9th August, 2012, regarding acquisition of land, with or without structure, from K.M. 88.000 to K.M. 141.028 (Aurang-Saraipali Section) on National Highway No. 6 (New National Highways No. 53) in Mahasamund District in the State of Chhattisgarh.
- (73) S.O. 1798 (E), dated the 9th August, 2012, regarding acquisition of land, with or without structure, from K.M. 402.000 to K.M. 435.000 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (74) S.O. 1799 (E), dated the 9th August, 2012, regarding acquisition of land, with or without structure, from K.M. 402.000 to K.M. 435.000 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (75) S.O. 1805 (E), dated the 14th August, 2012, regarding acquisition of land, with or without structure, from K.M. 412.825 to K.M. 450.545 (Shivpuri-Dewas Section) on National Highway No. 3 in Rajgarh District in the State of Madhya Pradesh.
- (76) S.O. 1812 (E), dated the 14th August, 2012, regarding acquisition of land, with or without structure, from K.M. 176.000 to K.M. 236.000 (Gwalior-Shivpuri Section) on National Highway No. 3 in Shivpuri District in the State of Madhya Pradesh.
- (77) S.O. 1815 (E), dated the 14th August, 2012, regarding acquisition of land, with or without structure, from K.M. 242.000 to K.M. 245.650 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Rewa District in the State of Madhya Pradesh.

- (78) S.O. 1816 (E), dated the 14th August, 2012, regarding acquisition of land, with or without structure, from K.M. 78.100 to K.M. 117.600 (Indore-Madhya Pradesh/Gujarat Border Section) on National Highway No. 59 in Dhar District in the State of Madhya Pradesh.
- (79) S.O. 1821 (E), dated the 14th August, 2012, regarding acquisition of land, with or without structure, from K.M. 581.500 to K.M. 595.100 (Dewas-Indore Section) on National Highway No. 3 in Indore District in the State of Madhya Pradesh.
- (80) S.O. 1826 (E), dated the 14th August, 2012, regarding acquisition of land, with or without structure, from K.M. 15.500 to K.M. 35.200 (Indore-Madhya Pradesh/Gujarat Border Section) on National Highway No. 59 in Indore District in the State of Madhya Pradesh.
- (81) S.O. 1907 (E), dated the 21st August, 2012, regarding acquisition of land, with or without structure, from K.M. 402.000 to K.M. 435.000 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (82) S.O. 1916 (E), dated the 21st August, 2012, regarding acquisition of land, with or without structure, from K.M. 185.450 to K.M. 262.900 (Angul Sambalpur Section) on National Highway No. 42 in Sambalpur District in the State of Odisha.
- (83) S.O. 1920 (E), dated the 21st August, 2012, regarding acquisition of land, with or without structure, from K.M. 34.500 to K.M. 45.600 (Obedullaganj-Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.
- (84) S.O. 1922 (E), dated the 21st August, 2012, regarding acquisition of land, with or without structure, from K.M. 28.000 to K.M. 88.200 (Cuttack-Angul Section) on National Highway No. 42 in Dhenkanal District in the State of Odisha.
- (85) S.O. 1969 (E), dated the 25th August, 2012, regarding acquisition of land, with or without structure, from K.M. 176.202 to K.M. 236.000 (Gwalior-Shivpuri Section) on National Highway No. 3 in Shivpuri District in the State of Madhya Pradesh.

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- (86) S.O. 2033 (E), dated the 5th September, 2012, amending Notification No. S.O. 2177 (E), dated the 21st September, 2011, to substitute certain entries in the original Notification.
- (87) S.O. 2091 (E), dated the 7th September, 2012, regarding acquisition of land, with or without structure, from K.M. 45.600 to K.M. 84.200 (Obedulaganj-Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.
- (88) S.O. 2115 (E), dated the 8th September, 2012, regarding acquisition of land, with or without structure, from K.M. 45.600 to K.M. 84.200 (Obedulaganj-Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.
- (89) S.O. 2192 (E), dated the 18th September, 2012, regarding acquisition of land, with or without structure, from K.M. 404.220 to K.M. 412.825 (Shivpuri-Dewas Section) on National Highway No. 3 in Rajgarh District in the State of Madhya Pradesh.
- (90) S.O. 2196 (E), dated the 18th September, 2012, regarding acquisition of land, with or without structure, from K.M. 414.000 to K.M. 419.200 (Visakhapatnam-Bhubaneswar Section) and K.M. 0.000 to K.M. 62.000 (Bhubaneswar-Kolkata Section) on National Highway No. 5 in Khurda District in the State of Odisha.
- (91) S.O. 2198 (E), dated the 18th September, 2012, regarding acquisition of land, with or without structure, from K.M. 402.000 to K.M. 435.000 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (92) S.O. 2204 (E), dated the 18th September, 2012, regarding acquisition of land, with or without structure, from K.M. 239.937 to K.M. 294.190 (Shivpuri-Dewas Section) on National Highway No. 3 in Shivpuri District in the State of Madhya Pradesh.
- (93) S.O. 2226 (E), dated the 20th September, 2012, regarding acquisition of land, with or without structure, from K.M. 557.331 to K.M. 566.450

- (Shivpuri-Dewas Section) on National Highway No. 3 in Dewas District in the State of Madhya Pradesh.
- (94) S.O. 2227 (E), dated the 20th September, 2012, regarding acquisition of land, with or without structure, from K.M. 577.200 to K.M. 851.500 (Dewas-Indore Section) on National Highway No. 3 in Dewas District in the State of Madhya Pradesh.
- (95) S.O. 2240 (E), dated the 20th September, 2012, regarding appointment of competent authority for acquisition of land from K.M. 108.700 to K.M. 109.500 on National Highway No. 59A in Dewas District in the State of Madhya Pradesh.
- (96) S.O. 2243 (E), dated the 20th September, 2012, regarding acquisition of land, with or without structure, from K.M. 350.000 to K.M. 385.600 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Katni District in the State of Madhya Pradesh.
- (97) S.O. 2246 (E), dated the 20th September, 2012, regarding acquisition of land, with or without structure, from K.M. 137.000 to K.M. 161.000 (Nagpur-Betul Section) on National Highway No. 69 in Betul District in the State of Madhya Pradesh.
- (98) S.O. 2249 (E), dated the 20th September, 2012, regarding acquisition of land, with or without structure, from K.M. 245.650 to K.M. 350.000 (Rewa-Katni-Jabalpur Section) on National Highway No. 7 in Satna District in the State of Madhya Pradesh.
- (99) S.O. 2258 (E), dated the 20th September, 2012, regarding acquisition of land, with or without structure, from K.M. 88.000 to K.M. 185.450 (Angul-Sambalpur Section) on National Highway No. 42 in Angul District in the State of Odisha.
- (100) S.O. 2264 (E), dated the 20th September, 2012, regarding acquisition of land, with or without structure, from K.M. 18.900 to K.M. 88.000 (Sambalpur-Bargarh-Odisha/Chhattisgarh Section) on National Highway No. 6 in Bargarh District in the State of Odisha.
- (101) S.O. 2330 (E), dated the 28th September, 2012, regarding acquisition of land, with or without structure, from K.M. 18.900 to K.M. 88.000

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- (Sambalpur-Bargarh-Odisha/Chhattisgarh Border Section) on National Highway No. 06 in Bargarh District in the State of Odisha.
- (102) S.O. 2333 (E), dated the 28th September, 2012, regarding acquisition of land, with or without structure, from K.M. 176.202 to K.M. 236.000 (Gwalior - Shivpuri Section) on National Highway No. 3 in Shivpuri District in the State of Madhya Pradesh.
- (103) S.O. 2355 (E), dated the 3rd October, 2012, regarding acquisition of land, with or without structure, from K.M. 414.000 to K.M. 419.200 (Visakhapatnam-Bhubaneswar Section) and K.M. 0.000 to K.M. 62.000 (Bhubaneswar-Kolkata Section) on National Highway No. 5 in Cuttack District in the State of Odisha.
- (104) S.O. 2460 (E), dated the 13th October, 2012, regarding appointment of competent authority for acquisition of land on National Highway No. 6 in Mayurbhanj District in the State of Odisha.
- (105) S.O. 2461 (E), dated the 13th October, 2012, regarding acquisition of land, with or without structure, from K.M. 538.100 to K.M. 557.331 (Shivpuri-Dewas Section) on National Highway No. 3 in Dewas District in the State of Madhya Pradesh.
- (106) S.O. 2467 (E), dated the 13th October, 2012, regarding acquisition of land, with or without structure, from K.M. 20.740 to K.M. 34.500 (Obedullaganj-Betul Section) on National Highway No. 69 in Sehore District in the State of Madhya Pradesh.
- (107) S.O. 2468 (E), dated the 13th October, 2012, regarding acquisition of land, with or without structure, falling in Betul/Chhindwara District Border to Chhindwara Section on National Highway No. 69 (A) in Chhindwara District in the State of Madhya Pradesh.
- (108) S.O. 2471 (E), dated the 13th October, 2012, regarding acquisition of land, with or without structure, from K.M. 144.400 to K.M. 249.000 (Pune-Solapur Section) on National Highway No. 9 in Solapur District in the State of Maharashtra.

- (109) S.O. 2481 (E), dated the 13th October, 2012, regarding acquisition of land, with or without structure falling in Chhindwara to Chhindwara/Seoni District Border Section on National Highway No. 69(A) in Chhindwara District in the State of Madhya Pradesh.
- (110) S.O. 2482 (E), dated the 13th October, 2012, regarding acquisition of land, with or without structure, from K.M. 435.000 to K.M. 439.000 (Rewa-Kanti-Jabalpur Section) on National Highway No. 7 in Jabalpur District in the State of Madhya Pradesh.
- (111) S.O. 2485 (E), dated the 13th October, 2012, regarding acquisition of land, with or without structure, from K.M. 213.400 to K.M. 257.400 (Betul-Pandhurna Section) on National Highway No. 69 in Chhindwara District in the State of Madhya Pradesh.
- (112) S.O. 2491 (E), dated the 13th October, 2012, regarding acquisition of land, with or without structure, from K.M. 239.937 to K.M. 294.190 (Shivpuri-Dewas Section) on National Highway No. 3 in Shivpuri District in the State of Madhya Pradesh.
- (113) S.O. 2542 (E), dated the 23rd October, 2012, regarding acquisition of land, with or without structure, from K.M. 84.200 to K.M. 128.500 (Obdullaganj-Betul Section) on National Highway No. 69 in Betul District in the State of Madhya Pradesh.
- (114) S.O. 2544 (E), dated the 23rd October, 2012, regarding acquisition of land, with or without structure, from Amarwara to Chhindwara Section on National Highway No. 26(B) in Chhindwara District in the State of Madhya Pradesh.
- (115) S.O. 2583 (E), dated the 29th October, 2012, regarding acquisition of land, with or without structure, from K.M. 128.500 to K.M. 137.000 (Obdullaganj-Betul Section) on National Highway No. 69 in Betul District in the State of Madhya Pradesh.
- (116) S.O. 2584 (E), dated the 29th October, 2012, regarding acquisition of land, with or without structure, from K.M. 45.600 to K.M. 84.200 (Obdullaganj-Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.

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- (117) S.O. 2593 (E), dated the 29th October, 2012, regarding acquisition of land, with or without structure, from K.M. 414.000 to K.M. 419.200 (Visakhapatnam-Bhubaneswar Section) and K.M. 0.000 to K.M. 62.000 (Bhubaneswar-Kolkata Section) on National Highway No. 5 in Jajpur District in the State of Odisha.
- (118) S.O. 2599 (E), dated the 29th October, 2012, regarding acquisition of land, with or without structure, from K.M. 34.500 to K.M. 45.600 (Obedulaganj-Betul Section) on National Highway No. 69 in Hoshangabad District in the State of Madhya Pradesh.
- (119) S.O. 2839 (E), dated the 6th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 0.000 to K.M. 119.300 (Baleshwar-Kharagpur Section) on National Highway No. 60 in the States of Odisha and West Bengal.
- (120) S.O. 2840 (E), dated the 6th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 180.000 to K.M. 240.000 (Aurangabad-Barachatti Section) on National Highway No. 2 in the State of Bihar.
- (121) S.O. 2841 (E), dated the 6th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 107.200 to K.M. 60.100 (Walajahpet-Kanchipuram Section) on National Highway No. 4 in the State of Tamil Nadu.
- (122) S.O. 2842 (E), dated the 6th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 8.000 to K.M. 51.000 (Agra-Dholpur Section) on National Highway No. 3 in the States of Uttar Pradesh and Rajasthan.
- (123) S.O. 2843 (E), dated the 6th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 61.000 to K.M. 103.000 (Morana-Gwalior Section) on National Highway No. 3 in the State of Madhya Pradesh.
- (124) S.O. 2860 (E), dated the 7th December, 2012, regarding acquisition of land, with or without structure, from K.M. 245.650 to K.M. 350.000

(Rewa-Kanti-Jabalpur Section) on National Highway No.7 in Satana District in the State of Madhya Pradesh.

- (125) S.O. 2861 (E), dated the 7th December, 2012, regarding acquisition of land, with or without structure, from K.M. 495.026 to K.M. 516.315 and K.M. 532.420 to K.M. 538.100 (Shivpuri-Dewas Section) on National Highway No. 3 in Shajapur District in the State of Madhya Pradesh.
- (126) S.O. 2864 (E), dated the 10th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 321.100 to K.M. 396.177 (Etawah-Sikandra Section) on National Highway No. 2 in the State of Uttar Pradesh.
- (127) S.O. 2872 (E), dated the 11th December, 2012, rescinding Notification No. S.O. 862 (E), dated the 31st May, 2007.
- (128) S.O. 2904 (E), dated the 14th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 337.010 to K.M. 402.010 (Sunakhala-Bhubaneswar Section) on National Highway No. 5 in the State of Odisha.
- (129) S.O. 2905 (E), dated the 14th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 62.000 to K.M. 123.124 on National Highway No. 5 in the State of Odisha.
- (130) S.O. 2906 (E), dated the 14th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 8.250 to K.M. 70.000 (Lucknow-Ranimau Section) on National Highway No. 28 in the State of Uttar Pradesh.
- (131) S.O. 2921 (E), dated the 17th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 6.400 to K.M. 108.700 (Ahmedabad-Vadodara Section) on National Highway No. 8 and improvement of existing Ahmedabad-Vadodara Expressway from K.M. 0.000 to K.M. 93.302 of NE 1 in the State of Gujarat.
- (132) S.O. 2922 (E), dated the 17th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 388.180 to

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- K.M. 443.000 (Ratanpur-Himmatnagar Section) on National Highway No. 8 in the State of Gujarat.
- (133) S.O. 2923 (E), dated the 17th December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 443.000 to K.M. 495.000 (Himmatnagar-Chiloda Section) on National Highway No. 8 in the State of Gujarat.
- (134) S.O. 2980 (E), dated the 21st December, 2012, regarding rates of fee to be collected from the users of stretch from K.M. 192.000 to K.M. 198.000 on National Highway No. 8 in the State of Gujarat.
- (135) S.O. 4 (E), dated the 1st January, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 0.830 on National Highway No. 79A (Design Chainage K.M. 0.000) to K.M. 509.295 (Design Chainage K.M. 555.480) (Kishangarh-Udaipur-Ahmedabad Section) on National Highway No. 8 in the States of Rajasthan and Gujarat.
- (136) S.O. 39 (E), dated the 3rd January, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 279.800 to K.M. 320.800 (Gorakhpur-Kasya Section) on National Highway No. 28 in the State of Uttar Pradesh.
- (137) S.O. 116 (E), dated the 9th January, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 93.000 to K.M. 149.250 (Brijghat-Moradabad Section) on National Highway No. 24 in the State of Uttar Pradesh.
- (138) S.O. 130 (E), dated the 11th January, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 323.475 to K.M. 483.687 (Etawah-Chakeri Section) on National Highway No. 2 in the State of Uttar Pradesh.
- (139) S.O. 219 (E), dated the 22nd January, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 216.912 to K.M. 239.100 (Mulbagal-Andhra Pradesh/Karnataka Border Section) on National Highway No. 4 in the State of Karnataka.

- (140) S.O. 287 (E), dated the 29th January, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 100.000 to K.M. 158.000 (Rampur Thariwan-Kokhraj Section) on National Highway No. 2 in the State of Uttar Pradesh.
- (141) S.O. 288 (E), dated the 29th January, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 470.000 to K.M. 38.000 (New Chainage from K.M. 457.377 to K.M. 508.877) (Bhaunti-Fatehpur Section) on National Highway No. 2 in the State of Uttar Pradesh.
- (142) S.O. 327 (E), dated the 6th February, 2013, regarding acquisition of land, with or without structure, from K.M. 58.245 to K.M. 89.020 and K.M. 103.410 to K.M. 105.750 (Beawar-Baghana Section) on National Highway No. 8 in Ajmer District in the State of Rajasthan.
- (143) S.O. 328 (E), dated the 6th February, 2013, regarding acquisition of land, with or without structure, from K.M. 172.900 to K.M. 195.300 (Satna-Bela Section) on National Highway No. 75 in Satna District in the State of Madhya Pradesh.
- (144) S.O. 334 (E), dated the 7th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 0.000 to K.M. 127.600 (Jetpur-Somnath Section) on National Highway No. 8D in the State of Gujarat.
- (145) S.O. 335 (E), dated the 7th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 180.000 to K.M. 398.750 (Aurangabad-Barwa Adda Section) on National Highway No. 2 in the States of Bihar and Jharkhand.
- (146) S.O. 336 (E), dated the 7th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 199.660 to K.M. 250.533 (Agra-Makhanpur Section) on National Highway No. 2 in the State of Uttar Pradesh.
- (147) S.O. 357 (E), dated the 13th February, 2013, regarding acquisition of land, with or without structure, from K.M. 125.000 to K.M. 173.000 on National Highway No. 15 in Sriganganagar District in the State of Rajasthan.

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- (148) S.O. 358 (E), dated the 13th February, 2013, regarding acquisition of land, with or without structure, from K.M. 533.869 to National Highway No. 15 K.M. 125.000 *via* K.M. 10.630 on National Highway No. 15 in Bikaner District in the State of Rajasthan.
- (149) S.O. 376 (E), dated the 15th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 106.800 to K.M. 13.800 (Walajahpet-Poonamallee Section) on National Highway No. 4 in the State of Tamil Nadu.
- (150) S.O. 400 (E), dated the 18th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 398.000 to K.M. 452.750 (Raiganj-Dalkhola Section) on National Highway No. 34 in the State of West Bengal.
- (151) S.O. 401 (E), dated the 18th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 20.224 to K.M. 0.000 and from K.M. 395.870 to K.M. 358.800 (New Chainage from K.M. 682.980 to K.M. 741.202) (Annandapuram-Visakhapatnam-Ankapalli Section) on National Highway No. 5 in the State of Andhra Pradesh.
- (152) S.O. 402 (E), dated the 18th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 27.600 to K.M. 81.600 (New chainage from K.M. 1076.480 to K.M. 1022.480) including six lane Hanuman Junction bypass and four lane Vijayawada bypass from K.M. 27.600 (New Chainage K.M. 1076.480) and merging at K.M. 422.800 (New chainage K.M. 1112.044) (Vijayawada-Gundugolanu Section) on National Highway No. 5 in the State of Andhra Pradesh.
- (153) S.O. 403 (E), dated the 18th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 211.000 to K.M. 462.164 (Hyderabad-Bangalore Section) on National Highway No. 7 in the State of Andhra Pradesh.
- (154) S.O. 420 (E), dated the 21st February, 2013, regarding rates of fee

to be collected from the users of stretch from K.M. 245.000 to K.M. 317.389 (Handia-Rajatalab) on National Highway No. 2 in the State of Uttar Pradesh.

- (155) S.O. 421 (E), dated the 21st February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 160.000 to K.M. 219.492 (Rajwans-Bambori Bika Section) on National Highway No. 26 in the State of Madhya Pradesh.
- (156) S.O. 422 (E), dated the 21st February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 155.000 to K.M. 220.000 on National Highway No. 25 in the State of Uttar Pradesh.
- (157) S.O. 423 (E), dated the 21st February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 99.005 to K.M. 160.000 (Lalitpur-Rajwans Section) on National Highway No. 26 in the States of Uttar Pradesh and Madhya Pradesh.
- (158) S.O. 432 (E), dated the 22nd February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 82.000 to K.M. 188.600 (Raibareilly-Allahabad Section) on National Highway No. 24B in the State of Uttar Pradesh.
- (159) S.O. 433 (E), dated the 22nd February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 353.191 to K.M. 414.561 (Narsinghpur-Lakhnadon Section) on National Highway No. 26 in the State of Madhya Pradesh.
- (160) S.O. 434 (E), dated the 22nd February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 199.660 to K.M. 323.525 (Agra-Etawah Bypass Section) on National Highway No. 2 in the State of Uttar Pradesh.
- (161) S.O. 466 (E), dated the 26th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 0.000 to K.M. 59.000 (Bhubaneswar-Puri Section) on National Highway No. 203 in the State of Odisha.

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- (162) S.O. 467 (E), dated the 26th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 102.035 (Design Chainage) to K.M. 144.680 (Design Chainage) and from K.M. 170.880 (Design Chainage) to K.M. 183.010 (Design Chainage) on National Highway No. 47 in the State of Kerala.
- (163) S.O. 468 (E), dated the 26th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 0.000 to K.M. 47.250 on National Highway No. 7A in the State of Tamil Nadu.
- (164) S.O. 469 (E), dated the 26th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 320.995 to K.M. 284.000 (Old Chainage) *i.e.* from K.M. 362.000 to K.M. 419.600 (New Chainage) (Sunakhala-Puintola Section) on National Highway No. 5 in the State of Odisha.
- (165) S.O. 484 (E), dated the 27th February, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 29.151 of National Highway No. 45 and merging at K.M. 13.800 of National Highway No. 4 (Chennai Bypass Phase-I) and from K.M. 13.800 of National Highway No. 4 and merging at K.M. 12.600 of National Highway No. 5 (Chennai Bypass Phase-II) (New Chainage from K.M. 0.000 to K.M. 32.600 Chennai Bypass on National Highway Nos. 4 and 45 in the State of Tamil Nadu.
- (166) S.O. 500 (E), dated the 1st March, 2013, regarding rates of fee to be collected from the users of stretch from K.M. 0.000 to K.M. 108.000 (Gwalior-Bhind Madhya Pradesh/Uttar Pradesh Border Section) on National Highway No. 92 in the State of Madhya Pradesh.
- (167) S.O. 742 (E), dated the 18th March, 2013, regarding appointment of competent authority for acquisition of land from K.M. 112.575 to K.M. 308.300 on National Highway No. 15 in the State of Punjab.
- (168) S.O. 787 (E), dated the 20th March, 2013, regarding acquisition of

land, with or without structure, from K.M. 195.300 to K.M. 203.039 (Satna-Bela Section) on National Highway No. 75 in Satna District in the State of Madhya Pradesh.

[Placed in Library. From (1) to (168) See No. L.T. 8935/15/13]

- (169) S.O. 814 (E), dated the 22nd March, 2013, regarding declaration of certain routes/roads stretches as new National Highway and inserting them in the Schedule to the Act.

[Placed in Library. See No. L.T. 9050/15/13]

- (170) S.O. 815 (E), dated the 22nd March, 2013, amending Notification No. S.O. 689 (E), dated the 4th April, 2011, to substitute certain entries in the original Notification.
- (171) S.O. 816 (E), dated the 22nd March, 2013, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification.
- (172) S.O. 841 (E), dated the 28th March, 2013, regarding appointment of competent authority for acquisition of land from K.M. 58.245 to K.M. 177.050 on National Highway No. 8 in Ajmer and Rajsamand Districts in the State of Rajasthan.
- (173) S.O. 850 (E), dated the 28th March, 2013, regarding appointment of competent authority for acquisition of land from K.M. 308.000 to K.M. 378.115 (Jodhpur-Pali Section) on National Highway No. 65 in Jodhpur and Pali Districts in the State of Rajasthan.
- (174) S.O. 862 (E), dated the 1st April, 2013, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification.
- (175) S.O. 864 (E), dated the 1st April, 2013, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification.
- (176) S.O. 866 (E), dated the 1st April, 2013, amending Notification

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No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification.

[Placed in Library. From (170) to (176) *See* No. L.T. 9050/15/13]

II. A copy each (in English and Hindi) of the following Notifications of the Ministry of Road Transport and Highways, under Section 37 of the National Highways Authority of India Act, 1988:—

- (1) S.O. 861 (E), dated the 1st April, 2013, regarding entrustment of stretches of National Highway Nos. 8A and 65 to National Highways Authority of India.
- (2) S.O. 863 (E), dated the 1st April, 2013, regarding entrustment of stretches of National Highway Nos. 53 and 52 to National Highways Authority of India.
- (3) S.O. 865 (E), dated the 1st April, 2013, regarding entrustment of stretches of National Highway No. 74 to National Highways Authority of India.

[Placed in Library. From (1) to (3) *See* No. L.T. 9051/15/13]

MESSAGES FROM LOK SABHA

MR. DEPUTY CHAIRMAN: Messages from the Lok Sabha.

(I) The Appropriation (Railways) No. 3 Bill, 2013

(II) The Appropriation (No. 3) Bill, 2013

(III) The Finance Bill, 2013

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) No. 3 Bill, 2013, as passed by Lok Sabha at its sitting held on the 30th April, 2013.

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 (No. 3) Bill, 2013, as passed by Lok Sabha at its sitting held on the 30th April, 2013.

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 Finance Bill, 2013, as passed by Lok Sabha at its sitting held on the 30th April, 2013.

2. The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India.”

Sir, I lay a copy each of the Bills on the Table.

**REPORTS OF THE DEPARTMENT RELATED PARLIAMENTARY
STANDING COMMITTEE ON COMMERCE**

श्री शान्ता कुमार (हिमाचल प्रदेश) : महोदय, मैं विभाग संबंधित वाणिज्य संबंधी संसदीय स्थायी समिति के निम्नलिखित प्रतिवेदन (अंग्रेज़ी तथा हिन्दी में) प्रस्तुत करता हूँ:-

- (i) 107th Report on Demands for Grants (2013-14) of the Department of Commerce (Ministry of Commerce and Industry); and
- (ii) 108th Report on Demands for Grants (2013-14) of the Department of Industrial Policy and Promotion (Ministry of Commerce and Industry).

**REPORT OF THE DEPARTMENT RELATED PARLIAMENTARY
STANDING COMMITTEE ON PERSONNEL, PUBLIC
GRIEVANCES, LAW AND JUSTICE**

SHRI SHANTARAM NAIK (Goa): Sir, I present the Fifty-ninth Report (in English and Hindi) of the Department-related Parliamentary Standing Committee on Personnel, Public Grievances, Law and Justice on the Readjustment of Representation of Scheduled Castes and Scheduled Tribes in Parliamentary and Assembly Constituencies Bill, 2013.

REPORT OF THE JOINT COMMITTEE ON OFFICES OF PROFIT

श्री जनार्दन द्विवेदी (राष्ट्रीय राजधानी क्षेत्र, दिल्ली) : महोदय, मैं लाभ के पदों संबंधी संयुक्त समिति के नौवें प्रतिवेदन की एक प्रति (अंग्रेज़ी तथा हिन्दी में) सभा पटल पर रखता हूँ।

**REPORTS OF THE DEPARTMENT RELATED PARLIAMENTARY
STANDING COMMITTEE ON COAL AND STEEL**

श्री जुगल किशोर (उत्तर प्रदेश) : महोदय, मैं विभाग संबंधित कोयला और इस्पात संसदीय स्थायी समिति (2012-13) के निम्नलिखित प्रतिवेदनों की एक-एक प्रति (अंग्रेज़ी तथा हिन्दी में) सभा पटल पर रखता हूँ:-

- (i) Thirty-fourth Report on 'Demands for Grants (2013-14)' of the Ministry of Mines; and
- (ii) Thirty-fifth Report on 'Demands for Grants (2013-14)' of the Ministry of Steel.

**REPORTS OF THE DEPARTMENT RELATED PARLIAMENTARY
STANDING COMMITTEE ON SOCIAL JUSTICE AND
EMPOWERMENT**

SHRI MOHAMMAD SHAFI (Jammu and Kashmir): Sir, I lay on the Table, a copy each (in English and Hindi) of the following Reports of the Department-related Parliamentary Standing Committee on Social Justice and Empowerment (2012-13):—

- (i) Thirty-fourth Report on 'Demands for Grants (2013-14)' of the Ministry of Tribal Affairs;
- (ii) Thirty-fifth Report on 'Demands for Grants (2013-14)' of the Ministry of Social Justice and Empowerment (Department of Disability Affairs);
- (iii) Thirty-sixth Report on 'Demands for Grants (2013-14)' of the Ministry of Social Justice and Empowerment (Department of Social Justice and Empowerment); and
- (iv) Thirty-seventh Report on 'Demands for Grants (2013-14)' of the Ministry of Minority Affairs.

GOVERNMENT BILLS — Contd.

The Appropriation (Railways) No. 3 Bill, 2013.

The Appropriation (No. 3) Bill, 2013

and

The Finance Bill, 2013

MR. DEPUTY CHAIRMAN: Hon. Members, we have the Appropriation (Railways) No. 3 Bill, 2013, the Appropriation (No. 3) Bill, 2013 and the Finance Bill, 2013 for consideration and return.

First, I will take up and dispose of the Appropriation (Railways) No. 3 Bill, 2013. Shri Pawan Kumar Bansal to move the motion for consideration of the Appropriation (Railways) No. 3 Bill, 2013.

THE MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL): Sir, I move:—

That the Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2013-14 for the purpose of Railways, as passed by Lok Sabha, be taken into consideration.

MR. DEPUTY CHAIRMAN: We shall now take up...(interruptions)...

श्री नरेश अग्रवाल (उत्तर प्रदेश) : उपसभापति जी, क्लॉज़ 2 और क्लॉज़ 3 पर हमें कुछ बातें रखनी हैं...(व्यवधान)... हमें बोलना है...(व्यवधान)...

MR. DEPUTY CHAIRMAN: I will tell you. ...(*Interruptions*)... I will come to that. I will explain. ...(*Interruptions*)... No. सुनिए...(व्यवधान)...

SHRI RAVI SHANKAR PRASAD (Bihar): Sir, we ought to be given the opportunity to speak.

श्री नरेश अग्रवाल : उपसभापति जी, ...(व्यवधान)... हमें अलाऊ करेंगे?...(व्यवधान)...

MR. DEPUTY CHAIRMAN: I will allow you. ...(*Interruptions*)... I will allow you. ...(*Interruptions*)... I will allow you. ...(*Interruptions*)... There is a misunderstanding. I will explain. ...(*Interruptions*)... Allow me to explain. ...(*Interruptions*)...

श्री थावर चन्द गहलोत (मध्य प्रदेश) : यह नहीं होगा...(व्यवधान)...

SHRI RAVI SHANKAR PRASAD: Sir, there was a consensus that first the LoP will make his remarks; then only, will it be taken up.

श्रीमती माया सिंह (मध्य प्रदेश) : उपसभापति जी, यह नहीं होगा...(व्यवधान)... हमें बोलना है...(व्यवधान)...

MR. DEPUTY CHAIRMAN: I agree with you. ...(*Interruptions*)... Please allow me to speak. ...(*Interruptions*)... Allow me to speak. ...(*Interruptions*)... Will you allow me to speak? ...(*Interruptions*)... Please allow me to speak. ...(*Interruptions*)...

DR. V. MAITREYAN (Tamil Nadu): Sir, you take up all the three Bills together, allow us to speak and walk out and, then, you pass the Bills! ...(*Interruptions*)...

श्री प्रकाश जावडेकर (महाराष्ट्र) : उपसभापति जी, यह नहीं चलेगा...(व्यवधान)...

SHRI RAVI SHANKAR PRASAD: Without allowing us to speak, you just started taking up the Bills for consideration!

MR. DEPUTY CHAIRMAN: I accept your argument. Now, let me speak. ...(*Interruptions*)... I accept your argument. ...(*Interruptions*)... आप बैठिए ...(व्यवधान)... Please. Take your seats.

There is no difference here. I will explain it. As I understand it, the understanding was that the Finance Bill... ...(*Interruptions*)... Let me say... ...(*Interruptions*)...

DR. V. MAITREYAN: Sir, if that is the argument, no other Bill will be taken up.

MR. DEPUTY CHAIRMAN: Please. ...*(Interruptions)*... I do not want to score a point. Let me explain this.

SHRI RAVI SHANKAR PRASAD: Sir, just a minute.

MR. DEPUTY CHAIRMAN: Let me explain. I will allow you also, not only the LoP. ...*(Interruptions)*... Let me speak. I have not taken up the Finance Bill. ...*(Interruptions)*... Maitreyan, you make your point. ...*(Interruptions)*... Please. ...*(Interruptions)*... Allow me to say.

SHRI RAVI SHANKAR PRASAD: Will you allow me to say something, Sir?

MR. DEPUTY CHAIRMAN: No. Please take your seat.

SHRI RAVI SHANKAR PRASAD: It was a clear understanding that before any Financial Bill or the Railways Appropriation is taken up, the hon. Leader of the Opposition will make his comments and, thereafter, we can go. Now, you have taken up the Railways Bill. This is not acceptable.

MR. DEPUTY CHAIRMAN: I agree. ...*(Interruptions)*... I have no quarrel with that. ...*(Interruptions)*... I will allow. Take your seat. ...*(Interruptions)*... I am saying I will allow. ...*(Interruptions)*... I am saying that I will allow. ...*(Interruptions)*... Let me explain. I will allow. ...*(Interruptions)*... I am sorry. ...*(Interruptions)*... I am saying that I accept your point. I will allow. ...*(Interruptions)*...

SHRI RAVI SHANKAR PRASAD: Sir, why don't you allow the LoP to speak? That is the understanding.

श्री थावर चन्द गहलोत : इस पर कंसिडरेशन नहीं होगा...*(व्यवधान)*... यह गलत है...*(व्यवधान)*...

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

DR. V. MAITREYAN: Sir, I want to say something. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Can I say something? ...*(Interruptions)*...

SHRI RAVI SHANKAR PRASAD: Sir, you started taking up clause-by-clause consideration of the Bill. ...*(Interruptions)*... That was the clear understanding. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No, no; allow me to say something. ...*(Interruptions)*... No, please. Allow me to say something. ...*(Interruptions)*...

SHRI RAVI SHANKAR PRASAD: We agreed to cooperate with the Government in the passing of the financial Bills. But the understanding was that the Leader of the Opposition will speak... *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Ravi Shankar Prasad Saheb, I accept your argument. *...(Interruptions)...*

SHRI MUKHTAR ABBAS NAQVI (Uttar Pradesh): There would be no other Business, except financial Bills. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: That is what I am saying. *...(Interruptions)...* Let me say... *...(Interruptions)...* Will you allow me? *...(Interruptions)...*

श्री थावर चन्द गहलोत : सर, आपको जो बोलना था, वह बोल दिया...*(व्यवधान)...* आप इससे आगे जो कर रहे हैं, वह उचित नहीं है।...*(व्यवधान)...*

MR. DEPUTY CHAIRMAN: Will you allow me? *...(Interruptions)...* No, I am sorry. *...(Interruptions)...*

श्री थावर चन्द गहलोत : जो तय हुआ है, उसका अनुपालन करना चाहिए।...*(व्यवधान)...*

MR. DEPUTY CHAIRMAN: I must be allowed. I am agreeing with you. *...(Interruptions)...* I am requesting the hon. Deputy Leader...*(Interruptions)...* I am agreeing with you. *...(Interruptions)...*

SHRI PRASANTA CHATTERJEE (West Bengal): Sir, we would also like to speak on it. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: I am agreeing with you. Let me say something. *...(Interruptions)...* That is what I am saying. *...(Interruptions)...* Allow me to say... *...(Interruptions)...* Hon. Members, I am, after all, your Deputy Chairman. Please, please. *...(Interruptions)...* This is only a misunderstanding. I will explain it. Because there are three Bills, the Railway... *...(Interruptions)...*

DR. V. MAITREYAN: Sir, allow me to say... *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Allow me to say... *...(Interruptions)...* No, allow me to say... *...(Interruptions)...* No, I am on my legs. *...(Interruptions)...*

DR. NAJMA A. HEPTULLA (Madhya Pradesh): Sir, is Railway Budget a financial Business or not? *...(Interruptions)...*

DR. V. MAITREYAN: Sir, the agreement was... *...(Interruptions)...*

DR. NAJMA A. HEPTULLA: Sir, give a ruling on this. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: I agree; let me say that. Let me explain it. *...(Interruptions)...* I am allowing. *...(Interruptions)...* I am allowing. *...(Interruptions)...* I am coming to it. Yes, I agree. *...(Interruptions)...* No, I am allowing, please. I am saying, I am allowing. *...(Interruptions)...*

श्री थावर चन्द गहलोत : आप एलओपी को बुलाइए।...*(व्यवधान)...* बिजनेस आगे बढ़ाने के पहले आप उनको बुलाइए।...*(व्यवधान)...* यह बहुत गलत बात है।...*(व्यवधान)...* हम स्वीकार नहीं करेंगे।...*(व्यवधान)...*

MR. DEPUTY CHAIRMAN: No, no; let me say. *...(Interruptions)...* Let me explain what happened. Let me explain it. *...(Interruptions)...* If there is a misunderstanding on my side, let me explain *...(Interruptions)...* No, Finance Bill has not been introduced. *...(Interruptions)...* It has not been introduced. It was not taken up. *...(Interruptions)...* No, it was not taken up. *...(Interruptions)...* That is what I am saying. अभी इसको टेक अप नहीं किया है।...*(व्यवधान)...*

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Mr. Deputy Chairman, Sir, if the Leader of the Opposition wants to speak, let him speak now. *...(Interruptions)...* Let the Leader of the Opposition speak now. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: It has not been taken up. *...(Interruptions)...* I agree. *...(Interruptions)...* Please allow me to speak. After all, I am your Deputy Chairman. Please allow me. *...(Interruptions)...* Yes, I agree that there is a misunderstanding. Perhaps, I misunderstood. Because there are three Bills; one is Railway and the other is Finance... *...(Interruptions)...* My understanding is... *...(Interruptions)...* Allow me to speak. *...(Interruptions)...*

SHRI P. CHIDAMBARAM: Let the Leader of the Opposition speak now. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: My understanding was that all leaders should be allowed on the Finance Bill. That was my understanding because...*(Interruptions)...*

SHRIMATI MAYA SINGH: No, no. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: I may be wrong. *...(Interruptions)...* Okay; agreed. If the House wants... *...(Interruptions)...* No, please. Agreed. I would also like to say... *...(Interruptions)...* I thought...*(Interruptions)...*

DR. V. MAITREYAN: It was agreed that all leaders would be allowed on the Finance Bill. ...*(Interruptions)*...

SHRI P. CHIDAMBARAM: Please call him to speak now. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Let me know whether...*(Interruptions)*... I will call you. I will come back. That means, the Railways should be taken up first and Members would be allowed to speak, and then the other would be done separately. ...*(Interruptions)*...

DR. V. MAITREYAN: Then, Sir, allow us to walk out and then you do whatever you like. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Let me make it clear. ...*(Interruptions)*... Let me know whether...*(Interruptions)*... I will call. ...*(Interruptions)*... I will come back. ...*(Interruptions)*... That means the Appropriation (Railways) No. 3 Bill, 2013 should be taken up first and Members should be allowed to speak on that and, then, other Bills have to be taken up separately. ...*(Interruptions)*... Okay, then, I have to call Shri P. Chidambaram to move. ...*(Interruptions)*...

SOME HON. MEMBERS: No; no. ...*(Interruptions)*...

SHRI P. CHIDAMBARAM: Mr. Deputy Chairman, it is not necessary. ...*(Interruptions)*... Please allow him to say what he wants to say. ...*(Interruptions)*... And, then, you can take up the Bills. ...*(Interruptions)*...

THE LEADER OF THE OPPOSITION (SHRI ARUN JAITLEY): Sir, ...*(Interruptions)*... Then we will walk out...*(Interruptions)*... Let Mr. Chidambaram move the Finance Bill first. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: I agree. ...*(Interruptions)*... I agree with that. I will go by that. ...*(Interruptions)*... I agree. ...*(Interruptions)*... No problem. ...*(Interruptions)*...

SHRI P. CHIDAMBARAM: Mr. Deputy Chairman, Sir, I move:

“That the Bill to authorize payment and appropriation...*(Interruptions)*...”

MR. DEPUTY CHAIRMAN: First you move the Appropriation (No. 3) Bill, 2013. ...*(Interruptions)*...

SHRI P. CHIDAMBARAM: I am moving that. ...*(Interruptions)*...

SHRI SITARAM YECHURY (West Bengal): Sir, there was a misunderstanding that first the Appropriation (Railways) No. 3 Bill, 2013 had to be moved and then, the Appropriation (No. 3) Bill, 2013 and then the Finance Bill, 2013. ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: See, it is the consensus of the House that...(*Interruptions*)... I am not allowing you. ...(*Interruptions*)... The consensus of the House is to move...(*Interruptions*)... out of three Bills and, then, allow the leaders to speak. I have already called Shri Pawan Kumar Bansal and his Bill has been moved for consideration. Now, I am calling Shri Chidambaram to move the Appropriation (No. 3) Bill, 2013 and the Finance Bill, 2013.

SHRI P. CHIDAMBARAM: Sir, I move:

“That the Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2013-14, as passed by Lok Sabha, be taken into consideration.”

Sir, I also move:

“That the Bill to give effect to the financial proposals of the Central Government for the financial year 2013-14, as passed by Lok Sabha, be taken into consideration.”

The questions were proposed.

MR. DEPUTY CHAIRMAN: Okay. Now, hon. Leader of the Opposition. दोनों के बारे में आप बोल सकते हैं।

श्री अरुण जेटली : माननीय उपसभापति जी, यह एक संवैधानिक आवश्यकता है कि जितने भी वित्त विधेयक हैं, उन पर इस सदन में चर्चा हो और लोक सभा को वे वापिस भेजे जाएं। लेकिन इस वक्त नैतिकता की, शासन की, देश की और सरकार की जो परिस्थिति है, मुझे यह कहते हुए खेद है कि हम इस सरकार के साथ सहयोग नहीं कर सकते, लेकिन उस संवैधानिक प्रक्रिया में भी हम बाधा नहीं बनना चाहेंगे।

मैं अपने दल की ओर से केवल दो-तीन विषय रखना चाहूंगा, जिसके लिए आपने मुझे अवसर दिया है। आज सारे देश के लिए दुःख, संवेदना, खेद और आक्रोश का दिन है कि हमारे देश के एक नागरिक, श्री सरबजीत सिंह को किस प्रकार से पाकिस्तान के अंदर मारा गया। शायद सारा सदन इस आक्रोश और इस संवेदना में एकमत से अपनी आवाज उठाएगा। यह विषय बहुत दिनों से चल रहा था और इस विषय को लेकर हम उनके परिवार के साथ अपनी संवेदना और दुःख रखेंगे। हमारी विदेश नीति किस दिशा में जा रही है और यह लड़खड़ाती

[श्री अरुण जेटली]

हुई सरकार दुनिया के सामने कितनी कमजोर पड़ गई है, सच में यह उसी का एक नमूना है। पाकिस्तान हमसे जो इतने युद्ध हारा, उसके बाद मृत्युदंड कैसे दिया जाता है, उसका एक वैकल्पिक तरीका उन्होंने ढूँढ लिया है। **This is an alternative to execution of death sentence, that Pakistan has found.** हम सभी को राजनैतिक जीवन में कभी न कभी जेल जाने का अवसर मिला होगा। वहाँ हमने देखा होगा कि जो फांसी-कोठी होती है, वहाँ तो पक्षी तक भी नहीं पहुँच पाता। **Even birds cannot enter flying into the condemned prisoners' cell.** उनको उस कोठी के अंदर, उस सैल में बंद रखा जाता है, उसी में ही खाना भी होता है, शौचालय भी उसमें रहता है। अब वहाँ यदि एक कैदी को भेड़ियों के सामने डाल दिया जाए और फिर वहाँ का शासन और सुरक्षा मुंह मोड़ ले, तो यह अपने आप में विश्वास करना संभव नहीं है। पाकिस्तान हमेशा कहता रहा है कि यह नॉन-स्टेट-एक्टर्स का काम है, लेकिन यह काम नॉन-स्टेट-एक्टर्स नहीं कर सकते। इसमें जब तक पाकिस्तान के शासन की, वहाँ की पुलिस व्यवस्था की पूरी हिस्सेदारी न होती, तब तक शायद यह संभव न होता और इसलिए मैं चाहूँगा कि हमारी विदेश-नीति कहां जा रही है, हम कितने कमजोर पड़ रहे हैं, इसके ऊपर कभी न कभी भारतीय सरकार आत्म-निरीक्षण करे।

इसी के साथ ही हम सभी लोगों की यह चिंता है, जो हम पिछले दस दिनों से समाचार-पत्रों में पढ़ रहे हैं, कि चीन ने इस देश की सीमा में 19 किलोमीटर अंदर आकर अपने टेंट गाड़ कर अपनी पोस्ट बना ली हैं। भारत सरकार के पास इसका उत्तर क्या है, सरकार की प्रतिक्रिया क्या है, देश इसकी प्रतीक्षा कर रहा है। **We are waiting for a reaction from the Government.** आपके पास सुरक्षा की दृष्टि से, कूटनीति की दृष्टि से कई विकल्प हो सकते हैं, लेकिन ऐसा लगता है कि सरकार को विषय ही समझ में नहीं आ पा रहा है। **You may have some security options, you may have diplomatic options. We will be one with the Government in those options, but being clueless is not an option, and I regret to say that on how to restore India's territorial sovereignty back, there seems to be no reaction coming from this Government.**

उपसभापति जी, देश के भीतर क्या हुआ? आज तक हम इस सदन में आरोप लगाते रहें हैं कि सीबीआई जैसी एजेंसी का दुरुपयोग हो रहा है और सरकार यह कहती थी कि नहीं, उसकी अपनी स्वायत्तता है, हम उसमें दखलअंदाजी नहीं करते, लेकिन आज तो सरकार में ही इतने अंतर्विरोध पैदा हो गए हैं। जब राज जाने लगता है, तो जो कलह पैदा होती है, **the contradictions on the eve of the winding up of the raj**, वह आज बिल्कुल स्पष्ट है। कौन दोषी था, कौन नहीं था, अभी मैं उसमें नहीं जाता हूँ। इस पर कभी लंबी चर्चा हो सकती है, लेकिन आज इसमें जो भी तथ्य सामने आए हैं, कोयला खदानों का आवंटन हुआ, कुछ व्यापारी लोग उसमें बेनेफिशरी रहे। इसमें इशारा किस की तरफ जाता है? कोयला मंत्रालय की तरफ, कोयला मंत्री की तरफ। उस वक्त कोयला मंत्री आज के प्रधानमंत्री थे। कोल मिनिस्ट्री

और प्राइम मिनिस्टर्स ऑफिस उसमें इन्वॉल्व हैं। कानून मंत्री ने क्या किया? वह अपना उत्तर दे रहे हैं। उत्तर से हम संतुष्ट नहीं हैं। लेकिन, आपने क्या किया है? जांच एजेंसी, सीबीआई इन्वेस्टीगेशन, लॉ आफिसर्स प्रोसिक्यूटर्स। कल खबर थी कि प्रधानमंत्री ने कहा कि क्या मैं एक्यूज्ड हूँ? शायद नहीं, लेकिन शक की सुई तो जाती है, जिन्होंने निर्णय लिए थे, the prosecutor, the investigator and the suspects; the Coal Ministry officers and the PMO officials were the suspects. They are possible targets of investigation. This is the first time that an investigation agency has shared its investigation report with the suspects, some of whom may be possible accused. किसका दोष है, इस विषय पर बाद में चर्चा होती रहेगी। आपने आज देश में नैतिकता की यह स्थिति कर दी कि पहले इतना बड़ा भ्रष्टाचार और फिर हर व्यवस्था का, हर संस्था का दुरुपयोग करो, subvert every institution. जेपीसी में आपने क्या किया? जेपीसी में संसदीय समिति निर्णय करेगी, लेकिन जो दोषी थे उनको आप क्लीन-चिट दे दो। बहुमत दूसरी तरफ है और संसदीय समिति की जांच का राजनीतिकरण इतना कर दो कि वह भी सच्चाई सामने न ला सके। पहले भ्रष्टाचार और उसके बाद उसके ऊपर पर्दा डालना। उपसभापति जी, मुझे खेद है कि जब देश की और शासन की नैतिकता की यह परिस्थिति है, तो ऐसी सरकार के साथ हम सहयोग नहीं कर सकते। This Government inherited an Indian dream. It has converted it into a nightmare. That is what the people of India today feel, and, under these circumstances, we are unable to cooperate with this Government. We are not obstructing the financial business because it is a Constitutional necessity, and, therefore, my Party and I would prefer to walk out than cooperate with this Government. Thank you.

(At this stage, some hon. Members left the Chamber.)

श्री सतीश चन्द्र मिश्रा (उत्तर प्रदेश) : उपसभापति महोदय, आज फाइनेंस बिल और रेलवे एप्रोप्रिएशन बिल जैसे महत्वपूर्ण विषय यहां लिए गए हैं। महोदय, सदन की एक प्रक्रिया रही है कि यहां इन पर चर्चा होती है और गंभीर चर्चा होती है। मुद्दों को सामने रखा जाता है और उसके बाद संवैधानिक तरीके से इनको लोक सभा को वापस भेजा जाता है, लेकिन अफसोस की बात यह है कि अब एक ऐसी नई परम्परा बन रही है, जिसमें कि अब चर्चा सदन के अंदर नहीं होती है, बल्कि बाहर होती है या मीडिया में होती है। इन विषयों की चर्चा यहां न करके सदन के बाहर चर्चा करना, इसके पक्ष में हमारी पार्टी नहीं है क्योंकि ये ऐसे मुद्दे हैं, जिन पर यहां चर्चा होनी चाहिए और उसके बाद ही आगे बढ़ना चाहिए। लेकिन आज यह तय हुआ कि इन पर चर्चा नहीं होगी और चूंकि हम लोगों के लिए यह संवैधानिक बाध्यता है कि इन बिलों को लोक सभा को वापस भेजा जाए, इसलिए जब इन बिलों पर चर्चा का मौका नहीं दिया जा रहा है, तो हम अपना विरोध दर्ज करते हैं। इस तरह के बिलों में, इस तरह के मामलों में सदन के अंदर ऐसा माहौल बनना चाहिए कि यहां इन पर चर्चा होनी चाहिए, जिससे कि हम लोग अपनी बात रख सकें, जैसा कि देश के लोग भी चाहते

[श्री सतीश चन्द्र मिश्रा]

हैं। महोदय, जहां तक हमारी पार्टी का संबंध है, हमारी बहुजन समाज पार्टी इन बिलों का, जो आज सदन के सामने रखे गए हैं, समर्थन करती है, क्योंकि यह संवैधानिक तौर पर भी ज़रूरी है और हम चाहते हैं कि इनको पास किया जाए।

महोदय, इसके साथ-साथ मैं यह ज़रूर कहना चाहूंगा कि जहां तक सरबजीत सिंह का सवाल है, उसके विषय में हमारे सदन के नेता विपक्ष ने अपनी बात रखी है और अपनी बात रखते हुए उन्होंने कहा कि हम लोग इससे बहुत आहत हैं। जिस दर्दनाक तरीके से पाकिस्तान की जेल में उसकी हत्या की गई, हमारी पार्टी भी उसकी घोर निन्दा करती है। हम अपनी पार्टी की तरफ से चाहेंगे कि पूरा सदन इसकी निन्दा करे। आज जब सदन बैठा था, अगर पीठ की तरफ से यह बात आई होती, उसी समय इस पर चर्चा होती और एक निन्दा प्रस्ताव पास होता, तो वह ज्यादा अच्छा होता, इसलिए हम चाहेंगे कि यह सदन इस विषय पर एक निन्दा प्रस्ताव ज़रूर पारित करे। सरबजीत सिंह, जिसकी हत्या पाकिस्तान में की गई, उसको हम लोग भारत में जीवित तो वापस नहीं ला सके, लेकिन अब सरकार को पूरी कोशिश करनी चाहिए कि कम-से-कम उसका मृत शरीर तो हम वापस ला सकें। इसके लिए सरकार से हमारी गुज़ारिश है कि उसकी जो भी पूरी कोशिश हो सकती है, उस पर दबाव बनाकर या जैसे भी हो, वह इसको करे।

महोदय, चीन के विषय को भी हमारी पार्टी मानती है कि बहुत ही गंभीरता से लेना चाहिए। जिस तरह से चीन भारत में आगे बढ़ता चला आ रहा है और उसने कई किलोमीटर तक अपने तम्बू गाड़ दिए हैं, यह एक बहुत ही गंभीर विषय है, जिसको सरकार को बहुत गंभीरता से लेना चाहिए और इसमें कुछ ऐसे ठोस कदम उठाने चाहिए, जिससे कि इस तरह की जो प्रतिक्रिया चल रही है, उसको रोका जा सके और इस पर लगाम लग सके। इसी के साथ मैं अपनी बात समाप्त करता हूं।

SHRI TAPAN KUMAR SEN (West Bengal): Sir, at the outset, I strongly oppose the very attitude and approach of getting this important legislative business passed without discussion or with just a formal show of discussion. Secondly, I join my other colleagues in this House to condemn the death of Mr. Sarabjit Singh in Pakistan custody. It is a serious attack on human rights. We condemn it and tell the Government of India to take serious steps in consistence with the strong feeling of the Indian population. Thirdly, on this Chinese issue also, I join that it is also a matter of serious concern with our neighbour. The tension is going on. The Government of India must take serious and proactive initiative to take up the issue with the Chinese Government, talk to them and sort out the issue keeping the Indian interest fully protected. We shall not allow this situation to continue and tension to escalate. I

think that is in the interest of our foreign policy. And, Sir, I urge upon the Government to take that initiative.

So far as the Railway Appropriation Bill and the Finance Bills are concerned, I think, at least, in my Parliamentary life, this is the first time I see that issues of two different Ministries are being taken up together for deliberation. I don't know how far your rules and regulations permit that. I am not that expert on that. But I think the Chair must give a ruling on that.

MR. DEPUTY CHAIRMAN: That is why I tried to take up them separately. But I have taken the consent of the House. It is being done with the consent of the House.

SHRI TAPAN KUMAR SEN: Sir, for the circumstances which led to this kind of a situation, I think, there are agencies which have to shoulder the responsibility. After all, to manage a situation, we cannot do anything we want. We must be within the framework. Having said that, I must definitely reflect my party's position on these two issues. Sir, I beg to state that the whole matter of Government has now been reduced to a mockery so far as Railway Appropriation Bill is concerned, so far as Railway Ministry is concerned. We understand that in a democratic system there is always a continuance of the Government, particularly when the Government is of the same combine. We saw in the matter of Railway, one Minister made big announcements of different projects in different States, took the media and got claps. Then, the Minister is changed and the whole thing changes. No allocation has been made for those projects announced by his own colleague Minister, part of the same Cabinet. This is what is continuing. I am specially aggrieved because my State stands deprived, Tripura stands deprived and again a different combination started working. This is no Government. The concept of continuance of Government has been reduced to nothing but a mockery. This is not in the interest of our parliamentary democracy or the whole democratic set-up. This thing should be seriously looked into, reconsidered and necessary mending is required. That is the strong opinion of my party on this.

So far as the Finance Bill is concerned, I will try to be as brief as possible. We understand it relates to the exchequer management of the country. That is what it is all about. What we saw in the last two-three years is every day there is a lamenting that our fiscal deficit is going out of bounds. We cannot afford such deficit. It has to be contained. So, the expenditure, relief, subsidy to people must be curtailed.

[Shri Tapan Kumar Sen]

Having said so, people of the country are being humiliated by making a statement that money does not grow on trees. But, what do we see? Everyday you are expressing serious concern about the current account deficit, increasing current account deficit, but doing precious little to contain the deficit. What is being done is how to fund the deficit, how to finance the deficit. On the one hand, deficit is being created. On the other hand, you are trying to find the source of money by alluring the so-called foreign investment, so that the deficit can be financed. There is no concrete step to contain the deficit, to avoid the unproductive imports. There is room for that. But if we do that, we will be giving a very wrong message to the bosses outside. That has become the whole exercise of economic policy making in the country and that is getting reflected on everything. You lament over deficit. At the same time, very liberally, you are allowing slippages from the exchequer. This is all about exchequer management, so I ventured to make these observations. We are allowing continuous and consistent slippages from the exchequer. If you see the figures of the revenue forgone for the last three years, you will find that they are consistently increasing. From about Rs. 4 lakh crore, it is now Rs. 5.73 lakh crore. There is a consistent increase there. When it comes to direct taxes, the corporates are the beneficiaries. It now stands at Rs. 1,20,589.7 crore. When we are expressing alarming concerns on deficits, can you afford so many slippages in the name of revenue forgone? Can the Government, with all confidence, tell us as to what is the benefit accrued to the national economy from this kind of revenue forgone? Over and above this, deliberately, I would say that the national exchequer is being allowed to be pilfered. As on date, the direct tax arrear, due tax not collected, stands at Rs. 4.82 lakh crore. It has been consistently increasing. Even if we take the figures of 2010-11 and 2011-12 into consideration, there is an increase of 32 per cent. From 2011-12 to 2012-13, there is an increase of 44 per cent. Can you afford a group of persons engineering so big a pilferage from the national exchequer, due taxes not being paid over and above so many concessions in the form of revenue forgone? Still every day we are lamenting that the deficit is expanding and money does not grow on trees. So fertilizers should not get subsidy. The common man should not get subsidy. The subsidy has to be pruned. The fuel subsidy has to be pruned. Because money does not grow on trees. Will you kindly tell us in whose kitchen garden these lakhs of crores of rupees are growing?

Thirdly, what is the target for recovery? What is the intention of financial management? The hon. Finance Minister made a statement in this House regarding tax arrear. The direct tax arrear in 2012-13 was Rs. 4.82 lakh crore. As per the Government's own statement, more than Rs. 50,000 crore is undisputed, lying uncollected for more than 5-10 years. *...(Time-bell rings)...* Sir, allow me to complete. The same intention of not collecting the due taxes from the chosen few is also reflected in the programmes announced by the Government in this House. While replying to a specific question, it said that only Rs. 41,000 crore was the target for collection in 2012-13 when the arrear was Rs. 4.82 lakh crore.

Sir, in the matter of indirect taxes, the arrear is Rs. 1.3 lakh crore. Out of that, about Rs. 8,000 crore is undisputed, lying uncollected for more than 5-10 years. Again, you made a statement in the House that you had made a target for collection only Rs. 4,000 crore. I told you that Rs. 8,000 crore is undisputed. Even if you don't take that into account, you are deliberately allowing the tax defaulters, the team of pilferers of the national exchequer, to hold illegitimate money. Why are these things allowed? Just to promote investment. That is the theory. What is the investment scenario? Sir, your own Economic Survey says, "Consistently the corporate sector share in the investment is going down during the last three or four years." This is what your own Economic Survey says. I am not making a statement from any other document. Consistently the corporate sector share in the total national investment has been going down from 2008-09 onwards despite giving so much concession, despite so much pilferage caused to the national exchequer. What is the sanctity of this policy? I think, this requires a thorough review and requires a justification. People are reeling under crisis, people are reeling under poverty, people are reeling under price rise pressure. We expect from the Government a sound financial management which gives relief to them. They are not taken for a ride by making an arrogant statement, "money doesn't grow on trees." Kindly say in whose kitchen garden so much bonanza is growing. I think that has to be cleared in Parliament; and owe an answer to that. On this premise I urge upon this Government to please reconsider the whole approach. We strongly disapprove this kind of approach and getting reflected in the Finance Bill, Appropriation Bill and your whole economic policy exercise. With these few words, I record my strong disapproval of these and I conclude. Thank you.

MR. DEPUTY CHAIRMAN: Thank you very much. Dr. V. Maitreyan.

SHRI SITARAM YECHURY: On the procedure and contents, we have a serious reservation. So, we decide to walk out. ...(*Interruptions*)...

SHRI P. CHIDAMBARAM: He has made a full speech. He should listen to me also.

SHRI SITARAM YECHURY: That is our opinion.

SHRI P. CHIDAMBARAM: You are required to listen to my reply. ...(*Interruptions*)... He has made a full speech. Listen to my reply. ...(*Interruptions*)... He has made a full speech; he must listen to my reply. I heard him carefully. I have taken notes. ...(*Interruptions*)... You have made a full speech. ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: Walk out or no walk out, it is your decision. It is only a courtesy that you should listen to the Minister. But if you want to walk out, it is up to you. ...(*Interruptions*)... Dr. Maitreyan. ...(*Interruptions*)... Mr. Yechury, you can. It is up to you. ...(*Interruptions*)... It is up to you to walk out or not. It is up to you to walk out at any time.

SHRI SITARAM YECHURY: One comment on your, "It is up to you to show courtesy to the Minister and listen to him."

MR. DEPUTY CHAIRMAN: That is what he has said. It is not my direction. He only said that. I have not given any direction on that.

SHRI SITARAM YECHURY: I will show all the courtesy, but ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: That is only his suggestion. ...(*Interruptions*)... I am telling you, showing courtesy is only Minister's suggestion and not my direction. It is up to you.

SHRI P. CHIDAMBARAM: I feel let them walk out; and let them come back.

SHRI SITARAM YECHURY: You didn't allow us ...(*Interruptions*)... Anyway, we are walking out.

(At this stage some hon. Members left the Chamber)

MR. DEPUTY CHAIRMAN: Dr. V. Maitreyan.

श्री नरेश अग्रवाल : उपसभापति जी, सीरियल के हिसाब से तो पहले समाजवादी पार्टी आएगी...(व्यवधान)...

डा. वी. मैत्रेयन : क्या आप वॉक आउट कर रहे हैं?...*(व्यवधान)*... आप वॉक आउट कर रहे हैं तो अलाऊ करेंगे...*(व्यवधान)*...

श्री उपसभापति : सुनिए, अभी आया है, पहले नहीं आया था...*(व्यवधान)*... I will call him next. ...*(Interruptions)*...

DR. V. MAITREYAN (Tamil Nadu): Thank you, Sir. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: It is there. I will call you. Let him come.

SHRI TIRUCHI SIVA (Tamil Nadu): No, Sir, You should go by the order. You can't just skip over something. You are going by party-wise. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Tiruchi, I agree that it should be in order. But now that I called him, I will allow him. ...*(Interruptions)*...

SHRI TIRUCHI SIVA: How could you call him? There is a procedure you are following. I never knew that you are going to do that. It should be only in order. ...*(Interruptions)*... No, Sir. You can recall. You misunderstood something earlier. Kindly recall.

MR. DEPUTY CHAIRMAN: Don't do that. ...*(Interruptions)*... What is the problem?

SHRI TIRUCHI SIVA: No, Sir. How can you give up all that? We are standing in a queue. This is a discussion. So, we should go party-wise.

MR. DEPUTY CHAIRMAN: Please take your seat.

SHRI SUKHENDU SEKHAR ROY (West Bengal): Sir, I am on a point of order.

MR. DEPUTY CHAIRMAN: I will call you. Please take your seat. I would like to make it very clear. Calling whom to speak and not to speak is the prerogative of the Chair only. Please do not question that. At the same time, I accept the suggestion made by Shri Tiruchi Siva that we should go as per order. But I have, for a special reason, called him. That is my decision. I stick by that.

SHRI TIRUCHI SIVA: We don't dispute it.

DR. K.P. RAMALINGAM (Tamil Nadu): Sir, he came there to request you. ...*(Interruptions)*...

SHRI TIRUCHI SIVA: Sir, we don't dispute your word. We don't dispute your word. *...(Interruptions)...* If, at all, you are calling someone out of turn, you should give the reason. If he wants to leave early, you could call him. But you cannot, all of a sudden, call a person.

MR. DEPUTY CHAIRMAN: Mr. Siva, you are on the Panel of Vice-Chairmen. You have also done that.

SHRI TIRUCHI SIVA: Sir, if you are calling someone out of turn *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: As a Vice-Chairman, you have also done that. Please sit down. I do not agree with you.

SHRI TIRUCHI SIVA: No, Sir. How could it be? You should have given the reason that he wants to leave early.

MR. DEPUTY CHAIRMAN: I have called him. You cannot change it.

DR. K.P. RAMALINGAM: Sir, he came there and requested you. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Why do you do this? What is the problem? *...(Interruptions)...*

DR. K.P. RAMALINGAM: It is not possible. *...(Interruptions)...*

SHRI SUKHENDU SEKHAR ROY: Sir, I am on a point of order. We are not being allowed to speak. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Mr. Sukhendu Roy, I have got your point. But you should understand that *...(Interruptions)...*

SHRI SUKHENDU SEKHAR ROY: Sir, we are not being allowed to speak. So, in protest against the decision, we are constrained to stage a walk-out. *...(Interruptions)...* Sir, in protest against the decision, we are constrained to stage a walk-out. *...(Interruptions)...*

(At this stage some hon. Members left the Chamber)

MR. DEPUTY CHAIRMAN: You should understand that you gave the name after we started the discussion. Yet, I accepted your name. You want to violate one rule for you. *...(Interruptions)...* Please listen to me. Mr. Sukhendu Roy walks out.

He gave the name after the discussion started. As per direction of the Chairman, I should not have allowed it. Yet, I allowed it. Now he claims that it should be as per order. He cannot claim that.

DR. K.P. RAMALINGAM: He gave the name earlier. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: You take your seat. It is up to the Chair to call the name. *...(Interruptions)...*

DR. K.P. RAMALINGAM: No, Sir. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: I do not concede...*(Interruptions)...*

SHRI TIRUCHI SIVA: Sir, I have a submission to make. I have a small submission. *...(Interruptions)...* Sir, when you took up clause-by-clause consideration of the Railways Bill, there was resistance from the Opposition that it should not be taken up *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Not because of that. I said, "Consensus". *...(Interruptions)...* It was because of consensus. *...(Interruptions)...*

SHRI TIRUCHI SIVA: You again called the Finance Minister to move the Bill.

MR. DEPUTY CHAIRMAN: I said, "There is a communication gap". *...(Interruptions)...* There was a communication gap. *...(Interruptions)...* I was under an impression *...(Interruptions)...*

SHRI TIRUCHI SIVA: Sir, you are creating unnecessary problems between the two political parties in a State. Always bypassing and giving the smaller parties *...(Interruptions)...* That is not fair. We need protection. The Chair cannot do like this.

MR. DEPUTY CHAIRMAN: I will protect you. I will call you. Now I have called him. *...(Interruptions)...* Don't bring your fight here.

SHRI TIRUCHI SIVA: Sir, you are creating problems between two political parties. The Chair cannot do that. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Mr. Tiruchi, please sit down. Please don't do this. *...(Interruptions)...*

SHRI TIRUCHI SIVA: You cannot do this, Sir. The Chair cannot create a dispute between two political parties. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: No, there is no dispute.

SHRI TIRUCHI SIVA: It cannot be, Sir.

MR. DEPUTY CHAIRMAN: You can reply to him also. Why are you doing it? You will get an opportunity for that. ...(*Interruptions*)...

SHRI TIRUCHI SIVA: No, Sir. ...(*Interruptions*)... This is out of the way. Whenever a discussion takes place, it only goes party-wise. We cannot give it up.

MR. DEPUTY CHAIRMAN: I have changed it many a times.

SHRI TIRUCHI SIVA: No, Sir. We cannot give it up. We have said that we will cooperate with them ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: Nothing is going on record. ...(*Interruptions*)... Nothing is going on record. ...(*Interruptions*)...

SHRI TIRUCHI SIVA: *

DR. K.P. RAMALINGAM: *

MR. DEPUTY CHAIRMAN: Everyday, this is happening. ...(*Interruptions*)... You have also done it. There are umpteen conventions. ...(*Interruptions*)...

SHRI TIRUCHI SIVA: *

MR. DEPUTY CHAIRMAN: Because he requested me. The Chair has accepted his request. What is the harm?

DR. K.P. RAMALINGAM: *

MR. DEPUTY CHAIRMAN: Okay. Now I am on my legs. You are a Member of the Panel of Vice-Chairmen. Now, please sit down. Hon. Members, every day, when I am in the Chair, there are always requests from some Members that they should be called first due to some reasons. ...(*Interruptions*)... Let me complete. ...(*Interruptions*)... I am on my legs. This is allowed every day. So, when somebody requested, I allowed. What is wrong in it? ...(*Interruptions*)... I have said that I would not change it. ...(*Interruptions*)... This is unnecessary. ...(*Interruptions*)... You had also requested me and I have allowed you. ...(*Interruptions*)... Shri Tiruchi Siva had also requested me and I have allowed everybody like this. ...(*Interruptions*)...

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN): Sir, I am on a point of order.

MR. DEPUTY CHAIRMAN: What is your point of order?

SHRIMATI JAYANTI NATARAJAN: My point of order is this. Sir, everybody agrees with the Chair's discretion in deciding it. There is no question about it. We all abide by the Chair's decision. However, Sir, since the convention is that we go according to the order, and since the matter has become one of dispute, my respectable submission to the Chair is to allow the order to be restored and allow Mr. Siva to speak. We are going to hear everybody. ...*(Interruptions)*...

SHRI PAUL MANOJ PANDIAN: No. ...*(Interruptions)*...

SHRIMATI JAYANTHI NATARAJAN: I am requesting the Chair. I have every right to request the Chair. ...*(Interruptions)*... My point is that it is only a matter of one after another. We are all going to hear both of them.

MR. DEPUTY CHAIRMAN: In response to what the hon. Member has raised, I have already said that I have no problem in going by the convention. But once I call a name, how do I undo that? I cannot. ...*(Interruptions)*... Why should I do that? ..*(Interruptions)*.. This happens every day in this House. Members have to be responsible. You cannot question the Chair's discretion. ...*(Interruptions)*... You are questioning the discretion of the Chair. ...*(Interruptions)*... You are questioning the discretion of the Chair. ...*(Interruptions)*... Rule is rule. You cannot question the discretion of the Chair. ...*(Interruptions)*...

SHRI TIRUCHI SIVA: You can say now that you had skipped the name by mistake.

MR. DEPUTY CHAIRMAN: I don't want to tell a lie like that. The fact is that he came and requested and I agreed. This happens in the House every day. ...*(Interruptions)*... Every Member has done that. ...*(Interruptions)*... I don't want to tell a lie. ...*(Interruptions)*... Questioning the discretion of the Chair is unacceptable. ...*(Interruptions)*... The Chair has a responsibility. This happens in the House every day. Even these shouting Members had asked me, and I have allowed them. It happens every day, not just today. I accept the argument. But I cannot undo what I have done.

SHRI TIRUCHI SIVA: Before calling, you would say that since the Member had requested, you were allowing him.

MR. DEPUTY CHAIRMAN: I told you that. ...*(Interruptions)*... The Parliamentary Affairs Minister wants to say something.

THE MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL): Sir, all that I wish to say is that sometimes in the interest of smooth running of the House, we request the Chair to...*(Interruptions)*...

DR. V. MAITREYAN: Then, I will not allow the House to run.

MR. DEPUTY CHAIRMAN: You want to undo the rules?...*(Interruptions)*...

DR. K.P. RAMALINGAM: He has given consensus to you...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: At that time, there was consensus. There is no consensus for this. ...*(Interruptions)*...

SHRI PAWAN KUMAR BANSAL: Sir, you had called me earlier. Even the consideration of the Bill had started. But we gave up in between and we have taken up the other matter. That is not even...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: What Shri Pawan Kumar Bansal has said is correct. I called Mr. Pawan Kumar Bansal. First, he introduced and then proceeded with that. There are two reasons for it. ...*(Interruptions)*... Please, Shri Jairam Ramesh, you are a Minister. ...*(Interruptions)*... Don't talk there. You listen to me. ...*(Interruptions)*... You also have to listen to me. ...*(Interruptions)*... What Shri Pawan Kumar Bansal has said is correct. I request hon. Members to listen to me. I am your servant and I will go by what the House says, but listen to me. ...*(Interruptions)*... Please listen to me...*(Interruptions)*...

SHRI NARESH AGRAWAL: Mr. Deputy Chairman, you are not a servant. Don't say this. इस शब्द को वापस लीजिए। यह रिकॉर्ड में नहीं आना चाहिए।

श्री उपसभापति : बैठिए, सहमत हूँ। I agree with you. Now, Bansalji, what you said is correct. I started with the Railway Bill and proceeded. There are two reasons for that. My understanding was that the House should also know the agreement is for the Finance Bill and not for the Railway Bill. That is why it went like that. But for changing that, there was consensus from every side. So, I said in the House

that since there is consensus in the House, I am going to the other Bill. Here, if there is full consensus, I have no objection. That is the point.

DR. V. MAITREYAN: We can never have a full consensus on that.

MR. DEPUTY CHAIRMAN: The second thing is, there are rules. Discretion of the Chairman is a rule. Should I be a party for violation of the rules?

SHRI PAUL MANOJ PANDIAN: No, Sir. We will abide by the Chair.
...(Interruptions)...

DR. K.P. RAMALINGAM: We humbly submit to you, Sir, that this is a violation...(Interruptions)...

MR. DEPUTY CHAIRMAN: I am requesting Members. I accept the suggestion. I have no problem in going by the convention, but I have already called Dr. Maitreyan. I cannot withdraw that.

DR. K.P. RAMALINGAM: Then in that case, we will walk out, Sir. We protest...(Interruptions)...

MR. DEPUTY CHAIRMAN: Dr. Maitreyan, do you concede? If you concede I have no problem. Do you concede?

DR. V. MAITREYAN: Sir, even on the first day of the Session I was prevented from moving the motion. I don't concede again.

MR. DEPUTY CHAIRMAN: I do not see anything strange here. Everyday it happens. If a Member comes and requests the Chair, the Chair always allows the Member to speak early. This is going on from day one. That is all. Now you are insisting otherwise and asking the Chairman to change his ruling and questioning his discretion. It is fundamental. That cannot be accepted because Chairman's discretion is fundamental to the working of Rajya Sabha. That is fundamental.

DR. K.P. RAMALINGAM: The Members' request was not put before the House....(Interruptions)...

MR. DEPUTY CHAIRMAN: Why Shri Tiruchi Siva? You can reply to him also.

SHRI TIRUCHI SIVA: This is my prestige. This is my right.

1.00 P.M.

MR. DEPUTY CHAIRMAN: What is the politics in this?

DR. V. MAITREYAN: Sir, I am not going to speak a single word about DMK.

SHRI TIRUCHI SIVA: Whenever you call someone out of turn, Sir, there has not been any dispute earlier as per the records. But today there is a dispute. Those who are standing in the order are not yielding.

श्री नरेश अग्रवाल : माननीय उपसभापति जी, मेरा पॉइंट ऑफ ऑर्डर है। माननीय उपसभापति जी, कार्यवाही नियमावलि के नियम 186 के अंतर्गत यह बहस हो रही है। हम जानते हैं कि हम चेयर के किसी भी डिस्ीजन को चैलेंज नहीं कर सकते। यह हमें मालूम है, लेकिन मैं देख रहा हूँ कि माननीय वित्त मंत्री जी के राज्य का झगड़ा है, ये दोनों तो कभी भी वित्त मंत्री जी से मिल सकते हैं, चूंकि चेन्नई का मामला है। इस झगड़े के कारण सदन न चले और बिल पास न हो, ऐसा नहीं होना चाहिए। इसलिए मैं चाहूंगा, जो मेरा सजेशन है, कि आप समाजवादी पार्टी से शुरू करवा दीजिए, झगड़ा अपने आप खत्म हो जाएगा।

DR. V. MAITREYAN: If you are walking out, you speak first ...*(Interruptions)*...If you are not walking out, you cannot speak ...*(Interruptions)*...First, you announce that you are walking out ...*(Interruptions)*...

श्री नरेश अग्रवाल : सर, यह मेरा सजेशन है। फिर लंच टाइम होने वाला है और यह बिल पास करना हम लोगों की बाध्यता है। ...*(Interruptions)*...

SHRI BHUBANESWAR KALITA (Assam): Sir, I have a suggestion. There is a stalemate...*(Interruptions)*... You can call the hon. Members to your Chamber and sort out the issue...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Dr. Maitreyan, do you concede? ...*(Interruptions)*...

DR. V. MAITREYAN: Sir, on the first day of the Session, the Chair allowed me to move a motion. That was prevented. Again, the Chair permitted me to speak now, but it is being prevented! ...*(Interruptions)*...

SHRI TIRUCHI SIVA: It is up to you to decide, Sir ...*(Interruptions)*... It is not the discretion of any Member ...*(Interruptions)*... It is up to you to decide.

MR. DEPUTY CHAIRMAN: See, insisting on me to withdraw what I did is not correct...*(Interruptions)*...

SHRI TIRUCHI SIVA: Sir, if the request is genuine, we will also yield ...*(Interruptions)*... But, it is not genuine. It is something which I cannot explain. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: There is nothing. He requested and I allowed him...*(Interruptions)*...

SHRI TIRUCHI SIVA: Then, he should have told it before.

MR. DEPUTY CHAIRMAN: Such things happen always.

SHRI TIRUCHI SIVA: Whenever you call any Member out of turn, on a request, we permitted...*(Interruptions)*... Just listen to me ...*(Interruptions)*... You used to take the sense of the House that a particular Member wants to leave early whether the House permit him to speak. In such case, everybody concede. But, today, there is a dispute. So, I am not prepared to give up my position.

MR. DEPUTY CHAIRMAN: I never know that there is a dispute on this point as to who will speak first...*(Interruptions)*... I never knew that. I never knew that...*(Interruptions)*... Mr. Siva, I never knew that there is a dispute who should speak first...*(Interruptions)*...

DR. YOGENDRA P. TRIVEDI (Maharashtra): Sir, I am on a Point of Order ...*(Interruptions)*... Sir, I am on a Point of Order...*(Interruptions)*... What I am saying is, what you have given is not a ruling, it is a decision. It is not an irreversible decision. You can change that decision. You can ask Mr. Siva to speak...*(Interruptions)*...

SOME HON. MEMBERS: No, Sir. ...*(Interruptions)*... No, Sir ...*(Interruptions)*...

SHRI PAUL MANOJ PANDIAN: It is the decision of the Chair. It cannot be changed...*(Interruptions)*... They cannot undermine the authority of the Chair...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: See, you know this financial business is very important for us. We have to pass it as it is a Constitutional requirement. That is why I am not adjourning the House now and sit late. My request to Mr. Siva is: Since the Chair has called Dr. Maitreyan, please agree to that. That is my request.

SHRI TIRUCHI SIVA: Sir, I obey the Chair.

DR. V. MAITREYAN: Sir, at the outset, I would like to clarify that an unsuccessful attempt...*(Interruptions)*...

DR. K.P. RAMALINGAM: Sir, it is the prestige of my party...*(Interruptions)*... In protest, I am walking out ...*(Interruptions)*... I am walking out.

(At this stage, the hon. Member left the Chamber)

DR. V. MAITREYAN: An attempt is being made to create an impression that the Opposition is...

MR. DEPUTY CHAIRMAN: Speak on the Finance Bill. Mr. Maitreyan, you can only speak on the Finance Bill...*(Interruptions)*...

DR. V. MAITREYAN: No, no, no. That was not the agreement, Sir. We will speak anything on earth. That was the agreement with the Chair. Otherwise, this Finance Bill will not pass. I tell you now.

MR. DEPUTY CHAIRMAN: Okay, okay. Don't shout.

DR. V. MAITREYAN: You don't put conditions to me like that.

Sir, an impression is trying to be created that the Opposition is not interested in running the House and hence we are disrupting. I would like to bring to the notice of this House that on the very first day of this Session the Chair allowed me to move a motion to suspend the Question Hour to raise the issue of the role of the CBI in Coalgate. But, I was prevented from even moving that resolution. So, the point was that it is the Government of the day which is running away from the debate. It was discussed in the Chamber, in the BAC Meeting, that priority will be given to the Coalgate and the JPC. But, till today, the Government has not come out with any proposal on that. This is number one.

The second one is, on Chinese incursion of several kilometers inside our country, the Government does not know anything. The Pakistan Government beheaded our two soldiers. There is a cold blooded murder of my brother, Sarabjit Singh. The Government does not react! Thousands of fishermen from Tamil Nadu are killed by the Sri Lankan Navy and the Government does not do anything! On the contrary, when China is intruding into our territory, our Foreign Minister wants to go to China! When Pakistan is behaving like a big brother, our Foreign Minister welcomes its Prime Minister at Ajmer. When the Lankan Navy is killing our fishermen, Mr. Rajapaksa is given a red carpet welcome in India! I do not know whether we have a Foreign Policy at all or, for that matter, whether this Government has got any policy at all.

In fact, I am told that there are very many Harvard and Oxford educated Ministers in this Government. But, unfortunately, these 'Oxfords' and 'Harvards' are making this country awkward and backward.

Sir, I would like to say only one thing about the Finance Bill. As far as the Finance Bill is concerned, my party supremo has written a letter to the hon. Prime Minister on 19th March, itself expressing her concerns about various provisions of the Finance Bill. As usual, this Government does not have the habit of giving any response to the elected Chief Ministers of various States. And, so far, the hon. Finance Minister has not bothered to reply any of the queries made by our hon. Chief Minister.

In fact, I would like to say that the people of Tamil Nadu are undergoing a deep crisis with all the districts, except Chennai, being declared as drought-affected. But, the Central Government so far has not come to the aid of Tamil Nadu. The Chief Minister of Tamil Nadu has made any number of representations regarding financial assistance. But, the Government is deaf and dumb. In fact, the people of Tamil Nadu do not take pride that the Finance Minister of this great country hails from our State, because he has done nothing for our State.

We feel that Tamil Nadu is being given a step-motherly treatment and as a protest we do not want to be a part of this discussion on the Finance Bill. So, the AIADMK is walking out from this discussion.

(At this state, some hon. Members left the Chamber)

MR. DEPUTY CHAIRMAN: Now, Shri Sukhendu Sekhar Roy. He is not present. Shri Naresh Agrawal.

श्री नरेश अग्रवाल : माननीय उपसभापति जी, चूंकि संवैधानिक बाध्यता है, इसलिए हम बजट के मार्ग में रोड़ा नहीं बनना चाहते हैं। हम चाहेंगे कि बजट पास हो जाए, लेकिन बजट के सभी पार्ट्स से हम सहमत नहीं हैं। मुलायम सिंह जी ने दो दिन पहले लोक सभा में चीन का मुद्दा उठाया और उन्होंने सरकार से कहा कि हमें अपनी कमजोरी नहीं दिखानी चाहिए, कमजोर हों, तो भी मजबूती दिखानी चाहिए। सरकार की कमजोरी के कारण आज हमारे पड़ोस के सभी देश चाहे पाकिस्तान की बात ले लीजिए, वहां सरबजीत वाला कांड हुआ, इसके पहले हमारे सैनिकों के सिर काटे गए, तो तमाम अल्पसंख्यक पाकिस्तान से हिन्दुस्तान आए हैं, वे हिन्दुस्तान से पाकिस्तान नहीं जाना चाहते हैं। हमारी सरकार बिल्कुल नहीं बोल रही है। माननीय मंत्री जी, कमजोरी के कारण वे संवैधानिक संस्थाएं, जिनका चयन हम लोगों ने किया, उन संवैधानिक संस्थाओं ने भी सरकार और हम लोगों के खिलाफ काम करना शुरू कर दिया है। जब इलेक्शन

[श्री नरेश अग्रवाल]

आता है, तो इलेक्शन कमीशन सारी बाध्यताएं हम लोगों के लिए कर देता है। उस समय प्रोटोकाल भी खत्म हो जाता है। जिस इलेक्शन कमीशन को हम बनाते हैं, वह एक तरह से चुनाव में * करने लगता है।

इसी प्रकार “कैग” को लीजिए। ठीक है, “कैग” के आधार पर पता नहीं किस तरह से घोटालों की बात आई, लेकिन मैं कभी सहमत नहीं हूँ, क्योंकि “कैग” की रिपोर्ट कोई सख्त रिपोर्ट नहीं होती, जब तक पीएसी में वह रिपोर्ट प्रूव न हो जाए, लेकिन आज “कैग” की रिपोर्ट के आधार पर भी तमाम घोटालों की बात थी और सरकार चुप है, सरकार बोलती नहीं है। मैंने कई बार कहा भी है कि मीडिया अदालत की ओरल टिप्पणी को जिस तरीके से कह देता है, शायद अदालत उसको इन-राइटिंग नहीं देती है। मैंने देखा है, दोनों में बहुत अंतर होता है, लेकिन सरकार की कमज़ोरी में आज सभी लोग सरकार के खिलाफ खड़े हो गए हैं और स्थिति ऐसी बनी है कि मैं नहीं समझता कि सरकार ज्यादा दिन चलेगी। चुनाव अक्टूबर में होने हैं, यह असंभव नहीं हो सकता है, मैं इस बात को बिल्कुल साफ कहना चाहता हूँ। मैं सरकार से कहूँगा कि चीन का मुद्दा जो है, हम तो चाहते थे और हमने नोटिस भी दिया था कि चीन का मुद्दा सदन में उठे, सरकार की तरफ से विदेश मंत्री सफाई दें या रक्षा मंत्री सफाई दें। मुझे तकलीफ है कि जब एप्रोप्रिएशन बिल पास हो रहा है, न रक्षा मंत्री यहां पर हैं, न विदेश मंत्री यहां पर हैं। हम लोगों को वित्तीय मामलों में कुछ ज्यादा नहीं कहना है, लेकिन हम चाहते थे कि देश की सारी स्थिति, क्योंकि सदन कुछ दिनों से चला नहीं, वह सारी स्थिति हमें सदन के सम्मुख रखनी चाहिए और यह हमारा कर्तव्य है, हमारा अधिकार भी है कि सरकार जबाब दे। मैं तो सरकार से कहूँगा और सदन के माध्यम से प्रधानमंत्री से अनुरोध करूँगा कि आदरणीय प्रधानमंत्री जी, यह देश की एकता और अखंडता का मामला है। हम राजनीतिक दल आपको विश्वास दिलाते हैं कि जहां देश का मुद्दा होगा, वहां हम अपने राजनीतिक मुद्दों से पीछे हट जाएंगे और देश के मुद्दों पर हम सरकार के साथ खड़े रहेंगे, आप कम-से-कम हिम्मत तो कीजिए। आज मैं विदेश मंत्री जी से बात कर रहा था, तो वे कह रहे थे कि यह लोकल चीन का मामला है। महोदय, आज सारे अखबारों में छपा है, यह केवल 19 किलोमीटर का मामला नहीं है, यह साढ़े सात सौ किलोमीटर का मामला है। उस 19 किलोमीटर पर कब्ज़ा करने के बाद चीन हमारे साढ़े सात सौ किलोमीटर क्षेत्र पर कब्ज़ा करेगा और इसके साथ अरुणाचल प्रदेश और फिर पूरे नॉर्थ ईस्ट पर वह अपना हक जताने की बात करता जाएगा और सरकार चुप रहेगी। जब पूरा देश आपके साथ खड़ा है, हम सब दल कहते हैं कि हम राजनीतिक मुद्दों को छोड़ देंगे, हम आपके साथ हैं, तो फिर क्या कमज़ोरी है? आखिर सरकार कमज़ोरी तो बताए। प्रधानमंत्री जी से मैं कहूँगा कि कभी-कभी तो मुंह खोला कीजिए। जब देश की बात है तो प्रधानमंत्री जी को यहां पर स्पष्ट कहना चाहिए कि हिन्दुस्तान कमज़ोर नहीं है, हिन्दुस्तान कायर नहीं है और हिन्दुस्तान की सरकार

*Expunged as ordered by the Chair.

दृढ़ निर्णय लेती है। अगर हमारी यह छवि नहीं गई, अगर पूरे विश्व के सामने हमारी कमज़ोर छवि गई, तो यह देश के लिए बहुत अच्छा नहीं होगा। श्रीमन्, इसीलिए मैं अपील भी करता हूँ और साथ ही साथ माननीय वित्त मंत्री जी से भी कहूँगा कि जो बजट आपने दिया, हमने पिछली बार भी शंका की थी, आज मैं अखबारों में पढ़ रहा था कि इफको ने डीएपी के दाम 75 रुपए कम कर दिए हैं। ऐसा लगा कि इफको ने बड़ी भारी कृपा कर दी है। हमने शुरू में कहा था कि न्यूट्रीअन्ट बेस्ड सब्सिडी जो लागू की गई है, यह सब्सिडी लागू नहीं होनी चाहिए क्योंकि न्यूट्रीअन्ट बेस्ड सब्सिडी लागू होने के बाद एक साल में डीएपी के दाम तीन बार बढ़ाए गए। श्रीमन्, 460 रुपए से मिलने वाली बोरी जब 1260 रुपए में किसान को मिलेगी, तो किसान के उत्पादन का अर्थ क्या होगा? आज किसान के उत्पादन से किसान को क्या मिल रहा है? ऊपर से ये फूड फॉर ऑल बिल लाने की बात कर रहे हैं। मैंने तो कहा कि मैं फूड फॉर ऑल बिल का विरोध करता हूँ। क्या फूड फॉर ऑल को लाकर आप किसानों की उपज की खरीद की गारंटी लेंगे? मैं तो कहूँगा कि आप संवैधानिक संशोधन कीजिए कि किसान जो उत्पादित करेगा, सरकार उसको खरीदेगी, तब तो फूड फॉर ऑल लाने की बात कीजिए, नहीं तो फूड फॉर ऑल लाने के बाद किसान अपनी खेती छोड़ने को बाध्य होगा। सरकार की नीयत है कि एफडीआई के माध्यम से देश के बड़े लोगों को किसान की भूमि रखने के लिए बाध्य किया जाए, किसान मज़दूर हो जाए और भूमि के मालिक वे हो जाएं और जो हम लोगों का आरोप था, वह आरोप कहीं न कहीं सच होता मालूम होता है।

माननीय वित्त मंत्री जी, यह खबर निरंतर आ रही है कि आय बढ़ाने के लिए आप कृषि क्षेत्र में भी टैक्स लगाने की बात कर रहे हैं। यहां तक कि जो सम्पत्ति हमें पूर्वजों से मिलेगी, उस सम्पत्ति पर भी आप वेल्थ टैक्स लगा देंगे...(व्यवधान)... जो सूचना आई, अगर वह सही नहीं है तो माननीय वित्त मंत्री जी जबाब में खुद ही कह देंगे, लेकिन जो चीज़ें आ रही हैं, आप यह क्यों नहीं देखते कि देश में 121 करोड़ की आबादी में कितने प्रतिशत लोग टैक्स देते हैं? आज वाजिब कुल 3 परसेंट लोग टैक्स दे रहे हैं, बाकी सरकारी नौकरी करने वाले जो टैक्स दे रहे हैं, उसको मिलाकर 12 परसेंट होते हैं, तो क्या इस देश में 3 प्रतिशत लोग ही टैक्स देंगे? जहां पर टैक्स की चोरी हो रही है, आप उस चोरी को रोककर टैक्स पूरा कीजिए, न कि रोज़ाना नया टैक्स लगाइए।

फिर उस टैक्स के ऊपर आप सरचार्ज लगाते हैं। सरचार्ज लगाने का मतलब है, उस पूंजी से राज्यों का हक समाप्त होना। आप डायरेक्ट टैक्स लगाइए, डायरेक्ट टैक्स से जो आपकी आमदनी होगी, उसमें राज्यों का भी हिस्सा होगा। मैं चाहता हूँ कि या तो आप यह घोषणा करिए कि जो सरचार्ज हम लगा रहे हैं, उसको भी राज्यों को देंगे। महोदय, आपने बिहार को 1200 करोड़ रुपए का पैकेज दे दिया, लेकिन उत्तर प्रदेश को आपने मना कर दिया। हम उत्तर प्रदेश के लिए गए भी, बात भी की, हम सब लोग प्रधानमंत्री जी के पास मिलने के लिए गए। उन्होंने कहा कि हम जुलाई में उत्तर प्रदेश की विशेष बैठक बुलाएंगे। पहले तो आपको शिकायत थी कि प्रदेश के मुख्य मंत्री जी नहीं मिलते हैं, लेकिन अब तो मुख्य

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मंत्री जी कई बार प्रधानमंत्री जी से मिल लिए हैं, उसके बावजूद आज तक उत्तर प्रदेश के लिए विशेष बैठक नहीं बुलाई गयी। उत्तर प्रदेश को एक पिछड़ा प्रदेश मानते हुए, इन्होंने उत्तर प्रदेश के ऊपर छोड़ दिया, यह उत्तर प्रदेश के साथ ज्यादाती है। महोदय, जैसा मैंने बताया था कि उत्तर प्रदेश में 16 कोऑपरेटिव बैंक बंद होने जा रहे हैं, लेकिन उन बैंकों को जो पैसा मिलना चाहिए, जो सेंट्रल असिस्टन्स मिलनी चाहिए, वह नहीं मिल रही है, इससे कोऑपरेटिव बैंक बंद हो रहे हैं। महोदय, बिल पास करने में हम माननीय वित्त मंत्री जी का समर्थन करेंगे, बाध्यता भी है, लेकिन साथ-साथ हम यह भी चाहते हैं कि सरकार अच्छे निर्णय ले, कम-से-कम इस समय, जब चुनाव नज़दीक आ रहे हैं, कोई न कोई अच्छा निर्णय सरकार ले। मैं बिल पास कराने में सरकार का सहयोग करूंगा लेकिन यह चाहूंगा कि सरकार से भी कुछ सहयोग उत्तर प्रदेश को मिले, सरकार भी हमारे जो सुझाव हैं, उन पर विचार करे और यहां पर कुछ घोषणा करे, जिससे इस देश के सामने संदेश जा सके कि हिन्दुस्तान की सरकार कमजोर नहीं है, कायर नहीं है और अनिर्णित स्थिति में नहीं है। बहुत-बहुत धन्यवाद।

श्री शिवानन्द तिवारी (बिहार) : धन्यवाद उपसभापति महोदय। महोदय, नेता प्रतिपक्ष ने जो कुछ भी कहा है, मैं उसका समर्थन करता हूँ। आज देश के अंदर एक हताशा का भाव है, गुस्से का भी भाव है। हताशा और गुस्से का भाव इसलिए है कि जैसा अन्य सदस्यों ने भी बताया, सरबजीत का मामला हम लोगों ने देखा। उसका परिवार और उसकी बहन किस ढंग से टेलिविज़न पर सरकार पर हमला बोल रही है, आरोप लगा रही है कि सरकार ने कोई ऐसी कार्यवाही नहीं कि जिससे उसको देश में वापस लाया जाता। उसी तरह से हम देख रहे हैं, पूरा देश देख रहा है कि पिछले कई दिनों से लगातार चीन हमारी सीमा में कई किलोमीटर अंदर आकर कैम्प लगाए हुए है। तीन-तीन, चार-चार बार वहां दोनों मुल्कों के अफसरों के बीच बातचीत हुई, लेकिन उस बातचीत का कोई नतीजा नहीं निकलकर आया। चीन के मामले में 1962 हमेशा याद आ जाता है। आपको याद होगा कि उस समय वहां क्या हालत हुई थी। हमारे देश के जो सबसे लोकप्रिय प्रधानमंत्री रहे हैं, पंडित जवाहर लाल नेहरू, उन पर उसका इतना बड़ा सदमा लगा था कि उस लड़ाई के कुछ ही दिनों के बाद उनका इंतकाल हो गया था। आज 700 किलोमीटर की बात हो रही है। 1962 से कितने हजार स्क्वेयर किलोमीटर में चीन ने हमारी जमीन पर कब्जा जमा कर रखा है। उस समय संसद के दोनों सदनों ने सर्वसम्मति से प्रस्ताव पास किया था और संकल्प लिया था कि चीन से हम अपनी जमीन को वापस छुड़ाएं। वह जमीन तो नहीं मिली, उसके अलावा अतिरिक्त जमीन जा रही है। ऐसी हालत में भी जब हम कुछ नहीं कर रहे हैं तो देश के मन में अगर गुस्सा पैदा नहीं होगा, हताशा का भाव पैदा नहीं होगा तो दूसरा क्या भाव पैदा हो सकता है?

उपसभापति महोदय, भ्रष्टाचार की जितनी कहानियां और खबरें देश में आ रही हैं, उन्होंने हमें डीमॉरलाइज़ करके रखा है। एक के बाद एक, इस सदन में कई बार चर्चा हुई। हमें याद है, जिस समय कॉमन वेल्थ गेम्स हो रहे थे, रोज अखबारों में, इलेक्ट्रॉनिक मीडिया में

भ्रष्टाचार की खबरें आ रही थीं। हमें याद है, यहीं प्रधानमंत्री जी बैठे थे, उनसे मैंने कहा था कि ये जो भ्रष्टाचारी हैं, वे आपकी छाती पर चढ़कर देश को लूट रहे हैं और आप चुपचाप बैठे हुए हैं, कोई कार्यवाही नहीं कर रहे हैं। आज यह हालत है कि चाहे कोलगेट का मामला हो या कोई अन्य मामला हो - कोलगेट के मामले में जिस तरह से देश के विधि मंत्री ने जो कार्यवाही की, उससे हम सब लोग आश्चर्यचकित हैं। हमारे जैसा आदमी, जो इस देश के अंदर जो जूडिशियल प्रणाली है, उसके बारे में कुछ नहीं जाना, अगर उससे यह गलती होती तो बात समझ में आती, लेकिन हमारे जो विधि मंत्री हैं, लॉ मिनिस्टर हैं, वे प्रैक्टिसिंग लॉयर हैं, उनके जैसा आदमी जो जूडिशियल प्रोसेस को जानता है, जूडिशियल डिग्निटी को समझता है, उसने यह हिम्मत कैसे की कि सीबीआई जो स्टेटस रिपोर्ट सुप्रीम कोर्ट में जमा करने वाली है, उसको बुलाकर देखे और उसमें संशोधन करने की बात करे?

जो कुछ देश में हो रहा है, हम उससे स्तब्ध हैं इसीलिए सदन की कार्यवाही बाधित है। इसमें अपोजिशन की भूमिका नहीं है, प्रतिपक्ष की कोई जबाबदेही नहीं है, जबाबदेही सरकार की है। जो सरकार का दायित्व है, वह उसका ठीक से निर्वहन नहीं कर रही है।

उपसभापति जी, मैं आपके माध्यम से सरकार से केवल एक ही बात कहना चाहूंगा कि आपने जो विकास का मॉडल अपनाया है, जो उदारीकरण की आर्थिक नीति चला रहे हैं, इससे देश में बड़ी भयंकर गैर-बराबरी बढ़ी है, गरीब और अमीर के बीच में बड़ी जबर्दस्त खाई पैदा हुई है। दुनिया इस तथ्य से अवगत है कि जिस देश में जितनी गैर-बराबरी होगी, उस देश में उतना ही भ्रष्टाचार पनपेगा। हमारे देश में जो इतना भ्रष्टाचार हो रहा है, आप यह समझ लें कि एक प्रकार से पूरे देश में कुएं में भांग घुल गया है, ऐसी स्थिति पैदा हो गई है। आपने जो उदारीकरण की नीति चलाई है और आपने जो आदमी के अंदर भोग भोगने की लिप्सा पैदा की है, इसका यही कारण है। बाजारों में हर रोज एक से बढ़कर एक नया सामान आ रहा है और हमारे मन में उसको खरीदने का लालच विज्ञापनों के जरिए पैदा किया जा रहा है, ताकि हम उसको खरीदें। हमारा साध्य क्या होगा, किस तरीके से हम उस सामान को खरीदें, इसके बारे में कोई परवाह नहीं है। अगर तुम्हारे पास सामान नहीं है, तो तुम्हारी जिदगी व्यर्थ है। यह गाड़ी ले लो, यह सामान ले लो तो तुम्हें मोक्ष मिल जाएगा, यही संदेश दिया जा रहा है। आप इस माहौल में कैसे भ्रष्टाचार पर नियंत्रण कर सकते हैं? आप किस प्रकार से भ्रष्टाचार को कंट्रोल कर सकते हैं, यह असंभव दिखाई देता है। इसलिए मैं सरकार से गुजारिश करूंगा, वित्त मंत्री जी से गुजारिश करूंगा कि जो देश के विकास का मॉडल है, आप इस पर पुनर्विचार कीजिए। हमारी आजादी की लड़ाई में हमारे पुरखों ने संकल्प लिया था, देश के संविधान में संकल्प है कि हम गैर-बराबरी को मिटाएंगे, आदमी-आदमी के बीच में जो गैर-बराबरी है, उसको मिटाएंगे, हम मज़दूरों को डिग्निफाइड लाइफ व्यतीत करने का वातावरण देंगे, आज हम उसके विपरीत जा रहे हैं। इसलिए उस पर फिर से विचार होना चाहिए। आज मुल्क जिस रास्ते पर चल रहा है, उस रास्ते पर विनाश है।...**(समय की घंटी)**... आज वित्त मंत्री जी फाइनेंशियल डेफिसिट के बारे में, करन्ट एकाउंट डेफिसिट के बारे में चिंता करते

[श्री शिवानन्द तिवारी]

हैं। आज देश में जो एक नई चिंता पैदा हो रही है, वह इकोलॉजिकल डेफिसिट की चिंता है। आप हमारे प्रदेश बिहार में चले जाइए, उत्तर प्रदेश में चले जाइए, आज वहां पर सूखे के कारण चापाकल नहीं चल रहे हैं, जिसकी वजह से लोगों को पीने के लिए पानी नहीं मिल रहा है। दूसरी तरफ भोगी लोगों की सुविधा के लिए पानी की बर्बादी हो रही है। इसलिए मैं आपके माध्यम से सरकार से यह गुजारिश करूंगा कि वह इस विकास के मॉडल पर फिर से विचार करे। ...**(समय की घंटी)**... इसके साथ ही मैं यह कह कर सदन का बहिष्कार करता हूँ कि सरकार को कुर्सी पर बने रहने का कोई हक नहीं है। इस सरकार ने भ्रष्टाचार का सारा रिकॉर्ड तोड़ा है। इस सरकार ने गरीब और अमीर के बीच में खाई पैदा की है इसलिए इस सरकार को रहने का अधिकार नहीं है। फाइनेंस बिल पास करने में कोई संवैधानिक संकट न हो इसलिए हमारी पार्टी सहयोग करती है और इसी के साथ हम सदन से बहिर्गमन करते हैं।

(इस समय कुछ माननीय सदस्य कक्ष से बाहर चले गए)

SHRI TIRUCHI SIVA: Mr. Deputy Chairman, Sir, we fully realize our responsibility in cooperating with the House in returning the Finance Bill. But, at the same time, we have some reservations which we have to register in this House as a mark of our protest. The way the House is functioning, I think, we may not find any other opportunity to register all those issues. I even think this may be my valedictory speech, so I want to make known very clearly the reasons for our protest.

Number one, the reluctance of this Government in not taking any initiation of implementing the very important Sethusamudram Project, which was inaugurated by our hon. Prime Minister, Dr. Manmohan Singh, himself in the year 2007, which would have been a big boon for our economic growth as well as for the development of Tamil Nadu. Having insisted many a time, in many ways, this Government, after all these years, has not taken initial steps or has not taken the necessary steps to implement the Sethusamudram Project which has fallen a very big setback in the growth of Tamil Nadu.

Number two, Sir, the Joint Parliamentary Committee, which has been constituted to get into a very sensitive issue, has not acted in the way it should have been. Such a high body, which ought to have been impartial, has not acted in that way. The Chairman of the Committee has not given opportunity to those who wanted to present themselves before the Committee to depose as witnesses. Moreover, it

was in a hurry to draft an incomplete Draft Report which was very unbecoming of a Joint Parliamentary Committee. This has compelled the Members of the Committee to move a no-confidence motion against the Chairman. And any person occupying a very high position, he may be in a political party, should not even appear to be inclined towards that party in his activities with regard to the functioning of his office. Number three, Sir, the Prime Minister is now and then reiterating the resilience of the public sector undertakings, but, at the same time, the Government is attempting to liquidate shares of the profitable PSUs, which is a controversy. The fourth one and most of all, in the year 2009, the then Chief Minister of Tamil Nadu, our leader Dr. Kalaignar, wrote a letter to the hon. Prime Minister to take steps to regularise the stay of Tamil refugees from Sri Lanka. The then Home Minister and now the Finance Minister, Mr. P. Chidambaram, gave a statement that it is under consideration. But so far no steps have been taken. Since the Government of India is not a signatory to the 1951 UN Refugees Convention and its 1961 Protocol on the Status of Refugees, there is no specific law and a cohesive policy with the Government of India. Only the ad hoc measures of the Government decide the future of refugees in Tamil Nadu. More than one lakh people are stranded there and they are languishing in various parts of Tamil Nadu. We have been insisting again and again that a comprehensive law has to be brought in for these people to have a life in India which will give them freedom and dignity. So, the Government has not paid any importance to that. The Tamil Nadu fishermen issue remains as it was. Every day they are undergoing sufferings. With regard to Sri Lankan issue, after it supported the Geneva Resolution, the Government has not moved in any positive direction. With regard to all these things, we are not happy with the functioning of the Government. And especially again I would like to reiterate that the Sethusamudram project delay is not a good sign of this Government because that was inaugurated by our Prime Minister himself where they have not taken any initiative. For all these reasons, we have to register our protest, Sir. We cannot be a party to this discussion though we have already agreed that the passing of the Finance Bill is very essential. So, as a mark of protest the DMK walks out of this discussion. Thank you, Sir.

(At this stage some hon. Members left the Chamber.)

SHRI SHASHI BHUSAN BEHERA (Odisha): Mr. Deputy Chairman, Sir, it is a Constitutional necessity that the Finance Bill must be passed by this House. It

[Shri Shashi Bhusan]

has already been cleared in the Lok Sabha without discussion. Sir, this is the most unfortunate position in this House that we are not able to discuss the details of the Finance Bill which was supposed to be done here. But it is my observation that the ruling party, the Government, the treasury benches have not performed properly to carry with them the Opposition in such an important discussion. Sir, my party, the Biju Janata Dal, never makes any disruptions during the debates in this House. We all are in favour of a debate and discussion in this House because the whole country is watching this House as to what our Upper House is doing, and whether it is doing justice and giving suggestions for the improvement of this country and the functioning of the democratic processes.

Sir, it is only the rarest of the rare occasion that we register our protest. On April 26, when Odisha was observing State-wide hartal for granting it the 'Special Category' status. And, on that day, we had given a notice to this House also to suspend the Question Hour and listen to our long-pending demand with regard to granting 'Special Category' status to the State of Odisha. On that day only we had staged a dharna outside the Parliament and had registered our protest inside the House. Otherwise, we have never proved to be a barrier in the smooth functioning of this House. In many genuine demands, we are one with the Opposition. Our demand has completely been ignored by the Government. Though our Chief Minister, Shri Navin Patnaik, have met the hon. Prime Minister and the Finance Minister and have written so many letters to the Planning Commission and the National Development Council, yet we have not been heard properly and our demands have still not been met. Though the Finance Minister had given a little hint, in his Budget Speech, that a consideration would be made with regard to giving 'Special Category' status to the backward States, but it is not clear. We are very soft in our attitude, but the people of Odisha want justice. And, we are here to support their demands. This demand of ours is very important. And, we have registered our protest here for that only. It is my observation and it is the feeling of my party that the UPA-II Government has utterly failed on all fronts. It has failed in conducting smooth functioning of the House. It failed to properly tackle the case of Sarabjeet. It failed in properly dealing with the neighbouring State of Pakistan. It has failed in dealing with China. The Government has not been able to effectively deal with the border issues. These are the main issues. But if we go to the other issues, then, the Government

is sitting on a heap of corruption and scams. The Government is totally confused and it has taken two contradictory stands in the Supreme Court with regard to Coalgate issue. The Government has not been able to protect the women and the kids in this country. Likewise, the Government has failed in protecting the interests of the country in many ways.

Sir, we reiterate that it is Constitutional necessity for this House to pass the Finance Bill. But as this Government has failed in keeping the Opposition with it and as this Government has failed to keep the backward States in confidence, as this Budget and the Railway Budget fail to reflect anything, we, though not opposing it, are not able to participate in the discussion on the Finance Bill. So, in protest, we are staging a walkout with my BJD colleagues.

(At this stage, some hon. Members left the Chamber)

DR. YOGENDRA P. TRIVEDI: Sir, my party and I myself fully support the Finance Bill. But I have some suggestions to make. My colleagues have voiced their feelings about many current issues. I wish to refrain myself from opining about them. But talking about the Finance Bill, which is before us, I have one or two suggestions.

Sir, nothing has been hinted in this Finance Bill about tackling the menace of black money. There is a report of the Government, which says that black money is about 10 per cent of the total wealth of the country. It is more than ten lakh crores of rupees. This money is being circulated and it is also a part of the economy.

So, when we talk in terms of our GDP growth, when we talk in terms of our fiscal deficit or current deficit, do we take into consideration the transactions which are effected with the help of black money? There is nothing in this Bill to tackle the menace of black money. In this Bill, the Finance Minister has said that there are 42,800 people who have filed the return of more than Rs. 1,00,00,000/-. This is a very laughable proposition. Seeing the number of Jaguars, the number of BMWs, the number of Mercedes moving around in the country or the way in which people are celebrating marriages on a very lavish scale, it is very difficult to believe that only 42,800 people are having an income of more than Rs. 1,00,00,000/-. It is an exclusive club and even I belong to that exclusive club. May I still believe that there should be more people who should be in my fraternity? I would say that if the Finance Minister finds that the stick has not worked properly, then he should think in terms of some carrot by which more people may be induced to file their

[Dr. Yogendra P. Trivedi]

returns more correctly. This is, Sir, my observation as regards the prevalence of black money. I have one or two other suggestions. The Finance Minister has also said that a company which is receiving dividends from its foreign subsidiary will not be liable to pay dividend distribution tax. I believe that he should make it absolutely clear that if company 'A' is giving dividend to company 'B', then if the company 'B' is distributing dividend out of that dividend, then there should not be double liability for the dividend distribution tax. Otherwise, it might be a very serious problem. Company 'A' is distributing dividend to company 'B' on which it pays the dividend distribution tax. Company 'B' is giving dividend to company 'C', and, again, it pays the dividend distribution tax. So, there is a multiplicity of tax which should be avoided. For that reason, I urge that the same benefit, which is given in respect of the foreign subsidiary company, should also be given to the Indian companies which are receiving dividend from other companies on which dividend distribution tax has already been paid. There should not be duplicity of taxes.

Then, as regards the GAAR, the Finance Bill says that there is a conflict between the provisions of GAAR. If there is a double taxation avoidance treaty with any other country, then the provisions of GAAR will prevail. I, respectfully, submit that before doing so, we should try to take into consideration the fact that whether the country with which we have entered into an agreement will agree to this or not. It will send a bad message if we enter into an agreement for the avoidance of double taxation, but we have provisions here which override the provisions of that Treaty. So, a one-sided decision may not be proper for the image of the country.

Then, Sir, my last point is that the provisions of section 56 and section 43A will also, once again, result in multiplicity of taxes. Because if a property is transferred by A to B, which is at a consideration less than that of the stamp value, then, it is considered that there should be liability of capital gains tax. Now, there is a further liability of income tax on it by virtue of section 56. So, the controversy or the distortion between the provisions of section 43A and the provisions of section 56 should be properly reconciled. These are some of the suggestions. But with that, I must also say that it is a genuine effort, it is a very good effort in order to contain the fiscal deficit. ...(*Time-bell rings*)... We support the Finance Bill totally.

SHRI Y.S. CHOWDARY (Andhra Pradesh): Sir, I thank you for having given me the opportunity to witness this ritual of passing the Bills. As a matter of fact, it may be recollected that when the Budget was presented by the hon. Finance Minister, a similar situation arose. At that point of time, he made all of us to lay the papers of our observations about the Finance Bill with a promise that the Ministry of Finance would reply, but that reply is yet to come, Sir.

While the Government of India is failing in every part within the country, it is failing as well in maintaining relationship with the neighbouring countries. Today's sad story of Mr. Sarabjit Singh is really a shame on the part of the diplomatic relations of the country.

Sir, I want to make a point regarding the Defence Budget. In fact, I have raised in this House the issue of reduction in our Defence Budget whereas China has increased its Defence Budget; and that has become an issue now. We don't know how the Government is going to manage that.

While the Government has messed up with everything within the nation, now it is also messing up things outside the nation. While fundamental principles of Parliamentary system say that we are supposed to debate, deliberate and resolve issues, this UPA Government — the way they have been managing all coalition parties — has been managing everything within the House also without allowing any discussion on any subject, which is very unfortunate. What the UPA is doing outside is also getting reflected in the House. There is no respect for the Chair. The amount of time that is being wasted is really a shame on the Indian Parliamentary system.

Having said all these things, I would say that there is no point in discussing anything specifically about the Budget because it is going to be deaf and dumb. That's it. There is nothing going to be reactive or proactive.

Hence, my Party would like to walk out from this House.

(At this stage, some hon. Members left the Chamber.)

DR. ASHOK S. GANGULY (Nominated): Mr. Deputy Chairman, Sir, I was thinking whether or not I should participate in the proceedings, as they have been, if they can be really called the 'proceedings.'

[Dr. Ashok S. Ganguly]

However, I have decided to take this opportunity because I cannot remain a silent spectator, as a part of, what I am very sad to describe, as the nation sees it, a * of the highest constitutional body of this country.

MR. DEPUTY CHAIRMAN: Please. * is expunged. Don't make such remarks. ...*(Interruptions)*... Don't make such remarks about the House. In any case, I am also not satisfied with the functioning. But * word is not proper.

DR. ASHOK S. GANGULY: But I have to be around for long enough to understand what is a right English word, acceptable to describe the events.

SHRI P. CHIDAMBARAM: I think, it is not unparliamentary.

MR. DEPUTY CHAIRMAN: It is being used here about the highest constitutional body.

DR. ASHOK S. GANGULY: But we cannot avoid the reality. We can use any language to describe it. The country is in anguish. I do not have a political background but I have been around for long enough, and the growing anguish is a silent but powerful anguish. It is not the anguish when you watch on television; it is not the anguish when you read in the headlines of the newspapers.

In contrast, the only positive silver lining is that an international community has greater confidence in this nation, its potential and its future, and it is waiting on the sidelines for this nation to take its future in its own hand. When that will happen remains a big question mark the way we are behaving in this House.

I would request the hon. Finance Minister to let us have an idea as to how much we are losing in terms of growth and poverty alleviation as a result of the daily non-functioning and non-debate in this House because that must be a colossal sum. We can walk out, we can shout, we can vote or we may not vote, but the loss is to the people who do not have a voice in this House, and this is what they would like to know. How much are we losing as a Gross National Product and growth as a consequence of our inactivity? We have to find a solution to this because not finding a solution now poses one of the biggest dangers to this nation.

*Expunged as ordered by Chair.

We must not allow the people to feel helpless and we must not allow our enemies to feel gleeful, and while supporting the Railway Appropriation Bill and the Finance Bill, I wish to put on record what I was hesitating to say because I have never been sadder since I joined this House than I am today. Thank you, Mr. Deputy Chairman.

SHRI D. RAJA (Tamil Nadu): Sir, with a great sense of anguish and a great sense of sadness, I would like to make a few points. This House did not have the opportunity to discuss the Union Budget. This House does not have the opportunity to discuss the Finance Bill or the Railway Appropriation Bill. This reminds me of the last days of the Empire's collapsing unhonoured and unsung. I hope, the Congress-led UPA-II Government looks at the writing on the wall. Having said that, Sir, I join the entire House — Members of some parties even walked out — in expressing serious concern about the way Sarabjit Singh was treated and killed. It is a serious issue. I thought the Government would come out with a comprehensive statement on the entire issue, because people should know what the Government of India has done while taking up this issue with the Government of Pakistan. There is no comprehensive statement about it. It was an assault on the human rights of an individual, of any person for that matter. I join everybody in condemning it.

Sir, everybody has expressed great concern about the incursions and intrusions by the Chinese. There should not be any compromise on our territorial integrity. At the same time, incidents should not be blown out of proportion. That can strain the relations between our two countries. Both India and China should demonstrate maturity and should show to the world that they can resolve their problems and disputes through meaningful dialogue. I hope, the Minister for External Affairs, Shri Salman Khursheed, when he goes to China, or before he goes to China, takes measures to sort out these problems.

Sir, the other issue that many of my colleagues have raised here is about the way the Tamils in Sri Lanka continue to suffer. I am of the firm opinion that our Government did not do what it should have done in protecting the interests of the Tamil people in Sri Lanka.

Sir, the issue of fishermen was touched upon by some colleagues and many fishermen from Puducherry and Tamil Nadu are in prisons in Sri Lanka. Just because they speak Tamil, do not treat them as Tamil fishermen; they are Indian fishermen.

[Shri D. Raja]

The Government of India, as the Government of the entire nation, has the responsibility and obligation to protect them. Here, the question of Katchatheevu comes up too. Why can't the Government of India rue upon the Katchatheevu agreements and, if necessary, think of retrieving the Katchatheevu Islands? The Chief Minister of Tamil Nadu and the Tamil Nadu Assembly have been communicating to the Government here, in Delhi, but the Government at Delhi does not bother to give due consideration to the resolutions of the Assembly or the letters written by the Tamil Nadu Chief Minister. How are we going to uphold the principle of federalism? How are we going to maintain the balance in Centre-State relations? In fact, if the Government's attitude continues like this, it would jeopardize Centre-State relations within our country and the Congress-led UPA-II Government will be squarely blamed for demeaning and destabilizing Centre-State relations.

Sir, it is in this context that the question of drought arises. Several States are reeling under drought. We are not doing anything concrete to help the States which are reeling under drought. Tamil Nadu had also asked for drought relief but the Centre is yet to reply positively to that.

Sir, coming to the Finance Bill and the financial issues, I strongly feel that the Government has completely failed to manage the economy. It has completely failed to raise resources or to generate revenue. If we look at our tax-GDP ratio, it is one of the lowest in the world. Of course, the corporate houses are given huge concessions and exemptions. Even the Finance Minister has said that more than 43,000 people in India have an income of one crore rupees or more.

In a country like India, we have produced a number of billionaires. Finally, it boils down to 43,000+ people who have income of more than one crore of rupees. Here also, it is only surcharge for one year. This is the approach of the Government.

Sir, the Prime Minister himself has acknowledged that what we are building today is nothing but 'crony capitalism'. The 'crony capitalism' is real cause of all the corruption, whether it is the coal block allocation corruption or spectrum allocation corruption. Take any corruption, you will find a nexus between the corporate houses, the people in the high echelons of power and a section of bureaucrats. Who is promoting all these things? Here, if at all, the country moves forward, the country remains alive, it is because of the Constitution. Sir, Dr. Ambedkar must be thanked

for that. In my opinion, it is the Constitution which keeps India united; it is the Constitution which keeps India alive at this point of time.

Sir, many colleagues have referred to revenue foregone. The Government may claim that it has not taxed people, but everyday, the common people are taxed. The charges paid by people have increased. Look at the prices of the fuel; everyday, it is increased. Look at the way the Government is slashing all the subsidies. The fertilizer subsidies have been slashed, the food subsidies have been reduced. On the one side, you take away all the subsidies, and, on the other, you increase the charges including railway fares, which have been increased.

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI D. RAJA: Sir, people are subjected to pay more everyday. The Government claims that it has not taxed people but everyday people are paying more.

MR. DEPUTY CHAIRMAN: Now, please conclude.

SHRI D. RAJA: I am concluding, Sir. In this respect, I think, the Government's approach to policies must change. The public sector used to be the strength of our economy. Now, it is being weakened and dismantled in the name of building PPP model institutions. It is being done everywhere. It is not only with regard to industries, it is with regard to health care, it is with regard to education, everywhere the PPP model is proposed.

MR. DEPUTY CHAIRMAN: Mr. Raja, we have to finish. It is already 2.00 p.m. ...*(Interruptions)*...

SHRI D. RAJA: The Government is not talking about NPA. Sir, all these policies are very flawed, defective policies. The Government has no open mind to review these policies and take mid-course correction.

We have been arguing in this House repeatedly that the Government should review its policy and take mid-course correction, but the Government has been failing in doing that. Therefore, Sir, we have to register a strong protest, we have to register our opposition. Sir, our Party and our Members have decided to walk out as a protest so that the Government is given a strong message that the Government cannot go along like this. With these words, I conclude, and, we walk out.

(At this stage, some hon. Members left the Chamber.)

MR. DEPUTY CHAIRMAN: Now, Shri Joy Abraham. Please take three minutes only. This decision has been taken in the morning. Already, it is 2.00 p.m.

SHRI JOY ABRAHAM (Kerala): Thank you, Mr. Deputy Chairman, Sir. I join the House in condemning the brutal killing of Mr. Sarabjit Singh in the Pakistani jail. Sir, I have to mention a few issues concerning Kerala.

Sir, I support the Finance Bill as also the Railways (Appropriation) Bill. First of all, I may submit that the State of Kerala is reeling under severe drought. All our rivers have dried; the water level in our dams is very low. Load shedding has been imposed in the State, and, the agricultural activity has come to a standstill. I request the hon. Finance Minister to come forward with a special financial package to save the State from the miseries of severe drought.

Secondly, I would like to point out another important thing. Unfortunately, the Minister of Commerce, Mr. Anand Sharma, is not here.

But the Finance Minister is in his seat. Sir, the backbone of Kerala's economy is the income from rubber. There are more than 11 lakh small and marginal farmers in the rubber sector, producing natural rubber. But, the agriculturists, the cultivators, are denied a fair price, a reasonable price, for their natural rubber just because of the low import duty, just because of the indiscriminate import of natural rubber into the State. Earlier, the import duty was 20 per cent of the value of the rubber imported. But a few years back, import duty was slashed from 20 per cent to Rs. 20 per kg. only. All the MPs from Kerala represented against this. The Kerala Government represented against this. Two months back, all the MPs from Kerala met the hon. Prime Minister and requested him to restore the import duty to 20 per cent. Again, all the MPs together met the hon. Commerce Minister in the presence of the Rubber Board officials. The irony is that there was no shortage in the production of rubber last year, that is in, 2012-13, but till 31st March, more than two lakh tons of natural rubber was imported from outside. So, we asked to restore import duty as 20 per cent instead of Rs. 20/- kg. There was a discussion and there was an understanding to restore 20 per cent import duty subject to a maximum of Rs. 34.20. That was the understanding. Again, the Kerala Chief Minister met the Commerce Minister and asked for this restoration. Kerala Chief Minister, together with all the MPs, met Shri Anand Sharma and he assured that he had communicated the commitment to the Finance Ministry. ...*(Time-bell rings)*... Sir, the

issue has been pending with the Finance Ministry for the last two months, but no notification has been issued yet.

MR. DEPUTY CHAIRMAN: Please conclude it now.

SHRI JOY ABRAHAM: I request the hon. Finance Minister to issue the notification as early as possible to save the falling prices of natural rubber.

MR. DEPUTY CHAIRMAN: Okay.

SHRI JOY ABRAHAM: Sir, I have to add just one more thing. Since I have participated in the discussion on the Railway Budget, I have then made a suggestion to the hon. Railway Minister. The Railways will have to incur not even a single penny for my proposal. Sir, millions of diabetic patients travel in passenger trains everyday, but there is no provision for coffee and tea to be served without sugar in the passenger coaches. I have specifically requested Bansalji for this.

MR. DEPUTY CHAIRMAN: Hon. Railway Minister, coffee to be given without sugar also in the trains.

SHRI JOY ABRAHAM: Coffee and tea may be served in passenger trains without sugar.

MR. DEPUTY CHAIRMAN: Now, that is enough. Please conclude.

SHRI JOY ABRAHAM: But nothing was said in this regard during his reply. ...*(Time-bell rings)*... So, I once again humbly request the hon. Railway Minister to make coffee and tea available without sugar in all passenger trains. ...*(Time-bell rings)*...

MR. DEPUTY CHAIRMAN: Okay, that is fine. Now, Shri Kumar Deepak Das.

SHRI JOY ABRAHAM: The Railways will have to incur not even a single penny. Railways can save the cost of sugar. Thank you.

MR. DEPUTY CHAIRMAN: That is a suggestion with no expenditure for the Government. Now, Mr. Kumar Deepak Das. Please take only three minutes.

SHRI KUMAR DEEPAK DAS (Assam): Thank you very much, Sir. I am not opposing the Bill. I am opposing the procedure, the way we are discussing these three important Bills. To avoid a constitutional crisis we have to agree with the Chair.

[Shri Kumar Deepak Das]

Sir, at the outset, I join with the LoP and other hon. Members on behalf of my party over the concern regarding the death of Sarabjit Singh in Pakistan. At the same time, I convey my grief to the bereaved family. It shows that we must have some re-look into the present foreign policy. We are concerned with the China issue also.

China is creating problem not only in Ladakh but also in the North-Eastern Region. We are very concerned about it. China is creating trouble on the border of Arunachal Pradesh. It is creating trouble by constructing dams and doing other activities on the Brahmaputra River in China. We must have a policy to tackle such a situation. We must have bilateral understanding with the Chinese Government over sharing of water.

We should have an extradition agreement with Bangladesh so that the Bangladeshi citizens, who are staying here illegally, should be handed over to the Government of Bangladesh. Presently, the entire State of Assam is in turmoil. Problem is going on in Rakshashini and Biswanath Chariali. The Government has completely failed in protecting the life and property of the people. We want direct intervention of the Centre on this issue.

Now, I come to the issue of the Sharadha Chit Fund. It is the State Finance Department which is primarily responsible here. The Government has sent the CBI to enquire into it. The CBI should be given a free hand to look into the allegations made by the Chief of the Sharadha Chit Fund. There are other such chit funds which are cheating the people of the State. The Finance Department has some clue about it. The Centre should take steps to compensate the people who had been cheated by such chit funds.

Sir, coming to The Appropriation (Railways) No. 3 Bill, 2013, our national projects are already late. I must say that they should be expedited. A survey has been conducted of new railway line from Jogighopa to Amingaon through Barpeta, Hajo and Daulasal. It should be started in this financial year. Some financial assistance for starting this project should be given by the hon. Railway Minister. Thank you very much, Sir.

श्री बलविंदर सिंह भुंडर (पंजाब) : ऑनरेबल डिप्टी चेयरमैन साहब, टाइम शार्ट होने के कारण मैं सिर्फ चार पॉइंट्स बोलूंगा।

इस देश के हालात के बारे में सभी ने बोला है और सब से दुःख की बात है कि हमारे बहादुर नौजवान, जो किसी न किसी कारण फॉरेन जेलों में बंद हैं, उनके साथ बहुत बुरा बर्ताव किया जा रहा है। जिस तरह से सरबजीत सिंह का पाकिस्तान की जेल में कत्ल हुआ है, इससे ज्यादा दुःख की बात और नहीं हो सकती और सरकार ने अपनी ओर से क्या तैयारी की थी, यह लोगों को मालूम नहीं हुआ। यह इतना बड़ा जुल्म हुआ है कि जिसे देश के लिए बर्दाश्त करना मुश्किल है। पी.एम. साहब बैठे हैं, मैं चाहूंगा कि वह अब भी इस बारे में देश के लोगों को बताएं कि हमने क्या किया और हम कहां फेल हुए?

दूसरे, सिख कौम बहुत छोटी माइनॉरिटी है। यह देश हमारा है और हम चाहते हैं कि यह देश दुनिया में नम्बर एक देश बने, हम आने वाली जनरेशन के लिए देश को बहुत आगे लेकर जाएं, लेकिन इस कौम के लोगों ने लंदन में जाकर बदले लिए। शहीद भगत सिंह ने पार्लियामेंट के अंदर बम फेंका था, लेकिन किसी को मारने के लिए नहीं बल्कि अंग्रेजों को जगाने के लिए फेंका था। मैं किसी की भी हत्या के खिलाफ हूँ। सिख धर्म किसी की भी हत्या के खिलाफ है। इन दंगों में हालांकि हम तो 10 हजार लोगों के मारे जाने की बात कहते हैं, लेकिन गवर्नमेंट ने खुद कहा है कि तीन हजार लोग मारे गए। अब इतने लोगों की हत्या के जुर्म में एक भी इंसान फांसी के तख्ते पर नहीं चढ़ा! यह कैसा इंसाफ है? यह देश कैसे चलेगा? मैं टाइम कम होने की वजह से इससे ज्यादा नहीं कहना चाहता। अब आप खुद ही स्थिति का अंदाज़ा लगा सकते हैं। सिख कौम देश की सब से छोटी माइनॉरिटी है, जिसने देश के लिए सब से ज्यादा कुर्बानी दी है। आप काले पानी की सजा पाए लोगों की लिस्ट देख लो, जलियांवाला बाग देख लो, लेकिन फिर से उनके साथ ऐसा इंसाफ हुआ हुआ है!

मैं दो पॉइंट और बोलूंगा। यह भी दुःख की बात है कि हाउस कभी साल में पांच-पांच महीने चलता था, अब सिर्फ कुछ दिनों के लिए चलता है। ऐसे में हम कैसे फाइनेंस बिल पर बोलेंगे, कैसे रेलवे पर बोलेंगे? पी.एम. साहब बैठे हैं, मैं दो लाइनें कहना चाहता हूँ।

इनसे काबिल दुनिया में कोई इंसान नहीं है, लेकिन देश को चलाने के लिए जो फेडरल सिस्टम था, उसे हम डे बाइ डे तोड़ रहे हैं और इसके टूटने से तो देश का नुकसान होगा। सेंट्रल स्कीम्स जो यहां से रन की जा रही हैं, वे स्टेट के एक्ॉर्डिंग नहीं चलती हैं। मैं चाहता हूँ कि जैसे पहले था कि जो स्टेट का शेयर है वह उसे मिलना चाहिए और स्टेट जैसे चाहे वह अपनी तरफ से उस स्कीम को चलाए ताकि स्टेट का अपना परपज़ सोल्व हो सके। आज सारे देश में एक जैसा फॉर्मूला लागू नहीं हो सकता। एक लाइन में मैं यह कहना चाहता हूँ कि वही फेडरल सिस्टम, जो हमारे संविधान की आशा थी, उसको बहाल करना चाहिए। यह जो सिस्टम अब चलने जा रहा है, यह गलत हो रहा है।

सर, मैं अगला पॉइंट यह कहना चाहता हूँ कि इस देश में सिवाय कृषि के और कोई साधन पैदावार के नहीं हैं। यह देश कृषि प्रधान देश माना जाता था और आज भी 70 परसेंट

[श्री बलविंदर सिंह भुंडर]

पॉपुलेशन कृषि पर डिपेंड करती है, लेकिन इनपुट्स की प्राइस बड़ी अप जा रही है। महंगाई हर क्षेत्र में बढ़ती जा रही है, लेकिन फार्मर्स की कॉस्ट पर ऐसा किया जा रहा है कि महंगाई उसकी कॉस्ट पर रुके। अगर किसान मर गया, मैं कहना चाहता हूँ कि जो कानूनविद हैं वे इस बारे में सोचें, यह देश नहीं बचेगा, यह देश भी मर जाएगा। महंगाई कहां रुकेगी? क्या महंगाई फार्मर्स की कॉस्ट पर रुकेगी? हर चीज़ में इतनी महंगाई बढ़ रही है, लेकिन फार्मर्स की पैदावार की कॉस्ट पर आप कंट्रोल करना चाहते हैं। इसलिए मैं यह भी कहना चाहता हूँ कि गवर्नमेंट इस पॉइंट पर भी गौर करे ताकि देश को आगे बढ़ाने के लिए जो सबसे जरूरी अंग है उस अंग से हम आगे बढ़ सकें।

सर, एक पॉइंट, आप भी केरल से आते हैं, मैं तो यह सुनकर हैरान हूँ कि केरल में भी वाटर की शॉर्टेज हो रही है, जहां सबसे ज्यादा बारिश होती है। पंजाब में तो पानी खत्म हो रहा है, जो फाइव रिवर्स का स्टेट कहा जाता था। अगर आज देश की यह हालत है, तीन-चार स्टेट्स में तो पीने के लिए पानी ट्रेन्स से जा रहा है, तो इस देश का क्या बनेगा? इसको रोकने के लिए डायवर्सिफिकेशन की जरूरत है। मैं धन्यवाद करता हूँ कि इस ओर सरकार ने ध्यान तो दिया, लेकिन सिर्फ पांच सौ करोड़ रुपए दिए। ये पांच सौ करोड़ तो कुछ भी नहीं हैं, पांच हजार करोड़ रुपए तो हम एक स्टेट वो मांगते हैं। अगर आप डायवर्सिफिकेशन को अधिक पैसे देते हैं, तो यह देश के हित में है, देश के भले के लिए है। मैं कहना चाहता हूँ कि बात कुछ भी नहीं, बर्बाद भी नहीं होगा।

श्री उपसभापति : खत्म करें, आपका टाइम हो गया।

श्री बलविंदर सिंह भुंडर : आप व्हीट की प्राइस फिक्स कर दें, एनाउन्स कर दें, बासमती की प्राइस एनाउन्स कर दें और मिल्क पर सबसिडी दे दें। सब अनाज एक्सपोर्ट हो कर दुनिया में जा सकता है, इससे हमारा फॉरेन एक्सचेंज बढ़ेगा।

श्री उपसभापति : हो गया, भुंडर जी, प्लीज।

श्री बलविंदर सिंह भुंडर : मैं दुख के साथ यह कहना चाहता हूँ कि जो हमारी वैधानिक ड्यूटी है, वह हम इस तरह से पूरी करने जा रहे हैं ताकि यह फाइनेंस बिल और रेलवे बिल पास होना चाहिए।

सर, आखिरी लाइन कहना चाहूंगा। हालांकि यह देश हमारा है, लेकिन हमें यह कहते हुए शर्म आती है कि यह देश हमारा है, जहां माइनोंरिटी के साथ ऐसी बेइंसाफी होती है, जहां किसानों के साथ ऐसी बेइंसाफी होती है। इसलिए अपने देश को यह कहते हुए कि यह देश हमारा है, शर्म आने लगी है।...**(व्यवधान)**... हम गवर्नमेंट को यह कहना चाहते हैं कि सबका सहयोग ले और ऐसा न करे, जैसा हमारे साथ हो रहा है। हम कैसे बैठ सकते हैं? हम दुख के साथ जाना चाहते हैं, क्योंकि यह हमारे वश की बात नहीं है। धन्यवाद।

MR. DEPUTY CHAIRMAN: Mr. Anil Desai, be very brief. Only two minutes.

SHRI ANIL DESAI (Maharashtra): Mr. Deputy Chairman, thank you. On behalf of my party, Shiv Sena, I would like to join my hon. Leader of the Opposition in sharing the sentiments and feelings which he has expressed on the floor of the House in the morning. In support of that, with great anguish, I condemn the assault and killing of Sarabjit Singh in the Pakistani jail. Secondly, on China's intrusion into the Indian Territory, pitching tents inside the Indian Territory, there has been no firm action or stern action from the Indian side. Sri Lankan Navy's excesses in the South have been discussed in the House by the Opposition, as well as, Treasury Benches also. It raises questions on India's foreign policy. The Minister of External Affairs has been giving statements in the media but those are not satisfying the common man in the country. It is these perceptions that influence our thinking. Are we so feeble or weak in dealing with our neighbouring countries? We need to lay stress on our foreign policy. The Ministry of External Affairs should work on that. The international community knows that India is a force to reckon with, and we should come out with stern measures and strong force.

As far as the Finance Bill is concerned, when the Union Budget was presented in the House, we were deprived of the discussion. We were not allowed to participate in the discussion. We were asked to lay our observations on the Table. But whatever observations were made and criticism was taken out on various aspects of the Union Budget, nothing has come as a reply on which we could have dwelt and we could have spoken further.

As far as Maharashtra is concerned, I would like to stress that many districts of Maharashtra are reeling under severe drought since last forty years, but nothing has been given by way of budget. No relief has come from the Central Government, which was expected. Since the Government of Maharashtra has failed in shouldering its responsibility, at least, it was expected that something would come from the Central Government or something would be given to the State of Maharashtra. Though statements are appearing in the newspapers and the media, nothing concrete has been done. With protest, I would say that the Government should take some firm steps which we are expecting from the Finance Minister. Again, as far as the Railway Appropriation Bill is concerned, I would like to bring to the notice of the Railway Minister that nothing has come to the way of Mumbai and Maharashtra. Mumbai

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and Maharashtra are contributing handsomely towards the Exchequer. As far as the returns are concerned, a very meagre amount come to our State, which should be improved in the days to come. Sir, while honouring the constitutional requirement of passing the Finance Bill, we are protesting against the functioning of the Government. My Party, Shiv Sena, would like to stage a walk-out.

(At this stage, some hon. Members left the Chamber.)

डा. कर्ण सिंह (राष्ट्रीय राजधानी क्षेत्र, दिल्ली) : उपसभापति जी, चर्चा का उत्तर तो हमारे वित्त मंत्री जी देंगे, लेकिन मैं केवल दो मुद्दों के ऊपर अपनी पार्टी के विचार रखना चाहता हूँ। पहले तो सरबजीत सिंह के साथ जो अमानवीय और वीभत्स व्यवहार हुआ, उसकी हम घोर निंदा करते हैं। सारे सदन ने इसकी निंदा की है और हम भी उसमें शामिल हैं। यह बड़े ही दुःख की बात है कि हमारे एक नागरिक के साथ विदेशी कारागार में इस प्रकार का व्यवहार हुआ। यह बड़े दुःख की बात है। हम यह चाहेंगे कि यदि हो सके तो कम-से-कम उनका पार्थिव शरीर भारतवर्ष में वापस आए, ताकि उनके जो अंतिम रीति-रिवाज हैं, वे उनकी धार्मिक निष्ठा के अनुसार उनके स्वजनों द्वारा पूरे किए जा सकें।

दूसरी बात यह है कि जहां तक लद्दाख की परिस्थिति है, वह वाकई विस्तृत चिंता का विषय है। मैं इसके बारे में अधिक नहीं कहना चाहता हूँ। मैं उस क्षेत्र को जानता हूँ, वह हमारे पूर्व राज्य का एक हिस्सा था। मैं सिर्फ यह कहूंगा कि प्रधानमंत्री जी और उनके साथी यहां बैठे हुए हैं, वे साम-दाम-दंड-भेद किसी भी प्रकार से इसका शीघ्रताशीघ्र समाधान करें, ताकि यह समस्या न बढ़े। अगर यह समस्या बढ़ेगी, तो यह देश के हित में नहीं होगा। इसलिए हम चाहेंगे कि इसका समाधान हो। हमें विश्वास है कि भारत सरकार यथाशीघ्र अपना कर्तव्य पूरा करेगी। चाहे वह राजनीति से हो, चाहे विदेश नीति से हो, चाहे किसी भी नीति से हो, इसका समाधान शीघ्रताशीघ्र किया जाए। यही दो बातें मैं कहना चाहता था। धन्यवाद।

SHRI P. CHIDAMBARAM: Mr. Deputy Chairman, Sir, I have heard leaders of all political parties speak on the Appropriation Bill and the Finance Bill. I have heard them and made notes. What puzzles me is, if all of them can be so eloquent and so learned on the subject that they can make these very valuable points, what prevented them from participating in a full-fledged debate and make the same points with the same eloquence and the same wisdom and then listen to the Government's reply. It is not a happy occasion to address empty benches and empty rows on the Opposition side.

I have, I believe, answers to every single point that was raised by the leaders

who spoke. My learned senior colleague, Dr. Karan Singh, mentioned about the so-called Revenue Foregone, on financial packages that have been demanded from different States, on Sethusamudram Project, on Disinvestment Policy of the Government of India, on Sri Lankan refugees who have taken shelter in India, on taxpayers, on tax evaders and those who help tax evaders, and on Minimum Support Price. But I cannot see any point in addressing the House when those who spoke are not here and do not show the courtesy of listening to the reply.

SHRI TAPAN KUMAR SEN: I am here.

SHRI P. CHIDAMBARAM: Thank you. Since my learned friend is here and he made a point about Revenue Foregone, I just want to take a minute to clarify what Revenue Foregone is. Revenue Foregone is tax exemptions voted by this House. Suppose, the scheduled rate of customs duty or excise duty is ten per cent, and this House, on a proposal made by the Government, agrees that a certain product, which is either imported into India or made in India, should not suffer that customs duty of ten per cent but should suffer a customs duty of only, say, four per cent, the six per cent, that we, consciously, vote to give up, is reflected in Revenue Foregone. It is not the money that somebody has come and stolen from the Treasury. It is a conscious decision to give up that revenue. Parliament can always vote back and say, "Sorry, we will not forego the revenue. We will impose a tax of ten per cent." Like-wise, when you ask for raise the exemption under section 80C, revenue will be foregone. And that will, immediately, be reflected in the Revenue Foregone Statement. So, you must understand what Revenue Foregone is.

The other issue that he raised is a very different issue. And that is regarding arrears of tax, that is, where a demand has become final and the taxpayer has not paid the tax. He is disputing the demand. As long as the matter is in dispute, one can only collect as much revenue as the Tribunal or the Court allows him to collect. If the Tribunal grants a stay of the demand, or, the Court says, "I will stay the demand provided you pay 25 per cent", then, the Revenue Department can only collect 25 per cent. They cannot collect the remaining 75 per cent unless the Court disposes of the matter. And a tax matter, like any other matter in this country, travels through, at least, three or four levels of adjudication and takes many, many years. Until that matter is resolved, it has to be shown as a tax arrear. And there are

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some other tax arrears which are purely notional arrears. For example, in the Harshad Mehta case, there is a tax arrear running into lakhs of crores of rupees. That is simply a result of a manner of computing it. There is nobody to pay that. You can simply say that there is an arrear of lakhs of crores of rupees. Anyway, he is not even alive to pay that. But as far as the efforts made by the Department are concerned, I want to claim credit for what has been done. Take the case of Direct Taxes. In 2010-11, we were able to recover only Rs. 12,011 crores. In 2011-12, we recovered Rs. 19,654 crores. And, in 2012-13, in the first ten months, up to January, we recovered Rs. 18,757 crores. Similarly, on Indirect Taxes, in 2010-11, we recovered Rs. 6,065 crores; in 2011-12, we recovered Rs. 7,584 crores; and, in 2012-13, in the first ten months, we have recovered Rs. 13,233 crores.

So, while I agree more effort should be made to recover tax arrears, I also want to compliment my officers for almost doubling their efforts in the current year and I will encourage them to recover more tax arrears. I wish some of my friends in this House will cooperate. I don't want to take names. As I said, there are tax payers, there are tax evaders and there are also those who help tax evaders. But if everybody works together, we can reduce tax evasion. Why did I use the number 42,800 in the Budget Speech? It was in order to produce shock and awe. It is a shame that only 42,800 people in this country admit to have an income of over one crore. Please read the language carefully. Not that 42,800 have an income of one crore, 42,800 admit to have an income of one crore. There are many, many others. Maybe, there is a larger number in South Delhi alone. The attempt is to bring them into the tax net. I just want to conclude by saying between January and March, thanks to the steps we took by issuing notices; you remember we issued notices, after mining the data, and thanks to an advertisement campaign, I have added 50 lakh more tax payers into the tax net. Fifty lakh people have filed tax returns in a three-month period. We are going to do the same thing in 2013-14 and I hope to add many more lakhs to the tax net. But it cannot be done in one day. There are limits to what a Department can do. There are human resources limitations, there are time limitations, there are technology limitations. Within these limitations, I think the Departments have realised that. They must adopt technology. They must adopt non-invasive ways of collecting taxes and I sure both Departments will produce better results in 2013-14. Yes, Mr. Satish Misra made a point. I owe it to reply to him.

Yes, as far as the BRGF is concerned, a significant amount of money has been allocated for a period of five years to Bihar but an equally significant money has been allocated or will be allocated by the Planning Commission to Bundelkhand region, to the KBK district of Odisha and to West Bengal. There is no discrimination. This is a matter of allocation by the Planning Commission. This allocation is for a period of five years over the Twelfth Plan period and, therefore, I assure everyone, whatever envelope is given to the Planning Commission, the Planning Commission has assured me that allocations will be made fairly and without discrimination, having regard to the requirements of that State. Sir, I don't wish to take time dealing with other issues. Someone raised about MSP. I just want to point out that between 1999-2004, the annual increase in MSP was about Rs. 10 a year. In the years of the UPA Government, we have more than doubled the MSP when we came into office in 2004 and this year, we have more than doubled the MSP for wheat and paddy. These figures are available in the Parliament Library. They are available in the website of the Agriculture Ministry. Please look at those numbers before pointing a finger and saying, 'you are not paying a remunerative price.' You should ask, 'Which Government has paid a more remunerative price to the farmers?' It is the UPA Government and that is a matter to record. Sir, I don't wish to take more time. I would have liked to deal with a number of issues. There are important issues, issues of fiscal deficit, issues of current account deficit, issues of capital flows. These are very important. I appealed last week that yes, we have political differences, but can we not agree that the economy of the country is beyond political differences? Can we not take a bipartisan approach to basic economic issues in this country, on issues of fiscal prudence, on issues of balancing a Budget, on issues of investment, savings, growth rate, inclusive development? On these issues, why should there be political differences? And if there are ideological differences or policies must be nuance better, we can discuss them. But, ultimately, all of us want India to grow at a rapid pace so that we can lift many more millions out of poverty and in our life time, if not in my life time, at least in our children's life time we can claim that we have abolished abject poverty as we have known for 5000 years. Sir, with these words, I commend the Appropriation Bill and the Finance Bill and request that both may be returned to the Lok Sabha.

MR. DEPUTY CHAIRMAN: Hon. Members, we have three Bills to be taken up.

SHRI TAPAN KUMAR SEN: Sir, I have a clarification to seek.

MR. DEPUTY CHAIRMAN: No, no. No clarifications.

SHRI TAPAN KUMAR SEN: Why, Sir?

I want to seek a clarification.

MR. DEPUTY CHAIRMAN: What is this? We are late. We have to complete it.

SHRI TAPAN KUMAR SEN: Sir, at the outset, I request the hon. Finance Minister to withdraw his discourteous comments against me.

Secondly, I request the hon. Minister to kindly clarify a point. You have made a very clear statement in the Budget that there are only 42,000 people having income of more than Rs. 1 crore in the country. And, you also know that is not the correct figure. So, I would like to know what specific steps you are proposing to take to establish the fact. There is an absolute false in that statement, really.

Thirdly, you yourself admitted in the Budget documents that undisputed direct tax arrears lying uncollected for 5-10 years are to the tune of Rs. 49,000 crores. And, you had set targets in those years to collect only Rs. 41,000 crores. Why was it under-targeted?

MR. DEPUTY CHAIRMAN: No, no. That is all.

SHRI TAPAN KUMAR SEN: Similarly, in the matter of indirect tax...

MR. DEPUTY CHAIRMAN: That is enough. No, no. Don't give another lecture.

SHRI TAPAN KUMAR SEN: Sir, I am not giving any lecture; I am only asking questions. I think you will understand that. I am only asking questions.

MR. DEPUTY CHAIRMAN: You see, it is 2.30 p.m. already.

SHRI TAPAN KUMAR SEN: So what?

Hon. Minister made a statement in the Budget that undisputed indirect tax arrears are Rs. 8,442 crores. And, you have set a target, undisputed, of collecting only Rs. 4,000 crores. Why is such a liberal attitude toward undisputed tax dues and

why should you allow others to illegitimately holdback the Government's money?

DR. YOGENDRA P. TRIVEDI: Sir, I just want to know about the multiplicity of Dividend Distribution Tax.

SHRI P. CHIDAMBARAM: Sir, as I said, when a tax demand becomes final, after it had gone through all the levels of adjudication, the department has to collect tax. There is a laid out procedure how tax can be collected. It can be collected by attachment, arrears of land revenue, etc. But, there are serious limitations of human resources, of time, of technology. It is essentially human resources. It is after a great difficulty and thanks to the blessings of the hon. Prime Minister I was able to get a GoM three days ago to approve the cadre restructure of the CBDT. We have huge vacancies. The cadre has not been restructured for several years. There are severe limitations. Each Chief Commissioner in Income Tax supervises 6,35,000 tax payers! Is that possible? Therefore, when we say that these are the areas, having regard to what was collected in the previous years, we set a target. Arrears are Rs. 8,000 crores. In the previous years we may have collected Rs. 2,000 crores or Rs. 3,000 crores. This year we have set a target. All right, arrears are Rs. 8,000 crores. Last year I collected Rs. 3,000 crores. Let me resolve to collect Rs. 4,000 crores this year.

SHRI TAPAN KUMER SEN: They are undisputed arrears.

SHRI P. CHIDAMBARAM: I am talking about the undisputed arrears. Undisputed arrears are Rs. 8,000 crores. Last year I collected Rs. 3,000 crores. This year let me make an effort to collect Rs. 4,000 crores. I may collect Rs. 4,000 crores. I may collect Rs. 3,800 crores. Or, I may collect Rs. 4,200 crores. These targets set do not mean that we are willingly giving up the others. All that I am saying is that there are limitations of time, limitations of human resources and limitations of technology.

SHRI TAPAN KUMAR SEN: It is all in the hands of the Government.

SHRI P. CHIDAMBARAM: I think, I have to learn lessons from the 37 years of rule of collecting taxes in West Bengal.

About Mr. Trivedi's point, I would say please look at Section 115 (O). It was amended last year.

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And in a multi-tier corporate structure, cascading dividend tax was taken care of last year. There is no cascading dividend tax in a multi-tier corporate structure. The Section came into force in the Finance Act of 2012. ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: Okay. Thank you very much. ...(*Interruptions*)...
No. Please, Trivediji.

SHRI TAPAN KUMAR SEN: Sir,...

MR. DEPUTY CHAIRMAN: No. Please. ...(*Interruptions*)... Nothing more.

SHRI TAPAN KUMAR SEN: I am sorry, I am disappointed, Sir, and so I walk out of the House. ...(*Interruptions*)...

(At this stage, the hon. Member left the Chamber.)

MR. DEPUTY CHAIRMAN: Hon. Members, we have to take into consideration three Bills, the Appropriation (Railways) No. 3 Bill, 2013, the Appropriation (No. 3) Bill, 2013 and the Finance Bill, 2013. There are separate Ministries involved. That is why, in the morning, I intended to take them up separately. I had, actually, proceeded with the Railways Appropriation Bill. But, then, the suggestion came from both the sides of the House that all the three Bills should be taken up together. I have, accordingly, taken up for disposal all the three Bills together. Therefore, I am again putting the Railways Appropriation Bill to vote.

SHRI SATISH CHANDRA MISRA: Sir, the Railway Minister has not been given the opportunity to speak.

MR. DEPUTY CHAIRMAN: But I had started with the Railways Appropriation Bill! ...(*Interruptions*)...

Now, I shall first put the motion regarding the Appropriation (Railways) No. 3 Bill, 2013 to vote.

The question is:—

“That the Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year

2013-14 for the purpose 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 to 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

MR. DEPUTY CHAIRMAN: Now, Shri Pawan Kumar Bansal to move that the Bill be returned.

THE MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL): Sir, I move:

“That the Bill be returned.”

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: Now, let us take up the Appropriation (No. 3) Bill, 2013 and the Finance Bill, 2013. Mr. Chidambaram to move for the consideration of the Appropriation (No. 3) Bill, 2013 first.

SHRI P. CHIDAMBARAM: Sir, I move:—

“That the Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2013-14, as passed by Lok Sabha, be taken into consideration.”

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up Clause-by-Clause consideration of the Bill.

Clauses 2 to 4 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI P. CHIDAMBARAM: Sir, I move:-

That the Bill be returned.

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: We now take up the Finance Bill, 2013.

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Sir, I move:-

“That the Bill to give effect to the financial proposals of the Central Government for the financial year 2013-14, as passed by Lok Sabha, be taken into consideration.”

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up Clause-by-Clause consideration of the Bill.

Clauses 2 to 135 and the First Schedule to the Sixth Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI P. CHIDAMBARAM: Sir, I move:

“That the Bill be returned.”

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: The House stands adjourned for five minutes; we have to pass an important resolution after five minutes.

The House then adjourned at thirty-five minutes past two of the clock.

The House re-assembled at forty minutes past two of the clock,

MR. CHAIRMAN in the Chair.

REFERENCE BY THE CHAIR

Demise of Indian Citizen, Shri Sarabjit Singh in Pakistan

MR. CHAIRMAN: Hon. Members, this House expresses its deep sense of shock and sorrow on the sad demise of Shri Sarabjit Singh, an Indian citizen in Jinnah Hospital, Lahore, in Pakistan, today after he was brutally assaulted by his fellow inmates in a Pakistan jail.

This House condemns the inhuman treatment meted out to Shri Sarabjit Singh in Pakistan jail and hopes that the culprits will be brought to book.

The House deeply mourns the demise of Shri Sarabjit Singh and I am sure the House would join me in conveying our condolences to the bereaved family.

I request Members to rise in their places and observe silence as a mark of respect to the memory of the departed.

(Hon. Members then stood in silence for one minute.)

MR. CHAIRMAN: The House now stands adjourned to meet tomorrow at 11.00 a.m.

The House then adjourned at forty-two minutes past two of the clock till eleven of the clock on Friday, the 3rd May, 2013.

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RAJYA SABHA

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