

RAJYA SABHA

Thursday, 14th March, 2013/23rd Phalguna, 1934 (Saka)

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

MR. CHAIRMAN: Q.No. 241. ...(*Interruptions*)... One Member at a time. ...(*Interruptions*)... One Member at a time please. ...(*Interruptions*)... One Member at a time please. ...(*Interruptions*)... One Member at a time. एक मिनट। ...(*व्यवधान*)... आप लोग बैठ जाइए। ...(*व्यवधान*)... आप लोग बैठ जाइए। ...(*व्यवधान*)... Just let me hear what he wants to say. ...(*Interruptions*)... Just one minute.

RE: TERRORIST ATTACK ON A C.R.P.F. CAMP IN SRINAGAR

SHRI M. VENKAIAH NAIDU (Karnataka): Mr. Chairman, Sir, we have given a notice for suspension of Question Hour in view of a serious situation that took place yesterday in Srinagar. There was an attack on a CRPF camp in a school premises injuring 18 people and killing five CRPF jawans.

MR. CHAIRMAN: Can you take two minutes?

SHRI M. VENKAIAH NAIDU: Yes, I will take two minutes only. Sir, the enemy is at work again. It is evident from the incident that took place yesterday. They came in a sports dress, threw grenades, they attacked left and right and killed five CRPF constables. Sir, this is a part of the wider conspiracy of our neighbour who is always aiding, abetting, funding, training terrorists and sending them across the border. This is one more such incident. That being the case, the entire House and the country should take it very seriously. We would like to know from the Minister what the reaction of the Government is.

Secondly, the number of training camps across the border has also increased in the recent past. May I know from the Minister whether the Government has come to know of it? There are reports that the number of training camps has gone up from 42 to 60. It is a very serious matter. In the recent past, there have been 24 violations of ceasefire. We have the story of the soldier who was attacked, killed,

beheaded and his body was sent here. All these things are very serious. The House needs to discuss it in detail. I would request you to direct the Government to make the Home Minister to come here, hear us and then respond to that. ...*(Interruptions)*...

श्री मुख्तार अब्बास नक़वी (उत्तर प्रदेश) : सर, इस पर मेरा भी एक नोटिस है। ...*(व्यवधान)*...

MR. CHAIRMAN: Just one minute. ...*(Interruptions)*... Two minutes only.

श्री मुख्तार अब्बास नक़वी : माननीय सभापति महोदय, बहुत दुख के साथ और बहुत कष्ट के साथ हम सब को यह बात कहनी पड़ रही है कि अभी हमारे दो जवान, जिनके सर काट लिए गए, उनकी चिताओं की आग ठंडी भी नहीं पड़ी थी कि उसके ठीक एक महीने के बाद हमारे पांच जवानों को पाकिस्तान प्रायोजित आतंकवादियों ने शहीद कर दिया। उस शहादत के बाद सरकार का एक रस्मी बयान आया। उस घटना के आधे घंटे के अन्दर होम सेक्रेटरी बयान देते हैं कि यह आतंकवादियों की हरकत है, पाकिस्तान प्रायोजित आतंकवादियों की हरकत है और लश्कर-ए-तैयबा की हरकत है। इसके 15 मिनट बाद ही होम मिनिस्टर कहते हैं कि इसकी जांच चल रही है, हम देखेंगे कि इसके पीछे कौन है, हमें अभी जानकारी मिली है। आतंकवाद जैसे गम्भीर मुद्दे पर होम सेक्रेटरी और होम मिनिस्टर का कंट्राडिक्टरी बयान अपने आप में एक बहुत महत्वपूर्ण सवाल है। ...*(व्यवधान)*...

MR. CHAIRMAN: That's all. ...*(Interruptions)*... Thank you. Thank you. Thank you. ...*(Interruptions)*... Let us hear the Government now. ...*(Interruptions)*...

श्री मुख्तार अब्बास नक़वी : सर, उसके साथ-साथ ...*(व्यवधान)*...

MR. CHAIRMAN: Please sit down. ...*(Interruptions)*... आप बैठ जाइए। ...*(व्यवधान)*... बैठ जाइए, बैठ जाइए। ...*(व्यवधान)*... नहीं, नहीं। Please sit down. ...*(Interruptions)*...

श्री नरेश अग्रवाल (उत्तर प्रदेश) : माननीय सभापति जी, ...*(व्यवधान)*... अगर यह नई परम्परा डाली गई है, तो ...*(व्यवधान)*...

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

श्री नरेश अग्रवाल : माननीय सभापति जी, ...*(व्यवधान)*... अगर नई परम्परा डाली गई, तो यह हमारा भी अधिकार है कि ...*(व्यवधान)*... यह एक गम्भीर मुद्दा है। ...*(व्यवधान)*...

श्री सभापति : प्लीज़, आप बैठ जाइए। ...*(व्यवधान)*... Let us hear what the Parliamentary Affairs Minister has to say. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... आप एक मिनट मेरी बात सुन लीजिए। ...*(व्यवधान)*...

श्री मुख्तार अब्बास नक़वी : सर, ...*(व्यवधान)*... माननीय प्रधानमंत्री जी यहां मौजूद हैं। ...*(व्यवधान)*... माननीय प्रधानमंत्री जी यहां मौजूद हैं। ...*(व्यवधान)*...

MR. CHAIRMAN: One minute. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... All of you please sit down. ...*(Interruptions)*... बैठ जाइए, बैठ जाइए। ...*(व्यवधान)*...

श्री मुख्तार अब्बास नक़वी : सर, अफगानिस्तान का एक टेलीविजन चैनल है- 'तोलो समाचार' ...*(व्यवधान)*...

श्री सभापति : अच्छा, आपने अपनी बात कह ली, अब आप सरकार की भी बात सुन लीजिए। ...*(व्यवधान)*...

श्री मुख्तार अब्बास नक़वी : सर, 'तोलो समाचार' ने ...*(व्यवधान)*... एक कांस्टीट्यूशनल बॉडी ...*(व्यवधान)*...

MR. CHAIRMAN: You are reading from a statement. This is not allowed. ...*(Interruptions)*... अब आप बैठ जाइए। ...*(व्यवधान)*...

श्री मुख्तार अब्बास नक़वी : काउंसिल ऑफ इस्लामिक आइडियोलॉजी ...*(व्यवधान)*... उनका 5 फरवरी को बयान आता है कि भारत में फिदायिन बनकर वहां पर जेहाद चलाओ। ...*(व्यवधान)*...

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

श्री मुख्तार अब्बास नक़वी : सर, मैं बता रहा हूँ कि यह पाकिस्तान का ...*(व्यवधान)*...

MR. CHAIRMAN: Please sit down. One minute. I would request the Minister of Parliamentary Affairs to react.

श्री मुख्तार अब्बास नक़वी : सर, हमें सख्ती के साथ पाकिस्तान को यह अहसास कराना होगा कि हमारे जवानों पर, हमारे नागरिकों पर अगर कोई हमला करोगे तो तुम सुरक्षित नहीं रह सकते और तुम्हें तुम्हारी ही भाषा में जवाब दिया जाएगा। ...*(व्यवधान)*...

श्री सभापति : आपने अपनी बात कह ली। ...*(व्यवधान)*... अब आप बैठ जाइए। ...*(व्यवधान)*...

श्री मुख्तार अब्बास नक़वी : वे लोग हम पर गोलियां बरसाते रहें और हम कहें कि 'बहारों फूल बरसाओ, मेरा महबूब आया है', तो यह नहीं चलेगा। ...*(व्यवधान)*...

श्री नरेश अग्रवाल : सर, यह बहुत गम्भीर बात है। ...*(व्यवधान)*...

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

श्री मुख्तार अब्बास नक़वी : अगर वे गोलियां बरसाएंगे, तो उसका जवाब गोलियों से दिया जाएगा। ...*(व्यवधान)*...

MR. CHAIRMAN: Please sit down. ...*(Interruptions)*...

श्री मुख्तार अब्बास नकवी : अगर वे बम बरसाएं, तो बम का जवाब बम से दिया जाना चाहिए। ...*(व्यवधान)*... तब वे मानेंगे। ...*(व्यवधान)*...

MR. CHAIRMAN: Please sit down. ...*(Interruptions)*...

श्री नरेश अग्रवाल : सभापति महोदय ...*(व्यवधान)*...

श्री सभापति : नरेश जी, कृपया आप बैठ जाइए ...*(व्यवधान)*... आप एक मिनट बात सुन लीजिए ...*(व्यवधान)*... कृपया आप बैठ जाइए ...*(व्यवधान)*... आप पहले बात सुन लीजिए। ...*(व्यवधान)*...

THE MINISTER OF URBAN DEVELOPMENT AND THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI KAMAL NATH): Sir, the Home Minister is making a statement in Lok Sabha at 12 o'clock. With your permission, he will make a statement immediately after that in Rajya Sabha.

MR. CHAIRMAN: Thank you very much. ...*(Interruptions)*... He is making a statement. ...*(Interruptions)*... कृपया बैठ जाइए ...*(व्यवधान)*... कृपया बैठ जाइए ...*(व्यवधान)*...

श्री मुख्तार अब्बास नकवी : सर, प्रधानमंत्री जी यहां बैठे हुए हैं ...*(व्यवधान)*...

MR. CHAIRMAN: Dr. Maitreyan, do you wish to say something? ...*(Interruptions)*...

SHRI PRASANTA CHATTERJEE (West Bengal): Sir, are you suspending the Question Hour? ...*(Interruptions)*...

MR. CHAIRMAN: He is making a statement. You can ask whatever clarifications are necessary. ...*(Interruptions)*...

श्री नरेश अग्रवाल : माननीय सभापति महोदय, प्रधानमंत्री जी मौजूद हैं ...*(व्यवधान)*...

MR. CHAIRMAN: The Home Minister is making a statement. That is enough. Dr. Maitreyan, can we proceed now? ...*(Interruptions)*... This will not work. ...*(Interruptions)*... Please, resume your places. ...*(Interruptions)*... The hon. Home Minister will make a statement. Thereafter, you can seek whatever clarifications you need. ...*(Interruptions)*... Now, Dr. Maitreyan.

RE: ARREST OF INDIAN FISHERMEN BY SRI LANKAN NAVY

DR. V. MAITREYAN (Tamil Nadu): Sir, repeated attacks, captures, arrest, imprisonment, damages to the boats and nets by the Sri Lankan Navy have become

a routine affair as far as Tamil Nadu fishermen are concerned. In fact, in this very House, during this Session, on 6th March, we had raised this issue during the Zero Hour. The Chief Minister of Tamil Nadu has written a letter to the hon. Prime Minister to intervene immediately. After that episode, from 6th March till today, four more attacks have happened. Day before yesterday, 22 fishermen from the Rameswaram area were captured and arrested by the Lankan Navy. Yesterday, again, 16 fishermen from Rameswaram, Pamban and Thangachimadam were arrested and put into the prison in Sri Lanka. Sir, this has become a repeated episode. This is an assault on our national sovereignty.

MR. CHAIRMAN: Okay. That is enough.

DR. V. MAITREYAN: But I do not know what our Indian Government is doing. *...(Interruptions)...* We urge upon the Government to please wake up from your slumber.... *...(Interruptions)...*

MR. CHAIRMAN: Okay. All right. *...(Interruptions)...*

DR. V. MAITREYAN: and do something on this issue. *...(Interruptions)...*

SHRI TAPAN KUMAR SEN (West Bengal): Sir, how long will it continue? *...(Interruptions)...*

SHRI T.K. RANGARAJAN (Tamil Nadu): Sir, this is a very serious issue. *...(Interruptions)...*

MR. CHAIRMAN: I am coming to you. One minute. *...(Interruptions)...* Mr. Siva, do you want to say something?

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, harassment of Indian fishermen is an on-going affair. *...(Interruptions)...*

SHRI T.K. RANGARAJAN: Sir, this is a very serious issue.

MR. CHAIRMAN: Can you just associate?

SHRI TIRUCHI SIVA: Sir, we have been repeatedly raising the same issue in this House. Our Leader has written letters to the Prime Minister. Sir, in this month itself, six times, the Sri Lankan Navy has arrested our fishermen who just went out for fishing. Giving this reason or that reason will not be sufficient. Sir, it seems that the fishermen community in the Rameswaram area will run out of their profession.

I would like to submit only one thing, Sir, everyday, when the family of the fishermen go to the shore to wait and receive their people who have gone to catch fish, they do not know whether they themselves will return or their body will return. Sir, the Government of India should take it seriously and find out a permanent solution, so that this harassment should not happen. Sir, Pakistan fishermen or any other fishermen, who cross the border, are not being harassed by the Indian Navy. Why are the Indian fishermen being repeatedly harassed like this? The 'disappearances' which were happening in Sri Lanka are now happening in our country. Sir, I urge the Government to respond to this positively.

MR. CHAIRMAN: Thank you. *...(Interruptions)...* What are you talking? *...(Interruptions)...* What is your subject? *...(Interruptions)...*

SHRI T.K. RANGARAJAN: Sir, I would like to know what role our Coast Guards are playing. Coast Guards should give protection to our fishermen. That is not happening. This is a daily occurrence. I would like the Government to respond this and stop this atrocity.

MR. CHAIRMAN: Thank you. *...(Interruptions)...* What do you wish to say?

SHRI B.S. GNANADESIKAN (Tamil Nadu): Sir, I took the Fishermen Association's President and others from Rameswaram to the hon. Prime Minister. We have apprised the hon. Prime Minister of all the matters concerning fishermen of Rameswaram. Only because of the intervention by the hon. External Affairs Minister and the hon. Prime Minister, they released them immediately, the next day. This is number one. *...(Interruptions)...*

DR. V. MAITREYAN: Sir, he is replying like a Minister! *...(Interruptions)...* Sir, he cannot reply for the Minister. *...(Interruptions)...*

MR. CHAIRMAN: Please... *...(Interruptions)...* Please *...(Interruptions)...* All right, you have said your piece. Thank you very much. *...(Interruptions)...*

SHRI B.S. GNANADESIKAN: Sir, this problem can be solved permanently as my good friend, Shri Siva...*...(Interruptions)...*

DR. V. MAITREYAN: Sir, is he speaking for the Government?

MR. CHAIRMAN: No, no; he is not clarifying on behalf of anybody. He is speaking only for himself. *...(Interruptions)...* He is not clarifying on behalf of the Government.

SHRI B.S. GNANADESIKAN: Sir, I have not yielded. As my good friend, Shri Siva, has said, a permanent solution is required. Seventy two fishing days...

MR. CHAIRMAN: Give a detailed proposal on this. Thank you.

DR. V. MAITREYAN: Sir, permanent solution can only be retrieval of Kachchativu. Retrieval of Kachchativu will be the only permanent solution. Let the Minister respond to it. ...*(Interruptions)*...

MR. CHAIRMAN: Thank you. That is enough.

SHRI B.S. GNANADESIKAN: Sir, I request the hon. Prime Minister to talk with the Sri Lankan Government and see that...*(Interruptions)*...

MR. CHAIRMAN: All right. You have said your piece. Thank you. Question No. 241. ...*(Interruptions)*...

DR. V. MAITREYAN: Sir, let the Minister reply to it. ...*(Interruptions)*...

MR. CHAIRMAN: Question No. 241. ...*(Interruptions)*...

SHRI TIRUCHI SIVA: Sir, people are very much disturbed. Let the Minister reply to it. ...*(Interruptions)*...

MR. CHAIRMAN: Dr. Maitreya...*(Interruptions)*... I am sorry...*(Interruptions)*... No, you will not get a response at this time.

SHRI TIRUCHI SIVA: Let the Minister give an assurance. ...*(Interruptions)*...

MR. CHAIRMAN: You will not get a response. ...*(Interruptions)*... Will you please allow the Question Hour to proceed? ...*(Interruptions)*... I am sorry. I will not allow it. ...*(Interruptions)*... Just one minute, please. ...*(Interruptions)*... Just a minute. ...*(Interruptions)*... Will you please go back to your place? ...*(Interruptions)*... Dr. Maitreya, you are skating close to Rule 255. Don't do it. ...*(Interruptions)*... Please don't do it. ...*(Interruptions)*... Please don't do it. ...*(Interruptions)*... I am sorry. No, please. I am sorry. Okay, the House is adjourned till 12 o'clock.

The House then adjourned at twelve
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

Water supply and underground drainage projects for Maharashtra

*241. SHRI PIYUSH GOYAL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that Government has received a proposal for grants to forty projects related to water supply and underground drainage sector worth ₹ 2600 crore in Maharashtra;

(b) if so, whether the projects have been approved; and

(c) if not, the details of the time-frame for the approval of these projects?

THE MINISTER OF URBAN DEVELOPMENT (SHRI KAMAL NATH): (a) to (c) The Government of Maharashtra have forwarded on February 26, 2013 proposals for Twenty one (21) projects on Water Supply and Sewerage Sector for various Mission cities in the State of Maharashtra for approval under Urban Infrastructure and Governance (UIG) Sub-Mission of Jawaharlal Nehru National Urban Renewal Mission (JNNURM) amounting to Rs.5770.72 crore.

In addition, thirty five (35) projects worth Rs.2568.47 crore for various towns/cities in the State of Maharashtra have been received in February-March, 2013 for approval under Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) of JNNURM.

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 17/1/2013, has given approval for continuation of the JNNURM to *inter-alia* sanction new projects till March, 2014.

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

Difficulties in procuring Aadhaar Cards

*242. SHRI SANJAY RAUT: Will the PRIME MINISTER be pleased to state:

(a) whether Indian citizens are facing difficulties in procuring Aadhaar Cards;

(b) if so, the names of the States where Aadhaar Cards have not been issued;

(c) the reason for Government linking issuance of LPG cylinders and other subsidised schemes with Aadhaar Cards when they have not been issued to all the people in the country;

(d) whether it is a fact that there is no proper monitoring on issuing of Aadhaar Cards; and

(e) when Government would strengthen the official machinery for smooth issuing of Cards?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) Yes, Sir. There have been few instances where difficulties were noticed during enrolment and delivery.

(b) As on 08.03.2013, 29.05 crore Aadhaar numbers have been generated out of which 24.48 crore Aadhaar letters have been dispatched. The State-wise details of the dispatches is given in the Statement (*See* below).

(c) Linking of the Aadhaar number with various schemes will facilitate smooth transfer of subsidies in the bank accounts of the targeted beneficiaries.

(d) and (e) No, Sir, various measures have been initiated for proper monitoring. The Department of Posts is monitoring the delivery of the Aadhaar letters and issued instructions to all the Postal Circles for their smooth and timely delivery. Launching of the e-Aadhaar portal and using the Short Messaging Service (SMS) for communicating the Aadhaar number have been initiated. UIDAI has also signed a Memorandum of Understanding (MoU) with CSC e-Governance Services India Limited for download and printing of Aadhaar letters by the residents through Common Service Centres set up by Department of Electronics and Information Technology.

Statement

State-wise details of Aadhaar letters dispatched to Department of Posts as on 08.03.2013

Name of the State	Aadhaar letters dispatched (in lakhs)
1	2
Andaman and Nicobar Islands	1.53

1	2
Andhra Pradesh	503.07
Arunachal Pradesh	*
Assam	0.16
Bihar	20.94
Chandigarh	5.93
Chhattisgarh	3.28
Dadra and Nagar Haveli	0.30
Daman and Diu	1.17
Delhi	163.37
Goa	10.50
Gujarat	65.70
Haryana	37.97
Himachal Pradesh	55.91
Jammu and Kashmir	0.43
Jharkhand	93.92
Karnataka	174.03
Kerala	214.24
Lakshadweep	0.12
Madhya Pradesh	148.81
Maharashtra	420.82
Manipur	0.45
Meghalaya	0.01
Mizoram	0.08

1	2
Nagaland	0.20
Odisha	33.06
Puducherry	7.39
Punjab	123.52
Rajasthan	101.78
Sikkim	4.75
Tamil Nadu	71.53
Tripura	27.78
Uttar Pradesh	98.71
Uttarakhand	10.18
West Bengal	47.16
TOTAL:	2448.80**

*417 Aadhaar letters dispatched.

**Tentative figures subject to final reconciliation with the Printers/Department of Posts.

Shifting of Airlines Headquarters from Mumbai to Delhi

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

(a) whether Air India Board has decided to shift the Airlines Headquarters from Mumbai to Delhi;

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

(c) whether Air India has also decided to lease out the Mumbai building and some other buildings on lease to fetch rent; and

(d) if so, the details in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes, Sir. Air India Board in its 51st meeting has decided to shift Air India's headquarters to New Delhi, which is also the registered office of Air India. The officials of Air India are required to frequently visit Delhi in connection with various issues especially those relating to administration, implementation of Turn Around Plan (TAP) and Financial Restructuring Plan (FRP) and for interaction with Ministry of Civil Aviation and other Ministries at New Delhi. Most of Air India's subsidiary companies also have their registered offices at Delhi. Besides, shifting of headquarters to New Delhi is essential for enhancing the operational efficiency of Air India.

(c) and (d) Yes, Sir. As per TAP and FRP approved for it by the Government, Air India is required to monetize its assets in India and abroad to raise Rs.5000/- crore over a period of 10 years. Accordingly, Air India has appointed a global real estate consultant for identifying and suggesting the monetization of such properties. In addition, Air India has decided to rent out vacant floors of Air India building at Nariman Point, Mumbai.

Reduction in airfares by private airlines

†*244. SHRI MOHAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is aware that all the private airlines in the country have reduced their domestic airfares substantially;

(b) whether this is going to affect the passengers of Air India directly;

(c) if so, whether Air India is considering to bring down its fares to stay in competition with private airlines; and

(d) if so, to what extent?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Airline companies keep varying their market strategies from time to time to further their business interest. Air fares are not regulated by the Government. The airlines world over follow dynamic air fare policy driven by the market forces.

(b) to (d) Air India follows a pricing policy that is competitive and market driven, based on various factors including perceived product/brand strength and the

†Original notice of the question was received in Hindi.

need to retain/grow its market share. Towards this end, Air India offers multiple levels of fares, starting with a low, advance purchase fare which progressively increases closer to departure. The fare structure is reviewed regularly by Air India to stay competitively priced.

CAG report on modernisation of Delhi Airport

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

(a) whether any action has been taken by Government on Comptroller and Auditor General (CAG) report that there is a scam of ₹ 1.63 lakhs crore on modernization of Delhi Airport; and

(b) if so, the details of action taken so far?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) In para 2.6 of the report tabled in Parliament of Delhi Airport, the Comptroller and Auditor General (C&AG), *inter-alia*, has observed that "using Delhi International Airport Pvt. Ltd. (DIAL)'s own projection for earning potential of Rs. 681.63 crore per acre, the same amounts to Rs. 1,63,557 crore for 240 acres of land for 58 years. 45.99 per cent of the same amounting to Rs. 75220 crore would be Airports Authority of India's share. The net present value at a discount rate of 10 per cent amounts to Rs. 3566 crore. The share of DIAL would amount to Rs. 88337 crore, net present value of which is Rs.4187 crore".

The Joint Venture Partner (JVP) for restructuring and modernization on Delhi airport, was selected through a transparent international bidding process. The sole bidding criterion was revenue share with the Airports Authority of India (AAI). It was clearly mentioned in the Request for Proposal (RFP) that five per cent of the demised premises land would be available for commercial exploitation. All the prospective bidders have taken it into account while quoting the revenue share to AAI. In terms of the agreement with the JVP, the AAI is getting 45.99 per cent of revenue share from both aeronautical and non-aeronautical revenue accruing at the airport.

From the above, it is clear that no such observations have been made by C&AG.

(b) Does not arise.

Air taxi service between Patna and Raxaul

*246. DR. ANIL KUMAR SAHANI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether passengers have to either go to Kathmandu or Patna to catch flight because Raxaul Airport, Bihar has been lying non-operational;

(b) if so, whether in a report prepared by the Planning Commission, it has suggested to upgrade this airport under Public Private Partnership (PPP) model;

(c) if so, the details thereof;

(d) whether the Ministry has any proposal to renovate the Raxaul Airport;

(e) if so, the details thereof;

(f) whether there is an urgent need to start air taxi service between Patna and Raxaul because Raxaul is the most important place for tourists on their way to Nepal; and

(g) if so, the steps being taken by Government to operationalise the Raxaul Airport?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Raxaul Airport is a non-operational airport.

(b) to (e) Yes, Sir. The Task Force on "Financing Plan for Airports" under Planning Commission has recommended development of 32 non-operational airports belonging to Airports Authority of India (AAI) and State Governments including Raxaul Airport in Bihar through PPP mode.

(f) and (g) Airports Authority of India (AAI) in the year 2008 had appointed an independent consultant to carry out feasibility study for revival of non-operational airports, including Raxaul airport, through a consultant. The report indicated that there is no scope or potential for development of this airport. Further, there is no demand from any airline for operation of regular scheduled flights through this airport. However, considering the proximity of Raxaul Airport to Nepal and to explore the tourism potential, it has been decided to depute a team of AAI to Raxaul for conducting the feasibility Study of the airport for commercial operations.

Revenue from chartered and personal planes

†*247. SHRI RASHEED MASOOD: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the total number of chartered and personal planes throughout the country;
- (b) the details thereof, State-wise; and
- (c) the amount of revenue being earned by Government from these chartered and personal planes, month-wise?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) There are 247 aircraft that are being used for charter services in the country. In addition, there are 108 aircraft under 'private-category' with various individuals and private companies.

(b) The details of the aircraft used for charter services are given in Statement-I (*See below*) and that of the aircraft under private category are given in Statement-II (*See below*). As these aircraft are centrally registered by DGCA, State-wise records are not maintained.

(c) The Ministry of Civil Aviation does not maintain any such record of the revenue earned from chartered and personal aircraft.

†Original notice of the question was received in Hindi.

Statement-I*Details of all aircraft under non-scheduled operator permit*

Sl. No.	VT Mark	Aircraft Type	Operator Name	C of A validity as on 11th March, 2013
1	2	3	4	5
1.	ZJM	ROBINSON R44	AAA Aviation Pvt. Ltd.	15/04/2013
2.	JPL	EUROCOPTER EC-130	ACE Air Services (P) Ltd.	12/07/2014
3.	ATA	AGUSTA 109	Aerotech Aviation India Pvt.	23/06/2013
4.	PNA	BELL 407	Aerotech Aviation India Pvt.	04/07/2014
5.	ABN	CESSNA SKYHAWK 172 SP	Ahmedabad Aviation and Aeronauti	30/11/2014
6.	IKR	AGUSTA 109	Air Charter Services Pvt. Ltd.	29/05/2013
7.	AVG	PILATUS PC 12/47	Air Charter Services Pvt. Ltd.	14/03/2017
8.	JPk	BEECH KING AIR C-90A	Air Charter Services Pvt. Ltd.	31/10/2013
9.	ACF	PILATUS PC-12/45	Air Charter Services Pvt. Ltd.	26/01/2015

10.	ACG	PILATUS PC-12/45	Air Charter Services Pvt. Ltd.	31/05/2014
11.	ACH	PILATUS PC-12/45	Air Charter Services Pvt. Ltd.	30/11/2014
12.	FAE	BEECH SUPER KING AIR B-200	Air Charter Services Pvt. Ltd.	19/08/2013
13.	ACD	BEECH SUPER KING AIR 350	Air Charter Services Pvt. Ltd.	31/07/2013
14.	SIO	ECUREUIL AS355N	Air One Aviation Pvt. Limited	26/04/2013
15.	SIL	ECUREUIL AS355N	Air One Aviation Pvt. Limited	27/03/2014
16.	SIM	AS 365N2 DAUPHIN	Air One Aviation Pvt. Limited	31/10/2014
17.	AOK	EMB 135 BJ	Air One Aviation Pvt. Limited	15/10/2017
18.	AOL	EMB 135 BJ	Air One Aviation Pvt. Limited	03/12/2017
19.	AON	CESSNA CITATION 560 XL	Air One Aviation Pvt. Limited	31/03/2016
20.	AOP	ERJ 190-100 ECJ LINEAGE 1000	Air One Aviation Pvt. Limited	13/12/2016
21.	SBE	CIRRUS SR 22 AIRCRAFT	Aircar Airlines Pvt. Ltd.	31/05/2014
22.	IBA	EC 135 T1	Airmid Aviation Services (P) Ltd.	06/12/2017
23.	IBP	BOMBARDIER CHALLENGER 850	Airmid Aviation Services (P) Ltd.	07/07/2015
24.	IBR	CHALLENGER 604	Airmid Aviation Services (P) Ltd.	18/10/2013

1	2	3	4	5
25.	IBS	CESSNA CITATION BRAVO 550	Airmid Aviation Services (P) Ltd.	23/08/2014
26.	PHB	ROBINSON R44	Aman Aviation and Aerospace SOL	24/03/2014
27.	ARE	CRJ 200	AR Airways (P) Limited, B/57	11/11/2014
28.	CLD	CESSNA S-550 S II CI	AR Airways (P) Limited, B/57	09/04/2013
29.	CLE	CIRRUS SR-20 AIRCRAFT	AR Airways (P) Limited, B/57	14/08/2013
30.	KMB	CESSNA S-550 S II CI	AR Airways (P) Limited, B/57	14/04/2013
31.	CLA	CESSNA 560 XL	AR Airways (P) Limited, B/57	21/12/2014
32.	CLB	CESSNA CITATION SII	AR Airways (P) Limited, B/57	13/12/2013
33.	SVK	BELL 407	Aryan Aviation Pvt. Ltd.	09/04/2013
34.	VKS	AGUSTA 109	Aryan Aviation Pvt. Ltd.	15/03/2013
35.	HGL	FALCON 2000	Ashley Aviation Limited	06/07/2016
36.	TEM	PILATUS PC-12/47	Aviators (India) Private Ltd.	07/03/2016
37.	RKB	AUGUSTA 109	Bajaj Auto Ltd.	02/05/2014
38.	BAJ	GLOBAL 5000	Bajaj Auto Ltd.	22/11/2013

39.	BKA	BELL 407	Bajaj Aviation Pvt. Ltd.	08/09/2013
40.	AYV	FALCON 2000 LX	Bajaj Aviation Pvt. Ltd.	26/04/2014
41.	LJH	AGUSTA A109S	Bharat Hotels Limited	02/12/2014
42.	LJS	BEECH SUPER KING AIR 350	Bharat Hotels Limited	19/04/2017
43.	DBC	LEARJET 60 XR	Bhaskar Exxoils Pvt. Ltd.	10/01/2016
44.	BSL	CESSNA CITATION 560 XL	Bhushan Avition Ltd.	02/02/2014
45.	BTA	HAWKER SIDLEY HS-125	Bussiness Jets India Pvt. Ltd.	05/06/2015
46.	BTB	HS 125-800	Bussiness Jets India Pvt. Ltd.	11/05/2013
47.	BTC	HAWKER 850XP	Bussiness Jets India Pvt. Ltd.	04/06/2013
48.	AET	PIPER SENECA IV PA-34-220T	Chimes Aviation	04/10/2014
49.	ICA	HAWKER 900XP	Coromandel Travels Ltd.	19/08/2013
50.	DCM	BELL. 412 HP	Deccan Charters Ltd.	08/03/2014
51.	DAR	PILATUS PC-12/45	Deccan Charters Ltd.	19/04/2013
52.	DAL	BELL 206L3 HELICOPTER	Deccan Charters Ltd.	15/12/2013
53.	DCB	AS 350 B3 HELICOPTER	Deccan Charters Ltd.	19/09/2014

1	2	3	4	5
54.	DAX	ECUREUIL AS355F1	Deccan Charters Ltd.	31/05/2013
55.	DAS	BELL 407	Deccan Charters Ltd.	25/05/2013
56.	NTV	BELL 206B3	Deccan Charters Ltd.	22/03/2013
57.	DAF	BEECH SUPER KING AIR B-200	Deccan Charters Ltd.	23/11/2013
58.	DCD	CESSNA GRAND CARAVAN 208 B	Deccan Charters Ltd.	23/02/2017
59.	DCE	CESSNA GRAND CARAVAN 208 B	Deccan Charters Ltd.	06/08/2017
60.	EGP	ALOUETTE III	Dhillon Aviation Pvt. Ltd.	28/06/2013
61.	DDA	BELL 206B III JET RA	Dhillon Aviation Pvt. Ltd.	08/03/2015
62.	TWO	AGUSTA AW~139	DLF Limited	31/08/2014
63.	ONE	GULFSTREAM IV	DLF Limited	11/11/2013
64.	DOV	CESSNA CITATION JET 525	Dove Airlines Pvt. Ltd.	09/02/2015
65.	FUN	CAMERON-120	E-Factor Adventure Tourism Ltd.	31/10/2013
66.	FLY	ULTRA MAGIC M-77	E-Factor Adventure Tourism Pvt. Ltd.	27/01/2014
67.	OBR	HAWKER800 XP	EIH Limited, 7, Shannath Marg,	27/03/2017

68.	EHT	GULFSTREAM 200	Emerald Haven Aviation Services Ltd.	24/10/2016
69.	DBG	CHALLENGER 604	Eon Aviation Private Limited	03/04/2013
70.	DBH	SIKORSKY S76C	Eon Aviation Private Limited	26/02/2014
71.	DBA	GLOBAL 5000	Eon Aviation Private Limited	19/06/2014
72.	RPN	BELL 407	Escorts Limited	03/11/2013
73.	VBS	BEECH KING AIR C-90	First Future Air Services Pvt. Ltd.	18/12/2014
74.	VAP	HAWKER800 XP	First Future Air Services Pvt. Ltd.	01/11/2014
75.	VPA	HAWKER800 XP	First Future Air Services Pvt. Ltd.	14/08/2014
76.	NAT	AMERICAN CHAMPION 8 GCBC	Fly High Airways Pvt. Ltd.	18/04/2017
77.	FAF	HAWKER 800XP	Forum I Aviation Limited	10/10/2015
78.	KNB	HAWKER 850XP	Forum I Aviation Limited	06/11/2016
79.	AJM	HAWKER 900XP	Freedom Charter Services Pvt. Ltd.	29/11/2017
80.	EJX	CESSNA 310	Garg Aviation Limited	10/07/2013
81.	TAG	CESSNA 172P	Garg Aviation Limited	13/09/2013
82.	NIK	PIPER 34-220T	Global Avianautics Ltd.	09/02/2016

1	2	3	4	5
83.	GVJ	AS 350 B3 HELICOPTER	Global Vectra Helicorp Ltd.	09/06/2014
84.	GVK	BELL 412 EP	Global Vectra Helicorp Ltd.	21/03/2017
85.	AZY	EC135P2+	Global Vectra Helicorp Ltd.	05/05/2013
86.	GVA	BELL 412 EP	Global. Vectra Helicorp Ltd.	16/10/2013
87.	A2D	BELL 412 SP	Global Vectra Helicorp Ltd.	21/02/2014
88.	GVB	BELL 412 EP	Global Vectra Helicorp Ltd.	23/09/2013
89.	GVE	ECUREUIL AS350B	Global Vectra Helicorp Ltd.	06/01/2014
90.	AZH	BELL 412 EP	Global Vectra Helicorp Ltd.	31/03/2015
91.	AZS	BELL 412 EP	Global Vectra Helicorp Ltd.	17/12/2016
92.	AZT	BELL 412 EP	Global Vectra Helicorp Ltd.	28/03/2016
93.	AZP	BELL 412 EP	Global Vectra Helicorp Ltd.	22/09/2016
94.	AZQ	BELL 412 EP	Global Vectra Helicorp Ltd.	07/12/2016
95.	AZR	BELL 412 EP	Global Vectra Helicorp Ltd.	10/12/2016
96.	GVF	ECUREUIL AS350B	Global Vectra Helicorp Ltd.	06/04/2014

97.	MRV	BELL 412 EP	GMR Aviation Pvt. Ltd.	01/02/2016
98.	BRK	FALCON 2000	GMR Aviation Pvt. Ltd.	15/07/2014
99.	RSR	HAWKER 750	GMR Aviation Pvt. Ltd.	22/06/2013
100.	RAK	BOMBARDIER CHALLENGER 300	Golden Wings Pvt. Ltd.	27/03/2013
101.	LJK	BELL 407	Government of Jammu and Kashmir	31/01/2014
102.	JKA	AGUSTA 109	Government of Jammu and Kashmir	17/09/2016
103.	VSR	AGUSTA 109E HELICOPTER	GVK Projects and Tecnical Services Ltd.	08/11/2015
104.	VKR	FALCON 2000	GVK Projects and Technical Services Ltd.	23/12/2013
105.	HLC	AGUSTA AW-139	Heligo Charters Private Ltd.	16/07/2013
106.	SWE	BELL 412 EP	Heligo Charters Private Ltd.	27/07/2013
107.	HLD	AGUSTA AW-139	Heligo Charters Private Ltd.	15/09/2015
108.	HLE	BELL 412	Heligo Charters Pvt. Ltd.	29/12/2015
109.	JMD	AS 350 B3 HELICOPTER	Himalayan Heli Services (P) Ltd.	27/04/2013
110.	EJS	CHEETAH SA315	Himalayan Heli Services (P) Ltd.	15/05/2013
111.	JKB	AS 350 B3 HELICOPTER	Himalayan Heli Services (P) Ltd.	11/10/2015

1	2	3	4	5
112.	JMG	BEECHCRAFT KING AIR B200 GT	Himalyaputra Aviation Limited	28/05/2017
113.	JPH	BELL 407	Himalyaputra Aviation Limited	01/11/2016
114.	JIT	AUGUSTA 109	Himalyaputra Aviation Limited	24/01/2017
115.	JPV	KING AIR B-200GT	Himalyaputra Aviation Limited	23/05/2015
116.	KNH	SIKORSKY S76C	Hiranandadani Aviation Pvt. Ltd.	05/04/2015
117.	JSC	PILATUS PC-12/47	India Flysafe Aviation Limited	18/07/2017
118.	JSF	AGUSTA A109S	India Flysafe Aviation Limited	24/01/2016
119.	JSI	ERJ-135 LR	India Flysafe Aviation Limited	17/10/2015
120.	JJB	BELL 407	India Flysafe Aviation Limited	11/09/2013
121.	JSL	PILATUS PC-12/45	India Flysafe Aviation Ltd.	10/01/2017
122.	JSA	AGUSTA AW-139	India Flysafe Aviation Ltd.	09/08/2015
123.	BIP	CESSNA CITATION 525A CJ2	Indian Metals & Ferro Alloys Ltd.	02/09/2015
124.	ILA	ROBINSON R44	Indian Metals & Ferro Alloys Ltd.	20/05/2017
125.	VAD	ECUREUIL AS350B	Indo Copters Pvt. Ltd.	08/08/2013

126.	IPB	BELL 407	Indo Pacific Aviation Pvt. Ltd.	23/12/2013
127.	FOR	AGUSTA 109	Indo Pacific Aviation Pvt. Ltd.	26/04/2013
128.	MON	CESNNA CJ2-525A	Indo Pacific Aviation Pvt. Ltd.	28/06/2013
129.	IAJ	EMBRAER 500	Invision Air Services P. Ltd.	04/10/2015
130.	IAG	EMBRAER 500	Invision Air Services P. Ltd.	10/03/2016
131.	JKL	PIAGGIO P 180 AVANT II AIRCRFT	J.K. Lakshmi Cement Ltd.	29/04/2015
132.	JSB	GLOBAL EXPRESS BD-70	Jindal Steel & Power Limited	17/04/2014
133.	JUA	BOMBARDIER CHALLENGER 300	Jupiter Aviation Services	23/11/2014
134.	TAE	P68C	Jupiter Aviation Services	27/12/2013
135.	APL	CHALLENGER 604	Karnavati Aviation Pvt. Ltd.	27/10/2014
136.	AML	EMB 135BJ-LEGACY 650	Karnavati Aviation Pvt. Ltd.	11/12/2017
137.	BAF	BEECH SUPER KING AIR B-200	Kestrel Aviation Pvt. Ltd.	01/03/2014
138.	CLR	AGUSTA 119	Kestrel Aviation Pvt. Ltd.	22/02/2016
139.	CLN	AGUSTA 119	Kestrel Aviation Pvt. Ltd.	27/02/2016
140.	BNF	CESSNA CITATION BRAVO 550	Kestrel Aviation Pvt. Ltd.	17/01/2014

1	2	3	4	5
141.	KSA	BELL 407	King Rotors And Air Charter Pvt. Ltd.	24/09/2013
142.	LVM	EC-155 B1	Kingfisher Airlines Limited	18/08/2013
143.	VJM	AIRBUS A319	Kingfisher Airlines Limited	27/11/2013
144.	LTA	HAWKER 900XP	L&T Aviation Services Pvt. Limited	19/09/2015
145.	MGF	CHALLENGER 604	M/s SSP Aviation Ltd.	12/05/2013
146.	MKJ	CHALLENGER 605	M/s Abhijeet Projects Limited	05/01/2017
147.	RCB	CAMERON Z-105 BALLOON	M/s Camping Retreats of India Pvt. Ltd.	15/07/2013
148.	IKV	ENSTROM 480B	M/s Indra Air Pvt. Ltd.	02/10/2013
149.	AJI	EMBRAER 500	M/s Joy Jets Limited	11/05/2016
150.	HNC	ROBINSON R44	M/s Karina Airlines International Ltd.	15/10/2013
151.	OJS	ROBINSON R44	M/s Karina Airlines International Ltd.	16/03/2014
152.	VTP	CESSNA GRAND CARAVAN 208 B	M/s Pinnacle Air Pvt. Ltd.	30/12/2014
153.	HPC	ROBINSON R44	M/s Pinnacle Air Pvt. Ltd.	16/10/2013
154.	VAT	CESSNA GRAND CARAVAN 208 B	M/s Spirit Air Pvt. Ltd. .	29/08/2016

155.	NAB	CESSNA CITATION CJ-1 +	M/s Turbo Aviation Pvt. Ltd.	17/05/2016
156.	RLB	BELL 206L3 HELICOPTER	Malhotra Helikopters Pvt. Ltd.	13/12/2013
157.	MHB	CESSNA CARAVAN 208A	Maritime Energy Heli Air Services Pvt. Ltd.	14/11/2014
158.	OSA	AGUSTA 119	MDLR Airlines Pvt. Ltd.	13/03/2013
159.	MEG	PILATUS PC-12NG	Mega Corporation Ltd.	09/07/2013
160.	MAE	MI-172	Mesco Airlines Ltd.	04/08/2013
161.	MAB	ECUREUIL AS350 BA	Mesco Airlines Ltd.	18/01/2014
162.	CSP	CESSNA 560 XL	Monnet Ispat and Energy Limited	27/01/2015
163.	RNB	PIAGGIO P 180 AVANT II AIRCRAFT	MSP Limited	18/12/2013
164.	NER	DORNIER 228-212	Northeast Shuttles (P) Ltd.	18/12/2013
165.	HKB	BELL 429 HELICOPTER	Orbit Aviation Pvt. Ltd.	27/12/2016
166.	SRC	BEECH SUPER KING AIR B-200C	Orbit Aviation Pvt. Ltd.	10/03/2014
167.	PSB	CESSNA 525A	Orbit Aviation Pvt. Ltd.	12/06/2013
168.	OSC	AGUSTA 109	OSS Air Management Pvt. Ltd.	31/08/2017
169.	OSE	AGUSTA A109 C HELICOPTER	OSS Air Management Pvt. Ltd.	14/01/2014

1	2	3	4	5
170.	ICU	AGUSTA A109 C HELICOPTER	OSS Air Management Pvt. Ltd.	08/03/2014
171.	OXF	BELL 407	Oxford Enterprises Pvt. Ltd.	19/10/2013
172.	CAP	FALCON 900	Poonawalla Aviation Pvt. Ltd.	15/07/2014
173.	EGK	ALOUETTE III	Prabhatam Aviation Pvt. Ltd.	24/05/2013
174.	PEC	EC 135 P2+	Prabhatam Aviation Pvt. Ltd.	31/05/2016
175.	PED	AS 350 B3 HELICOPTER	Prabhatam Aviation Pvt. Ltd.	10/01/2016
176.	PEE	AS 350 B3 HELICOPTER	Prabhatam Aviation Pvt. Ltd.	17/06/2017
177.	PPS	BELL 407	Prem Air (Unit of Afimac)	08/10/2013
178.	PIL	BOMBARDIER CHALLENGER 300	Privilege Airways Pvt. Limited	19/12/2013
179.	PLS	BELL 206-L4	Punj Lloyd Aviation Ltd.	20/06/2013
180.	PLA	GUI. FSTREAM 200	Punj Lloyd Ltd.	18/02/2015
181.	CRA	LEARJET 45 XR	Quick Flight Limited	25/09/2014
182.	SWB	AGUSTA A109 C HELICOPTER	Rainbow Air Private Limited	18/11/2014
183.	SWC	CESSNA CITATION 560 XL	Rainbow Air Private Limited	25/03/2014

184.	PSA	BELL 407	Ranjitputra Infrastructure Private Limited	12/01/2014
185.	NGS	CHALLENGER 604	Raymond Ltd.	24/08/2013
186.	DHA	GLOBAL EXPRESS BD-70	Reliance Commercial Dealers Ltd.	12/07/2013
187.	HMA	GLOBAL. EXPRESS XRS	Reliance Commercial Dealers Ltd.	15/04/2015
188.	NIT	SIKORSKY S76C	Reliance Commercial Dealers Ltd.	24/06/2015
189.	NMA	SIKORSKY S76C	Reliance Commercial Dealers Ltd.	29/03/2014
190.	JSK	GLOBAL 5000	Reliance Transport & Travels Pvt. Ltd.	06/10/2015
191.	RPO	BELL 407	Reliance Transport & Travels Pvt. Ltd.	25/04/2016
192.	RCL	BELL 412	Reliance Transport & Travels Pvt. Ltd.	24/04/2016
193.	RGX	FALCON 7X	Religare Aviation Ltd.	02/02/2015
194.	RVL	FALCON 2000	Religare Aviation Ltd.	26/12/2014
195.	REQ	BEECH 1900D	Religare Aviation Ltd.	07/07/2013
196.	REM	BEECH SUPER KING AIR B-200	Religare Aviation Ltd.	11/10/2013
197.	RSN	KING AIR B200	Religare Aviation Ltd.	30/03/2014
198.	REN	BEECH 1900D	Religare Aviation Ltd.	06/07/2014

1	2	3	4	5
199.	RES	AGUSTA A109S	Religare Aviation Ltd.	27/08/2015
200.	RSL.	BEECH KING AIR C-90	Religare Aviation Ltd.	29/06/2013
201.	AVH	FALCON 2000	Religare Aviation Ltd.	22/02/2014
202.	HAT	SCHWEIZER269C	Rotary Wing Academy	26/09/2016
203.	TBB	BELL 206B III JET RA	Sar Aviation Services Pvt. Ltd.	30/08/2013
204.	EJZ	BEECH KING AIR C-90A	Saraya Aviation Pvt. Ltd.	05/03/2014
205.	SEL	KING AIR C-90 GTI	Sel Aviation Private Limited	23/05/2016
206.	AVS	EMBRAER 500	Shamanur Sugars Limited	05/05/2016
207.	CNJ	ROBINSON R44	Silver Jubilee Traveller Ltd.	13/01/2016
208.	SSE	MD900	Simm Samm Airways Pvt. Ltd.	31/03/2013
209.	SSF	BEECHCRAFT PREMIER 1A-390	Simm Samm Airways Pvt. Ltd.	24/08/2015
210.	SSI	AS 350 B3 HELICOPTER	Simm Samm Airways Pvt. Ltd.	06/03/2016
211.	HYA	BEECH KING AIR C-90A	Skb Infracons Pvt. Ltd.	11/02/2014

212.	TBE	BELL 407	Sky Airways	10/05/2014
213.	SNP	GULFSTREAM 200	Sobha Puravankara Aviation Pvt. Ltd.	11/10/2016
214.	KML	CHALLENGER 850	Span Air Pvt. Ltd.	31/03/2013
215.	KBN	PREMIER 1A	Span Air Pvt. Ltd.	05/05/2013
216.	NKL	BELL 429 HELICOPTER	Span Air Pvt. Ltd.	30/09/2015
217.	SDJ	BEECH SUPER KING AIR B-200	Span Air Pvt. Ltd.	19/06/2013
218.	RPG	BEECH JET 400	Spencer Travel Services Ltd.	11/07/2013
219.	IAT	CESSNA 172	Spirit Air Pvt. Ltd.	02/11/2013
220.	SRA	HAWKER800 XP	Src Aviation Private Limited	10/09/2013
221.	NBC	AS 350 B3 HELICOPTER	Summit Aviation Pvt. Ltd.	24/06/2015
222.	NBA	BELL 407	Summit Aviation Pvt. Ltd.	27/05/2013
223.	NBB	BELL 407	Summit Aviation Pvt. Ltd.	31/03/2016
224.	SWA	BELL 407	Swajas Air Charters Ltd.	04/02/2014
225.	TET	PIAGGIO P 180 AVANT II	Taj Air Limited	12/05/2014

1	2	3	4	5
226.	TDT	FALCON 2000	Taj Air Limited	20/11/2013
227.	TAT	FALCON 2000	Taj Air Limited	07/06/2014
228.	BRT	CESNNA CJ2-525A	Taneja Aerospace And Avn. Ltd.	05/12/2017
229.	TBT	FALCON 2000 .	Thriveni Earthmovers Pvt. Ltd.	23/11/2014
230.	TBD	PIPER 34-220T	Trans Bharat Aviation (P) Ltd.	21/02/2014
231.	TBC	BELL 407	Trans Bharat Aviation (P) Ltd.	10/09/2013
232.	TBF	BELL 407	Trans Bharat Aviation (P) Ltd.	17/09/2013
233.	TAX	CESNNA CJ2-525A	Turbo Aviation Pvt. Ltd.	01/06/2013
234.	UTB	AS 350 B3 HELICOPTER	U Tair India Pvt. Ltd.	11/04/2017
235.	UHB	BELL 412 EP	United Helicharteres Pvt. Ltd.	30/03/2016
236.	HGB	BELL 212	United Helicharteres Pvt. Ltd.	27/02/2014
237.	HGC	BELL 212	United Helicharteres Pvt. Ltd.	07/04/2013
238.	UTA	AS 350 B3 HELICOPTER	Ut Air India Private Limited	19/07/2015

239.	UNO	LEARJET 60 XR	V M Aviation Private Limited	01/07/2017
240.	VAM	CESSNA GRAND CARAVAN 208 B	Ventura Airconnect Pvt. Ltd.	08/02/2016
241	VAK	CESSNA GRAND CARAVAN 208 B	Ventura Airconnect Pvt. Ltd.	29/06/2016
242	DEP	ENSTROM 480B	Venture Aviation	18/09/2016
243	VRL	RAYTHEON PREMIER I	Vrl Logistics Ltd. Giriraj Annex,	30/12/2017
244	GRG	HAWKER 400 XP	Welspun Logistic Limited .	27/10/2014
245	BBB	CESSNA 152	Yash Air Limited .	31/05/2013
246,	CCC	CESSNA 152	Yash Air Limited	31/05/2013
247	ZST	CHALLENGER 604	Zest Aviation Pvt. Ltd.	22/09/2015

Statement-II*Details of all Operating Aircraft under private operator permit*

Sl. No.	VT Mark	Aircraft Type	Operator Name	C of A validity as on 11th March, 2013
1	2	3	4	5
1.	AEL	BEECH SUPER KING AIR B-200	Adani Export Ltd	15/11/2013
2.	USO	ZENAIR STOL CH 701	Agni Aero Sports Adventure	09/08/2013
3.	RSB	BEECH SUPER KING AIR B-200	Air Works India Engg. Pvt. Ltd.	12/04/2013
4.	EQO	BEECH KING AIR C-90A	Alchemist Airways Pvt Ltd.	06/01/2014
5.	TAJ	CESSNA 152	Alchemist Aviation Pvt. Ltd..	19/03/2013
6.	TAK	CESSNA 152	Alchemist Aviation Pvt. Ltd..	19/03/2013
7.	ABY	AGUSTA AW 119 MKII	Avinash Bhosale, Ravindra Shinde, Dilip Mohite	22/05/2017
8.	JVS	BELL 206-L4	B.G. Shirke Constrcution	02/10/2017
9.	BGS	BELL 206-L4	B.G. Shirke Constrcution	16/11/2013

10.	KJB	GLOBAL 5000 GVFD	Bajaj Auto Limited	20/06/2017
11.	HBH	HOT AIR BALLOON	Band'hu Aerospace Pvt. Ltd.	30/03/2013
12.	HBI	HOT AIR BALLOON 0-77	Bandhu Aerospace Pvt. Ltd.	10/11/2015
13.	TLF	P68C	Bellary Iron Ores Pvt. Ltd.	04/03/2016
14.	BNK	BELL. 206-L4	Bharat Forge Co.	25/12/2013
15.	SBK	FALCON 900	Bharat Forge Ltd.	22/05/2013
16.	BSM	ALH PTC2	Border Security Force (Air Wing)	30/03/2015
17.	BSN	ALH PTC2	Border Security Force (Air Wing)	30/03/2015
18.	GEM	CESSNA 172S	Capt. Karan R. Kanal & Mrs. Shailaja V.	15/06/2014
19.	CSL	BELL .429 HELICOPTER	Chemplast Sanmar Limited	19/06/2016
20.	IMA	BELL 230 HELICOPTER	Deccan Charters Ltd.	14/03/2014
21.	TVR	HAWKER	Deccan Cronicle Holding Limited	01/03/2017
22.	UFO	CESSNA 206H	Directi Internet Solutions Pvt. Ltd.	27/10/2014
23.	LIZ	CESSNA 172	Director,Orient Flight School	25/03/2014
24.	JSG	PIAGGIO P 180 AVANT II	Dish TV India Limited	16/10/2017

1	2	3	4	5
25.	IJS	CESSNA R172K	Dr. Firdaus P Bativala & Mihir D Bhagwati	21/11/2013
26.	RTR	BEECHCRAFT PREMIER 1A-390	Emerald Haven Aviation Services Ltd.	03/05/2015
27.	YAY	BELL 430	Essar Investments Ltd.	17/01/2014
28.	MHN	BELL 407	Essar Power Gujarat Limited	13/12/2014
29.	SMI	GULFSTREAM GV	Essar Shipping Port & Logistics Ltd.	31/07/2013
30.	MSR	BELL 407	Essar Steel Ltd.	03/03/2014
31.	RVS	ROBINSON R44	Falcon Aviation Academy	27/04/2015
32.	GNK	BELL 407	First Future Air Services Pvt. Ltd.	25/09/2016
33.	ANF	RAYTHEON PREMIER I	Force Motors Limited	31/05/2015
34.	NKF	BEECH KING AIR C90A	Force Motors Limited	30/09/2013
35.	SGN	CESSNA 152	Garg Aviation Limited	28/10/2013
36.	ETV	CESSNA 152	Garg Aviation Ltd.	27/09/2013
37.	RBG	BELL 206-L4	Garware Wall Ropes Ltd.	19/03/2013
38.	BRS	GULF STREAM G550	Grasim Industries Ltd.	25/02/2014

39.	BAV	GULFSTREAM 100(ASTRA	Grasim Industries Ltd.	09/02/2015
40.	JPA	AGUSTA 109	Himalyaputra Aviation Limited	27/06/2016
41.	JHP	HAWKER 850XP	Himalyaputra Aviation Limited	01/01/2016
42.	NJB	CESSNA 525A	Hindalco Industries Ltd.	02/04/2014
43.	JSP	CESSNA CITATION JET 525	India Flysafe Aviation Limited	14/06/2014
44.	BDP	ROBINSON R-44 (CLIPPER) II	Indian Metals & Ferro Alloys Ltd.	02/11/2015
45.	IET	AIRBUS 320-232	Interglobe Aviation Limited	29/03/2017
46.	JSS	CESSNA 560 XL	Jindal Steel & Power Limited	11/08/2015
47.	JSW	CESSNA CARAVAN I-208	Jindal Vijayanagar Steel Ltd.	22/06/2014
48.	JSE	CHALLENGER 300	JSW	06/12/2013
49.	OPJ	CESSNA CITATION JET 525	JSW Steel Limited	11/08/2013
50.	VDN	CIRRUS SR-20 AIRCRAFT	JSW Steel Limited	23/10/2017
51.	TSK	EMBRAER 500	Kalyan Jewellers India (P) Ltd.	21/12/2016
52.	LKK	BEECH SUPER KING AIR 350	Kirloskar Oil Engines Ltd.	14/04/2015
53.	CKP	EMB 135 BJ	Krishnapatnam Port Company	17/02/2015

1	2	3	4	5
54.	TMS	GULF STREAM G550	M/s Avantha Holdings Limited	12/12/2015
55.	GNR	MAULE M-7-235B	M/s GNA Duraparts Ltd.	07/09/2015
56.	TLG	THORP T 211	M/s Institute of Management & Technologies	17/10/2013
57.	EMU	CESSNA 152	M/s Madhya Pradesh Flying Club	22/07/2013
58.	KKR	ROBINSON R44	M/s Newlook Airways Pvt. Limited	29/10/2014
59.	VCA	AGUSTA AW 109SP	M/s Varva Aviation	02/10/2017
60.	MAM	LEARJET 60 XR	Mahindra & Mahindra Ltd.	17/02/2016
61.	MCR	CESSNA 206H	MC Leod Russel India Ltd.	27/06/2013
62.	ETU	CESSNA A 185 SKYWAGO	MC Leod Russel India Ltd.	26/06/2013
63.	TAA	P-68 OBSERVER - 2	Mesco Airlines Ltd.	10/03/2014
64.	VDM	HAWKER-4000	Modern Road Makers Pvt. Ltd.	11/10/2015
65.	CJB	DIAMOND DA-40NG	Mr. Jagdish Chandra Bhawanji Chheda	17/06/2017
66.	DIP	BEECH KING AIR B200 GT	Ms. Indrani Patnaik	22/12/2015
67.	AHB	CESSNA CARAVAN I-208	MSPL Limited	20/07/2014

68.	NAV	BELL 412 EP	Navayuga Engineering Company Limited	31/12/2014
69.	YUO	BEECH KING AIR B-200	Orissa Stevedores Ltd.	11/08/2013
70.	GPL	ENSTROM 480B	Orissa Stevedores Ltd.	29/07/2015
71.	EHV	CESSNA CRUSADOR T-30	Orissa Stevedores Ltd.	28/06/2013
72.	OEP	ROBINSON R44	Oxford Enterprises Pvt. Ltd.	14/07/2014
73.	PFA	CESSNA 172	Pioneer Flying Academy Pvt. Limited	09/09/2014
74.	AMU	CESSNA 172	Pioneer Flying Academy Pvt. Limited	03/08/2013
75.	RKI	CESSNA 172S	R.K. Industries-IV	12/07/2015
76.	VVY	CIRRUS SR 22 AIRCRAFT	R.S.Estate Developers Pvt. Ltd.	20/01/2016
77.	SDD	ROBINSON R44	Rameshwar Dayal (Chote Sarkar)	29/09/2013
78.	USQ	ZENAIR STOL CH 701	Ranbir Singh	04/09/2013
79.	GEO	L 33 SOLO	Ravi Prabhudas Mahbubani	08/05/2013
80.	KDA	BEECH 1900D	Reliance Commercial Dealers Ltd.	30/06/2013
81.	RPL	HAWKER800 XP	Reliance Commercial Dealers Ltd.	14/03/2014
82.	DHB	DAUPHIN AS 365N3	Reliance Commercial Dealers Ltd.	21/04/2014

1	2	3	4	5
83.	ISH	FALCON 900	Reliance Industries Ltd.	07/12/2014
84.	KGD	BELL 412 EP	Reliance Industries Ltd.	02/12/2017
85.	REP	BELL 412 EP	Reliance Industries Ltd.	03/12/2017
86.	AAT	FALCON 2000	Reliance Transport & Travels Pvt. Ltd.	07/02/2014
87.	EHB	BEECH KING AIR B-200	Saraya Aviation Pvt. Ltd.	31/03/2013
88.	TLE	P68C	Sesa Goa Limited	15/11/2014
89.	NAR	DIAMOND DA 40	Shri R Naresh	10/11/2016
90.	SAZ	BEECH KING AIR B-200	Steel Authority of India	08/11/2014
91.	CMO	HAWKER 750	Steel Authority of India	28/06/2014
92.	GFD	POWER HANG GLIDER	Suket Adventure Foundation	15/10/2013
93.	SFM	EMBRAER 500	TV Sundram Iyengar & Sons Ltd.	21/10/2015
94.	TEX	MD 520N	Tata Exports Ltd.	14/12/2013
95.	TPC	MD 902	Tata Power Company Limited	23/04/2014
96.	TEC	MD 902	Tata Steel Limited	22/06/2014

97.	TAS	PILATUS PC-12NG	Tata Steel Limited	30/09/2014
98.	JSR	KING AIR B-200GT	Tata Steel Limited	30/07/2015
99.	IOO	PILATUS PC-12NG	Tata Steel Limited	06/10/2013
100.	BAS	BEECH KING AIR B-200	Taurian Iron & Steel Co. Pvt. Ltd.	13/09/2014
101.	LPH	CESSNA 206H	The Lake Palace Hotels	05/08/2014
102.	AKA	EUROCOPTER EC-130	Vedanta Alumina Ltd.	09/03/2014
103.	UDR	HAWKER 900XP	Venkateshwara Hatcheries Ltd.	24/09/2016
104.	TAF	CESSNA 172 N	Yash Air Limited	11/06/2013
105.	YSF	KING AIR C-90 GTI	Yazdani International (P) Ltd.	30/08/2016
106.	UAG	X-AIR F	Yogesh Garg	07/04/2013
107.	BPO	AGUSTA 109	Zaco Aviation	02/12/2017
108.	SSN	HAWKER 850XP	Zee Entertainment Enterprises Ltd.	21/09/2016

**Gap in *per capita* Income of Bihar and
the country**

*248. SHRI N.K. SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that with the exception of the last two years, the gap between the per capita income of Bihar and the national per capita income has consistently widened since 1950;

(b) whether the rate of recovery has been unsatisfactory;

(c) if so, the details thereof;

(d) whether Government is proposing to undertake any measures to support the State Government to effectively bridge the development gap; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) to (c) Based on the latest information on comparable series of per capita income, measured by the NSDP at constant 2004-05 prices, and available from the Central Statistical Office of the Ministry of Planning and Programme Implementation, Government of India, the per capita income of Bihar is estimated as Rs. 7914 in 2004-05 as against the average per capita income of Rs. 24143 at national level. This yields the gap between the per capita income of Bihar and the national per capita income as Rs. 16229 in 2004-05. In 2012-13, the per capita income of Bihar is estimated as Rs. 14268 as against the average per capita income of Rs. 39143 at all-India level, yielding the gap between the two as Rs. 24875. Table below gives the per capita income of Bihar and the national per capita income for each year since 2004-05 along with the gap between the two. Although the gap is found to increase overtime, the rate of growth of per capita income of Bihar has been faster than at all-India level in most of the years during the period 2004-05 to 2012-13 as can be seen from the table below. The ratio of per capita income of Bihar to that of national per capita income given in the table below show increase overtime, which suggests that proportional gap is narrowing down.

**Table: Comparison of per capita income of Bihar with All-India
at constant (2004-05) prices**

Sl. No.	Years	Per capita Income (Rs./Annum)			Growth over previous year in per capita income (%)		Ratio of per capita income of Bihar to National (%)
		Bihar	National		Bihar	National	
1.	2004-2005	7914	24143	16229	—	—	32.8
2.	2005-2006	7749	26015	18266	-2.09	7.75	29.8
3.	2006-2007	8900	28067	19167	14.86	7.89	31.7
4.	2007-2008	9233	30332	21099	3.74	8.07	30.4
5.	2008-2009	10241	31754	21513	10.92	4.69	32.3
6.	2009-2010	10771	33901	23130	5.18	6.76	31.8
7.	2010-2011	11792	36342	24550	9.48	7.20	32.4
8.	2011-2012	13178	38037	24859	11.75	4.66	34.6
9.	2012-2013	14268	39143	24875	8.27	2.91	36.5

(d) and (e) The Special Plan for Bihar was approved in 2003-04. An allocation of Rs. 1000 crore per annum was approved for the Special Plan during the Tenth Plan period (2002-2007) after approval to the scheme in 2003-04 under the erstwhile Rashtriya Sam Vikas Yojana. The same allocation was approved to be continued during the Eleventh Plan period (2007-12) under the Backward Regions Grant Fund. This allocation was enhanced to Rs.2000 crore for 2010-11 and Rs.1470 crore for 2011-12. An allocation of Rs.1500 crore has been made for 2012-13. Funds are being released for various projects on 100% grant basis.

The projects namely, Development of State Highways, Rail-cum-Road Bridge, Strengthening of Sub-Transmission System, Renovation and Modernization of Barauni and Muzaffarpur Thermal Power Stations, Restoration of Eastern Gandak Canal, Integrated Watershed Development Programme and Integrated Community Based Forest Management are being funded under the Special Plan for Bihar.

The aim of the programme is to accelerate socio-economic development in Bihar. Through the special plan for Bihar, infrastructure particularly power, roads, and irrigation is being put in place.

Allocation for Guwahati under JNNURM

*249. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the details of amount sanctioned on various proposals of Guwahati city under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM), indicating amount released, utilized and achievement made, proposal-wise and year-wise till date since inception of the Mission;

(b) whether any proposal has been received for dredging and cleaning of different rivers/canals, particularly the Bharalu river in Guwahati city, to be funded under JNNURM or any other Centrally sponsored schemes; and

(c) if so, the details thereof and time by when the said proposal would be cleared?

THE MINISTER OF URBAN DEVELOPMENT (SHRI KAMAL NATH):

(a) Details of amount sanctioned for the projects approved for the Mission city of Guwahati under Urban Infrastructure and Governance (UIG) Sub-Mission of Jawaharlal Nehru National Urban Renewal Mission (JNNURM) indicating year-wise and project-wise amount released for utilization with financial and physical progress is given in the Statement (*See* below).

(b) and (c) No project for dredging and cleaning of different rivers/canals, particularly the Bharalu river in Guwahati city under JNNURM has been received.

Statement

Details of amount sanctioned to the Mission City of Guwahati under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) with amount released, utilized and achievement made, proposal-wise and year-wise

Sl. No.	Name of the City	Project Title	Approved Cost	Date of CSMC/ CCEA/ CCI Meeting/ Project Approval	Total ACA Commitment (Central Share)	Details of year-wise release of Additional Central Assistance (ACA) for utilization				Total ACA released	(Rs. in Lakhs)	
						1st ACA Released	2nd ACA Released	3rd ACA Released	4th ACA Released		Financial Progress in % terms	Physical Progress in % terms
1.	Guwahati	Solid Waste Management for Guwahati	3,516.71	22-Jan-07	3,165.04	2007-08	2009-10	2011-12	-	2057.28	55%	27%
2.	Guwahati	Proposal for South Guwahati West Water Supply Scheme in Guwahati Metropolitan Development Area	28,094.00	29-Feb-08	25,284.60	2008-09	2009-10	2010-11	2011-12	22,755.99	105%	68%
TOTAL:			31610.70		28449.64						100%	

Scaling down of iron ore mines for environmental clearance

*250. SHRI S. THANGAVELU: Will the Minister of STEEL be pleased to state:

(a) whether the Steel Authority of India Limited (SAIL) was forced to scale down operation of iron ore mines in Odisha and Jharkhand due to holding up of environmental clearances;

(b) if so, the details thereof;

(c) whether this would trigger raw material scarcity for its Bokaro Plant in Jharkhand and integrated steel plant in Burnpur in West Bengal; and

(d) if so, the details thereof?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) Non availability of environmental clearances has resulted in closure of SAIL's Sukri Latur mine since March, 2009, Gua mine since June, 2011, intermittent closure of Bolani mines in the year 2011-12 and 2012-13 for about 90 days and Dhobil mine for five months.

(c) and (d) No, Sir. Although closure of above mines created some shortfall of iron ore for SAIL plants in later half of 2011-12, this was addressed by conversion of iron ore fines from SAIL mines into pellets through Kudremukh Iron Ore Company Limited (KIOCL). Further, the situation has been normalized by scaling up production in other mines and opening of Bolani mine.

Liability of suppliers in nuclear accidents

*251. SHRI ARVIND KUMAR SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether as per the Nuclear Liability Act, 2010, nuclear suppliers are not liable to pay more than the cost of supplied equipments as damage in case of nuclear accidents;

(b) if so, the details thereof;

(c) the reasons and the rationale therefor;

(d) whether Government would amend this provision;

(e) if so, the details thereof; and

- (f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) Section 4 of the Civil Liability for Nuclear Damage Act, 2010 channels the liability for nuclear damage to the operator of the nuclear installation. The operator of the nuclear installation, after paying the compensation for nuclear damage, shall have a right of recourse against the supplier in accordance with Section 17 of the said Act. The supplier has no liability to pay compensation for nuclear damage in the first instance to the victims of a nuclear incident.

(c) Under the Civil Liability for Nuclear Damage Act, 2010 the liability of the operator is strict and based on the principle of no-fault liability with the underlying objective to provide for prompt compensation to the victims of a nuclear incident.

- (d) There is no such proposal at present.

- (e) Does not arise in view of answer to (d).

- (f) Covered under answer to (c).

Projects sanctioned and completed under JNNURM

*252. SHRI JAGAT PRAKASH NADDA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the number of total projects sanctioned and completed under the Urban Infrastructure and Governance component of Jawaharlal Nehru National Urban Renewal Mission (JNNURM) across different States in the country;

- (b) whether there are wide gaps between the sanctioned and completed projects;

- (c) if so, the reasons therefor; and

(d) the action taken by the Ministry to ensure efficient and timely completion of the projects?

THE MINISTER OF URBAN DEVELOPMENT (SHRI KAMAL NATH): (a) and (b) Under Urban Infrastructure and Governance (UIG) Sub-Mission of Jawaharlal Nehru National Urban Renewal Mission (JNNURM), 551 projects have been approved across different States in the country, out of which 184 projects have been reported physically complete.

(c) JNNURM is a reform linked infrastructure development programme. The projects and reforms in the States are in various stages of implementation. Constraints are being experienced in implementation of projects due to various reasons such as utility shifting, delay in receipt of permission/clearances from various authorities, lack of capacity of Urban Local Bodies, land acquisition issues, high tender premium, cost escalation, lack of response to tender and re-tender, etc.

(d) The implementation of projects are done by State Government through Urban Local Bodies (ULBs) and Parastatals as per their extant rules and procedures. These are monitored regularly at State level through the State Level Nodal Agency (SLNA). The progress of the implementation of the approved projects are also reviewed by Government of India to further strengthen implementation of the Mission. The States/ Urban Territories (UTs) have been asked through regional review meetings, correspondence and other forums to expedite implementation of ongoing projects for completion within the extended Mission period.

Notifications for voyage and towage

*253. SHRI MANSUKH L. MANDAVIYA: Will the Minister of SHIPPING be pleased to state:

(a) the action that has been taken by the Ministry as on date to issue necessary notification authorizing State Maritime Boards for voyage and towage permission;

(b) whether the Ministry has received any communication from Gujarat State Government or Public Authorities for issue of notification to extend the IV limits to huge size of vessels and barges so that such barges, tugs and other IV crafts can work up to an area where the significant height is maximum of two meters; and

(c) if so, the further action that has been taken in this regard as on date?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) As on date, notification *vide* Merchant Shipping (MS) Notice No. 03 of 2008 governs plying of vessels registered under Inland Vessel's Act, 1917 (as amended), for making single voyages on coast of India without cargo passengers or tow. Under this Notice there is a provision of 'Delegation of Authority' for authorizing a coastal State to embark upon this responsibility of inspection and certification on basis of proper justification, displaying their capacity in respect of technical expertise and adequacy in the required

strength of qualified persons to conduct this task effectively and efficiently. The Directorate General of Shipping has advised the Gujarat Maritime Board on 18/02/2013, in response to their letter dated 06/02/2013, to provide details such as qualification, expertise and experience of its officers, for whom, the provision of 'Delegation of Authority' may be exercised under MS Notice No. 03 of 2008. Notification *vide* Merchant Shipping Notice No. 08 of 2013 governs towage on coast of India. There is no provision to delegate authority to a coastal State under MS Notice No. 08 of 2013 for purpose of towing, as higher degree of technical expertise is considered necessary for safe and efficient execution of towage.

(b) and (c) Yes, Sir, communications from the Gujarat Maritime Board (GMB), Gujarat, Captain of ports, Goa and UT of Andaman and Nicobar Islands have been received for extension of IV limits. Further action in this regard has been initiated.

Suggestions of the Road Safety Forum

*254. SHRI V. HANUMANTHA RAO: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has created any machinery to carefully assess and study the suggestions of the Road Safety Forum of Andhra Pradesh to reduce accidents;

(b) whether it is a fact that numerous suggestions of the Road Safety Forum are pending with Government;

(c) whether it is also a fact that representations have been made by the Road Safety Forum to reduce high tolls on the national highway system; and

(d) the details of meetings called to address high toll on the highways?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI):

(a) to (c) The Government has constituted National Road Safety Council (NRSC) under section 215 of Motor Vehicle Act, 1988 at the national level which considers issues on road safety raised by different stakeholders from time to time. Wherever feasible, actions are initiated on the suggestions.

(d) The toll is levied as per National Highways Fee Rules 2008, and amendments from time to time. User Fee on specific projects are governed by these rules.

Technical support providers to UID Scheme

*255. SHRI RAJIV PRATAP RUDY: Will the PRIME MINISTER be pleased to state:

(a) whether most of the technical support providers to the UID Scheme are American Corporations;

(b) the details of the companies that are providing technical support to the UID Scheme;

(c) whether it is a fact that UIDAI's own Biometrics Standards Committee stated that retaining biometric efficiency for a database of more than one billion people has not been adequately analysed;

(d) if so, the details thereof; and

(e) the measures taken by Government to ensure data security, enhancing efficiency of the database and preventing the threat to privacy?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) No, Sir. The technical support providers of UID scheme are mostly companies registered in India under Companies Act, 1956. A number of private and public sector companies are working in various capacities in the UID Project. However, few main companies providing technical support are the following:

1. M/s HCL Infosystems Ltd.
2. M/s Wipro Ltd.
3. M/s Engineers India Ltd.
4. M/s Bharti Airtel Ltd.

It is possible that some of these service providers may have tie ups with foreign companies as permitted by the Government of India.

(c) and (d) Yes, Sir. However the observation by the Biometric Standard Committee was in the context of using only one biometric modality of fingerprints for de-duplication operations. So in order to improve efficiency, UIDAI is following multimodal de-duplication using fingerprint as well as Iris images.

(e) UIDAI has taken several measures to ensure security of resident data, encompassing physical security, access control, network security, stringent audit mechanism, 24x7 monitoring and measures such as data partitioning and data encryption. The general philosophy of UIDAI is to build an operating model which is inclusive at the front end but uses extremely sophisticated software, biometrics, fraud analytics, data mining at the back end to achieve desired level of data security, improving efficiency and safeguarding privacy.

Indian fishermen and their boats in the custody of Pakistan

*256. SHRI DILIPBHAI PANDYA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of Indian fishermen who are in the custody of Pakistan as on 31 October, 2012;

(b) the steps being taken by Government of India for their release from the custody of Pakistan;

(c) whether it is a fact that the boats of these fishermen seized earlier have also not been released so far; and

(d) the steps that have been taken/being taken by Government of India for release of their boats and for rehabilitation of fishermen?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED):

(a) to (d) As per available information, there were 161 fishermen, believed to be Indian, in custody of Pakistan as on October 31, 2012.

Government has been consistently taking up the issue concerning the release of all Indian fishermen and their boats in Pakistani custody with the Government of Pakistan at all appropriate levels. The matter was taken up at the Foreign Secretary level talks in February, 2010, June, 2010, June, 2011 and July, 2012; at the Home/Interior Secretary level talks in March, 2011 and May, 2012 and at Foreign Minister level talks in July, 2010, July, 2011 and September, 2012. The then Home Minister raised the issue during his visit to Islamabad in June, 2010. This was also raised during Home Minister's meeting with the Interior Minister of Pakistan in December, 2012 in New Delhi. An India-Pakistan Judicial Committee has also been set up consisting of retired judges from both countries to ensure humane treatment and expeditious release of prisoners, including fishermen, who have completed their prison

term. India-Pakistan Joint Working Group between Indian Coast Guard and Pakistan Maritime Security Agency (PMSA) met at New Delhi on July 12, 2012 for working out a mechanism for release of fishermen and their boats who cross maritime borders inadvertently. High Commission of India, Islamabad, on a continuing basis, monitors the status of Indian prisoners including fishermen in Pakistani jails and takes up the matter with the Government of Pakistan for their early release and return of their boats. Due to Government's consistent efforts, 677 Indian fishermen were released by Pakistan in 2012 and 7 have been released so far in 2013; 103 fishermen were released in 2011 and 454 fishermen in 2010.

Pakistan has not released any boat belonging to these fishermen. There are approximately 600 Indian boats in Pakistan's custody and Government has been repeatedly taking up the matter with Government of Pakistan for releasing all the Indian boats in their custody.

The Ministry of Agriculture (Department of Animal Husbandry, Dairying and Fisheries) is the nodal agency for payment of compensation to the fishermen lodged in Pakistani jails and the scheme — "Soft Loan Package for Replacement of Fishing vessels held in captivity in Pakistan" which is being implemented by Marine Products Export Development Authority (MPEDA).

Trade cooperation between India and France

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

- (a) whether French President has recently visited India;
- (b) if so, the details thereof;
- (c) whether the need for cooperation between the two countries has been felt by the French President in strengthening the long term economic partnership;
- (d) if so, the details thereof; and
- (e) the steps being taken by Government to increase cooperation between the two countries for infrastructural development and trade?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED):
(a) to (e) The President of the French Republic, H.E. Francois Hollande paid a State visit to India on 14-15 February, 2013, at the invitation of Prime Minister

Dr. Manmohan Singh. He was accompanied by a high-level delegation including several key Ministers of his Cabinet, senior officials, business-persons and media.

During discussions with the Prime Minister, both leaders emphasized the importance of the bilateral economic engagement and furthering bilateral co-operation in the area of trade and investment.

Discussions are regularly held with France under the India-France Joint Committee for Economic and Technical Cooperation, the last meeting of which was held on 23-25 June, 2010, in Paris to promote bilateral trade including the infrastructural development.

A Joint Statement was issued during the visit. Among the agreements reached following the discussions were a Joint Statement to follow-up and strengthen cooperation in the railway sector and an MoU between the Indian Ministry of Railways and SNCF of France.

Projects constructed in joint venture under PPP mode

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

- (a) whether there are several infrastructural projects being constructed in joint venture under the Public Private Partnership (PPP) mode during the last two years;
- (b) if so, the details thereof, year-wise, project-wise and State-wise;
- (c) whether there is any agreement for sharing dividend in these projects; and
- (d) if so, the details thereof, including the monitoring mechanism that is in place to supervise these projects?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) The following projects have been constructed in Joint Venture under Public Private Partnership (PPP) mode during 2010-11 and 2011-12.

Sl. No.	Ministry of Railways	Project Cost (Rs. crore)
1	2	3
1	Haridaspur - Paradeep port connectivity (New Line)	1,186

1	2	3
2.	Obulavaripalle - Krishnapattam (New Line)	1,203
3.	Anugul - Sukinda	1,052
4.	Bharauch - Dahej	395
Ministry of Civil Aviation		
5.	IGI Airport at New Delhi	12,857
6.	CSI Airport at Mumbai	12,380

(c) and (d) The sharing of dividend in Joint Venture projects is governed by the share of the public sector in the equity of the joint venture. In addition, the Airports Authority of India has a revenue sharing of 45.99% in IGI airport, New Delhi and 38.7% in CSI airport, Mumbai.

An Institutional Mechanism for Monitoring of all Public Private Partnership projects, including those which are Joint Ventures, awarded by all Ministries, Departments, statutory authorities and Public Sector Undertakings has been created by the Government. Project Authorities are required to create the following two-tier structure for monitoring the performance of PPP Projects.

- (i) PPP Projects Monitoring Unit (PPP PMU) at the project authority level; and
- (ii) PPP Performance Review Unit (PPP PRU) at the Ministry or State Government level, as the case may be.

A PMU is required to submit monthly reports to the PRU and the PRUs will compile them every quarter for review. The respective Ministries have been advised to send quarterly compliance reports to the Planning Commission with a copy to the Ministry of Finance. The Planning Commission, in consultation with the Ministry of Finance, prepares a summary of these reports, along with recommendations relating to further action/improvements, for placing them before the CCEA once every quarter.

Cash transfer scheme

*259. SHRI SHANTA KUMAR: Will the PRIME MINISTER be pleased to state:

- (a) the number of Government sponsored schemes that have been linked to the cash transfer scheme for the poor;

(b) the details of the *modus operandi* to disburse cash to the rural areas where post offices and banks do not exist; and

(c) the amount of commission that has been fixed to the banking correspondent for ensuring smooth delivery of cash to the families?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) In order to roll out the implementation of a seamless electronic transfer of cash benefit to beneficiaries, Direct Benefit Transfers (DBT) Scheme was rolled out from 1st January, 2013 for 26 selected Central Sector and Centrally Sponsored Schemes in 43 districts. List of the 26 selected Schemes is given in the Statement (*See below*).

(b) Direct Benefit Transfer has so far been rolled out in districts that are serviced by the banking system.

(c) As regards the amount of commission that has been fixed to the Banking Correspondents (BCs) for ensuring smooth delivery of cash to the families, commission is payable to the Banks at a flat rate of 1% on the total amount transferred under DBT, as of now.

Statement

List of 26 Central Sector/Centrally Sponsored Schemes identified for Direct Benefit Transfer

Sl. No.	Ministry/Department	No. of Schemes	CS/ CSS	Name of the Scheme
1	2	3	4	5
1.	M/o Social Justice and Empowerment	1	CSS	Post Matric Scholarship for SC Students.
		2	CSS	Pre-Matric Scholarship for SC Students.
		3	CSS	Pre-Matric Scholarship for Children of those engaged in unclean occupations.

1	2	3	4	5
		4	CS	Upgradation of merit of SC Students.
		5	CS	National Overseas Scholarship Schemes for SC Students.
		6	CSS	Post Matric Scholarship for OBCs.
		7	CS	Top Class Education Scheme.
2.	M/o Human Resources Development, D/o Higher Education	1	CS	Scholarship to Universities/College Students.
		2	CS	Fellowship Schemes of UGC.
		3	CS	Fellowship Schemes of AICTE.
3.	M/o Human Resources Development, D/o School Education and Literacy	1	CS	National Means cum Merit Scholarship.
		2	CS	National Scheme for Incentive for the girl child for secondary education.
4.	M/o Tribal Affairs	1	CSS	Post Matric Scholarship Scheme for ST.
		2	CS	Top Class Education System.
		3	CS	Rajiv Gandhi National Fellowship.
5.	M/o Minority Affairs	1	CSS	Post Matric Scholarship Scheme.
		2	CS	Maulana Azad National Fellowship.
		3	CSS	Merit cum Means Scholarship Scheme.
6	M/o Women and Child Development	1	CSS	Indira Gandhi Matritva Sahyog Yojana (IGMSY).

1	2	3	4	5
		2	CS	Dhanalakshmi Scheme.
7.	M/o Health and Family Welfare	1	CSS	Janani Suraksha Yojana.
8.	M/o Labour and Employment	1	CS	Scholarship to the Children of beedi workers.
		2	CS	Housing subsidy to beedi workers.
		3	CSS	Stipend to children in the special schools under the Child Labour Project.
		4	CS	Stipend to trainees under the Scheme of Welfare of SC/ST job seekers through Coaching, Guidance and Vocational Training.
		5	CSS	Payment of stipend to trainees under the Scheme of Skill Development in 34 Districts affected by Left Wing Extremism (LWE).
TOTAL:		26		

Issuing of passport in three days

*260. SHRI PANKAJ BORA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Government has decided to issue regular passports in three clear days and Tatkal passport on the same day; and

(b) if so, the number of regular and tatkal passports that have been issued since the inception of the scheme, State-wise?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED):

(a) Under the Passport Seva System, the Government has endeavoured to streamline passport services, including processing time taken in acceptance, issuance and dispatch

of passports. Under this System, the Government has envisaged the following 'desired service levels' excluding the day of submission of passport application:—

- (i) 3 working days in case of Normal Passports in 'No' or 'Post-Police verification' cases,
- (ii) 3 working days + time taken for police verification in Fresh Passport cases requiring 'Pre-Police verification' and
- (iii) one working day in case of Tatkal passports subject to production of requisite documents.

(b) Details showing the number of passports issued, State-wise, as per the above desired timelines under Normal and Tatkal Category, since the inception of Passport Seva on 28 May, 2010 to 8th March, 2013, given in the Statement (*See below*).

Statement

*Details of State-wise number of passports issued as per desired timelines
(from 28th May, 2010 to 8th March, 2013)*

Sl. No.	State/UT	Pre-Police Verification (PV) Passports issued within 3 days of receipt of clear PV Report	Post PV Passports issued within 3 days of application	Tatkal Passports issued within 1 day of application
1	2	3	4	5
1.	Andhra Pradesh	91,895	54,452	69,528
2.	Assam*	2,614	2,701	1,820
3.	Bihar	54,158	2,221	1,661
4.	Chandigarh UT**	2,19,484	30,967	17,831
5.	Chhattisgarh	2,914	486	201
6.	Delhi NCT**	8,884	2,371	43,040
7.	Goa	15,584	7,919	304

1	2	3	4	5
8.	Gujarat	2,05,230	44,169	6,205
9.	Himachal Pradesh	8,078	695	1,145
10.	Jammu and Kashmir	12,600	1,855	59
11.	Jharkhand	17,541	3,387	1,684
12.	Karnataka	1,28,778	66,005	1,27,611
13.	Kerala	1,76,035	1,63,823	1,59,267
14.	Madhya Pradesh	3,024	1,028	1,027
15.	Maharashtra	1,14,852	59,012	41,335
16.	Odisha	9,059	3,201	3,542
17.	Punjab	98,766	17,794	4,401
18.	Rajasthan	69,837	10,008	12,041
19.	Tamil Nadu	4,57,367	1,13,866	94,644
20.	Uttar Pradesh	1,28,040	18,589	6,816
21.	Uttarakhand	1,938	330	404
22.	West Bengal	77,325	28,402	14,012
TOTAL:		19,04,003	6,33,281	6,08,578

*Includes passport figures for six other North-Eastern States.

**Includes figures for Haryana as a PSK each is located in Ambala and Gurgaon under RPO Chandigarh and RPO Delhi respectively.

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

Quality of the equipments at Kudankulam

1861. SHRI D. BANDYOPADHYAY: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that inspite of loading of uranium fuel rods at the 1000 MW capacity unit of the Kudankulam Nuclear Plant by October, 2012, the unit did not produce a single unit of electricity so far;

(b) if so, whether it is due to faulty design or bad quality of the equipment supplied; and

(c) if so, the corrective actions that have been initiated by Government to make the unit function and to punish those who are guilty?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) After loading of the fuel, a series of activities including integrated system tests, first criticality (start of fission chain reaction for the first time), subsequent performance tests etc. in line with stage-wise clearances by the Atomic Energy Regulatory Board are needed to be carried out before synchronisation of the unit with the grid and start of generation. These activities are in progress.

(b) No, Sir.

(c) Does not arise.

Steps to allay the fear for Kalpakkam project

1862. SHRIMATI VASANTHI STANLEY: Will the PRIME MINISTER be pleased to state:

(a) the steps taken by the Ministry to allay the fear in the minds of the people of coastal area regarding the Kalpakkam project; and

(b) the steps taken by Ministry to implement the project immediately as the plant being the other alternative for power shortage?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) The ongoing outreach activities around Kalpakkam site have been scaled up to allay apprehensions of the people living in the vicinity. The outreach campaigns are organised through structured programmes in simple and local language. These includes organising visits to the site, awareness lectures and presentations in schools/colleges, briefings to press periodically and press meets on radiation and cancer, briefing to people's representatives and the State officials. The awareness material in simple and local language is also distributed to all the sections of the society around the site.

(b) The 500 MW Prototype Fast Breeder Reactor at Kalpakkam is progressing as per the revised schedule, which envisages commissioning by March, 2015.

High cost of the nuclear power plant

1863. SHRIMATI VASANTHI STANLEY: Will the PRIME MINISTER be pleased to state:

- (a) whether it is a fact that constructing and operating nuclear power plants are much costlier than operating coal or combined cycle gas turbine;
- (b) whether there is any special research, workshop organized to share the advanced technology of the developed countries in this regard; and
- (c) whether the Ministry has also done research to bring down the running cost of the nuclear power plants?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) The capital cost of nuclear power plants is higher than that of thermal power plants using coal and gas. However, the tariffs of nuclear power are comparable to those of contemporary thermal power plants located in the area.

- (b) No, Sir.
- (c) Striving to reduce the operating costs is an ongoing exercise.

Thorium as safe and clear energy source

1864. DR. T. SUBBARAMI REDDY: Will the PRIME MINISTER be pleased to state:

- (a) whether scientists have now started to experiment the power of other radioactive element, thorium as safe and clear energy source;
- (b) if so, whether according to them, the thorium based small nuclear reactors can make world, free from its dependency on coal and natural gas;
- (c) if so, the reaction of Government thereto and whether Government is contemplating to use it; and
- (d) if so, the time as well as the manner it is likely to be done?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) to (c) Yes, Sir. Thorium plays a pivotal role in Indian Nuclear power programme. In fact, right at the beginning, a 3-stage Indian nuclear power programme has been chalked out and use of Thorium as an energy source has been contemplated during the third stage. Right from the inception of Indian

nuclear power programme, work has been carried out on various aspects of thorium utilisation- including mining and extraction of thorium, fuel fabrication, irradiation in reactors, reprocessing and re-fabrication. Internationally too, certain new designs have been proposed to use Thorium.

The third stage of Indian nuclear power programme contemplates making use of Uranium-233 (obtained from irradiated thorium) to fuel Uranium-233 - Thorium based reactors, which can provide energy independence to the country for several centuries. This will avoid the dependency on coal and natural gas.

(d) Thorium will be introduced on a large scale at an optimal point during operation of Fast Breeder Reactors in the second stage of Indian Nuclear Programme and it will become the mainstay for nuclear power generation in the third stage. The time of large scale thorium deployment is expected to be 3-4 decades after the commercial operation of Fast Breeder Reactors with short doubling time.

Losses to Air India

1865. SHRI DILIPBHAI PANDYA:

SHRIMATI SMRITI ZUBIN IRANI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Air India suffered losses on all routes except two;

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

(c) whether it is a fact that losses have increased due to strike by Air India pilots;

(d) if so, whether Government has set up a Committee to analyse the reasons for such losses;

(e) by when the Committee is likely to submit its report;

(f) whether Government has also decided to set up a task force to rationalize costs; and

(g) if so, by when the task force is likely to submit its report?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) No, Sir. However, the April to December, 2012 provisional route economics of Air India's performance are as under:

Particulars	No. of routes
Services not meeting fuel cost	12
Services meeting fuel cost but not meeting Cash Cost	74
Services meeting cash cost but not meeting total cost	102
Services meeting total cost	14
TOTAL:	202

(c) Yes, Sir. The revenue loss for Air India due to the pilots strike from 7th May, 2012 to 3rd August, 2012 is approximately Rs 600 crores.

(d) No, Sir.

(e) Does not arise.

(f) and (g) The Government has constituted a Committee on 4.1.2013 for recommending various cost cutting measures which may be required to be taken to ensure the best and optimal utilization of various resources including human resource available with Air India. An interim report has been submitted by the Committee to the Government.

Fire accidents at Begumpet airport

1866. SHRI MOHD. ALI KHAN:

SHRIMATI T. RATNA BAI:

SHRI MOTILAL VORA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the fire accidents took place at airports, including Begumpet airport (Hanger) in Hyderabad recently;

(b) if so, the details thereof of such accidents during last four years and the reasons therefor; and

(c) the loss estimated and steps being taken to avoid recurrence of such fire accidents at airports in future?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. A major fire accident occurred in Hangar No. 3 located in the premises of Begumpet Airport, Hyderabad on 17.12.12 at about 2315 IST (11:15 PM). Total seven aircraft comprising one helicopter Augusta

139 of Government of Andhra Pradesh and six training aircraft (04 airworthy and 02 non- airworthy) belonging to Andhra Pradesh Aviation Academy were destroyed. No other such incident was reported during the last Four years.

(c) According to the preliminary report given by Andhra Pradesh Aviation Academy, the total financial loss works out to be about Rs. 5 crores for Andhra Pradesh Aviation Academy, Rs. 63 crores for Andhra Pradesh Aviation Corporation Ltd., Government of Andhra Pradesh and Rs. 3 crores for Airports Authority of India. Following instructions regarding fire prevention and protection to airport infrastructure including aircraft hangars have already been issued to all airports *vide* Fire Order No. 5 of 2012. Some of the major instructions as follows:

- Joint monthly inspection by a team comprising of executives from fire, civil and electrical/electronic engineering.
- To check functioning of the fire dampers, in the AHU *i.e.* testing and inter-locking with blower motor.
- Officer-in-charge of the respective airports undertake an in-depth survey, annually to assess the adequacy/augmentation of fire fighting facilities such as water supply sources, capacity of water storage tank, hydrant/wet riser/sprinkler system.
- Fire detection/alarm system. First Aid Fire Fighting Appliances or any other Fire Fighting Equipment/Accessories to combat fire or to ensure effective fire protection.

Tirupati airport as international airport

1867. SHRI MOHD. ALI KHAN:

SHRIMATI T. RATNA BAI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is developing some airports in the country particularly Tirupati airport to the international level airport; and

(b) if so, the details thereof, State-wise in the Twelfth Plan period and the amount spent so far?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. Details of airports, including Tirupati airport, which have been developed/being developed for handling international operations alongwith amount spent during the Twelfth Five Year Plan and the Cost/ Approved amount of the scheme are given in the Statement (*See* below).

Statement*Details of Airports developed/under development for handling International operations*

States	Name of Airport	Name of Work	A/A & E/S Amount	Status	Amount spent in Twelfth Plan
1	2	3	4	5	6
Northern Region States					
Chandigarh (U.T.)	Chandigarh	Construction of New Integrated Terminal Building	78.00	Completed	
Rajasthan	Jaipur	Construction of New Terminal Building	115.77	Completed	
Rajasthan	Jaipur	Passenger Terminal Building (Phase-II)	381.00	Planning Stage	
Madhya Pradesh	Khajuraho	Construction of New integrated Terminal Building	75.32	Work in Progress	
Uttar Pradesh	Lucknow	Construction of New Integrated International Terminal Building.	129.38	Completed	
Uttar Pradesh	Varanasi	Construction of New Integrated Terminal Building	139.50	Completed	

1	2	3	4	5	6
North-East Region States					
Manipur	Imphal	Expansion of Existing Terminal Building and Enhancing the Passengers Facilities i/c Car Park and boundary wall	9.30	Work in Progress	5.65
Assam	Guwahati	Construction of international Terminal Building.	156.00	Planning Stage	
Eastern Region States					
Odisha	Bhubaneswar*	Construction of New Domestic Terminal Building and associated work	145.54	Completed	29.28
Andaman and Nicobar Island (U.T.)	Portblair	C/o New Integrated Terminal Building	374.00	Planning Stage	
Chhattisgarh	Raipur	Construction of Integrated Terminal Building.	129.65	Completed	19.92
Jharkhand	Ranchi	Construction of New Integrated Terminal Building	137.79	Completed	
Western Region States					
Gujarat	Ahmedabad	Contraction New International Terminal Building	328.00	Completed	

Maharashtra	Aurangabad	Construction of New integrated Terminal Building, Technical Block, Control Tower, Fire Station, MT Pool etc.	99.70	Completed	
Madhya Pradesh	Bhopal	Construction of New integrated Terminal Building	135.00	Completed	0.30
Goa	Goa	Construction of New Integrated Terminal Building	330.00	Work in Progress	64.59
Madhya Pradesh	Indore	Construction of New integrated Terminal building	135.60	Completed	
Maharashtra	Nagpur	Expansion and modification of Terminal Building for integrated operations	79.00	Completed	
Maharashtra	Pune	Extension and Modification of Terminal Building for integrated operations	78.00	Completed	
Gujarat	Vadodara	Construction of New Integrated Terminal Building	115.97	Work in Progress	4.29
Southern Region States					
Kerala	Calicut	Expansion and Modification of International Terminal Building including electrical packages for integrated operations	89.50	Completed	

1	2	3	4	5	6
Tamil Nadu	Coimbatore	Expansion and modification of Terminal Building for integrated operations	78.00	Completed	
Tamil Nadu	Madurai	Construction of New Integrated Terminal Building and allied works	128.76	Completed	0.66
Karnataka	Mangalore	Construction of New integrated Terminal Building	147.00	Completed	
Tamil Nadu	Trichy	Construction of New integrated Terminal Building	74.70	Completed	
Andhra Pradesh	Tirupati	Construction of New Integrated Terminal Building	161.00	Completed	1.48
Andhra Pradesh	Vizag	Construction of New integrated Terminal Building	94.95	Completed	
Andhra Pradesh	Vijayawada	New Integrated Terminal Building	85.00	Planning Stage	

Note *: On Shifting of domestic operations to new completed domestic terminal, the existing terminal building is being modified to facilitate international operations.

Irregularities in award of ground handling services

1868. SHRIMATI KUSUM RAI:

SHRI ARVIND KUMAR SINGH:

SHRI PRABHAT JHA:

SHRI ALOK TIWARI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether irregularities have been reported for awarding ground handling services, in violation of norms to private companies at Chennai and Kolkata airports;

(b) if so, the details thereof;

(c) whether Central Vigilance Commission (CVC) has recommended action against the guilty officials in this regard recently;

(d) if so, the details thereof;

(e) whether Government has taken action against the guilty as per the recommendations of CVC;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. Procedural irregularities have been found *prima facie* in the award of ground handling services in Chennai and Kolkata Airports and certain airports in Southern Region.

(c) and (d) Yes, Sir. CVC has recommended departmental action under major penalty proceedings against the five serving officials of airports Authority of India (AAI).

(e) to (g) Yes, Sir. Major penalty proceedings have been initiated.

**Loss incurred by Air India during January, 2012 to
December, 2012**

†1869. SHRI MOTILAL VORA: Will the Minister of CIVIL AVIATION be pleased to state:

†Original notice of the question was received in Hindi.

- (a) whether it is a fact that Air India has suffered a loss of 404 crore rupees every month during the period from March to October, 2012;
- (b) the total loss incurred by Air India during the period from January, 2012 to December, 2012 along with the reasons therefor;
- (c) the steps taken by Government to bail out Air India from this loss; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Air India suffered a loss of Rs.7559 crores (Actual) in 2011-12 and Rs.4740 crores (Prov.) during April - December, 2012. The main reasons for losses are: (i) Abnormal increase in the cost of Aviation Turbine Fuel (ATF), (ii) Increase in depreciation expenditure due to aircraft acquisition, (iii) Increase in the quantum of interest on aircraft loans due to induction of new aircraft, (iv) High infrastructure cost at the airports, (v) Depreciation of Rupee against US Dollar and (vi) Global recession and fall in premium traffic.

(c) and (d) Government has approved the Turn Around Plan and Financial Restructuring Plan of Air India which focuses on infusion of additional equity, cost reduction and improved operational performance.

Air India's decision to rent out properties

1870. SHRI T.M. SELVAGANAPATHI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that the Air India is expecting to raise ₹ 5,000 crore over the next decade through the sale of its properties;
- (b) if so, the details thereof;
- (c) whether it is also a fact that the Air India has decided to rent out some of its properties; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) As per the Turn Around Plan and the Financial Restructuring Plan approved by the Government, Air India is required to monetize its assets in India and abroad to raise Rs.5000/- crore over a period of 10 years.

(c) and (d) Yes, Sir. Air India has decided to rent out vacant floors of Air India building at Nariman Point, Mumbai.

Cancellation and delayed Air India flights

1871. SHRI K.N. BALAGOPAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has noticed about the recent regular cancellation and delay of Air India flights from Kerala to Middle East; and

(b) if so, the steps taken to correct it?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) No flights of Air India and Air India Express from Kerala to Middle East were cancelled during the year 2013, (upto 10th March, 2013). However there have been some instances of delays due to various reasons.

(b) Several steps, including close monitoring, optimization of schedules, frequent feedback, making contingency arrangements etc., were initiated during the winter Schedule which came into effect from 28th October, 2012. As a result, Air India and Air India Express have achieved schedule integrity of 99.58 percent and 99.18 percent respectively. In addition, Air India and Air India Express have also achieved On Time Performance (OTP) of more than 76.10 percent and 91 percent respectively during the Winter Schedule. In case of delays/cancellations passengers are informed in advance and those passengers reaching the airport are attended as per the prescribed norms.

Delhi amongst the costliest airports in the world

1872. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that foreign and domestic airlines consider Delhi amongst the costliest airports in the world and most expensive one in Asia;

(b) if so, the reasons therefor;

(c) whether levying of UDF on incoming passengers is a unique feature of Delhi airport or some other airports in the world are also levying such a charge; and

(d) whether the Airports Economic Regulatory Authority has been asked to review totality of airport charges so that the existing levies do not prove as a deterrent to flying to India both by international and domestic passengers?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) On compilation of charges of the airports all across the world from International Civil Aviation Organisation (ICAO) documents 7100-2011 and the revised charges of IGI Airport, New Delhi, it is revealed that the IGI Airport, New Delhi stands at 7th for long haul international, 6th for Medium Haul International and 19th for Short haul international from the top. Further, to ease the burden on passengers. Development Fee being levied at Delhi airport has been revised from Rs. 200/- per embarking domestic passenger to Rs. 100/- and from Rs. 1300/- per embarking international passenger to Rs. 600/- *w.e.f.* 01.01.2013. This will further lead to decrease in the ranking of Delhi airport in terms of charges.

(c) No, Sir. Various airports across the world such as Boston, Denver, Houston and Phoenix in United States, Ekaterinburg, Irkutsk, Kaliningrad, Khabarovsk, Moscow, Sheremetyevo, Domodedovo, Vnukovo, Novgorod, Novosibirsk, Omsk, Samara, Sochi, St. Petersburg and Vidivostok in Russian Federation, Sydney, Brisbane, Canberra and Darwin in Australia and Auckland airport in New Zealand are levying different types of charges (like passenger charges, gate charge, terminal charge etc.) on arriving passengers.

(d) No, Sir.

Failed officials in Aviation Security Tests

†1873. SHRI OM PRAKASH MATHUR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that 94 per cent officials of Airlines and CISF have failed in two Basic Aviation Security Tests conducted by Bureau of Civil Aviation Security (BCAS);

(b) if so, the details thereof; and

(c) the details of action being proposed by Government against these incompetent officials?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) No, Sir. In the year 2013 two tests were held. Details of the results of two AVSEC Basic Courses are given in the Statement-I and Statement-II. (*See below*).

(c) Aviation Security is an integral part of national security. Passing the Basic AVSEC test is a mandatory requirement for Aviation Security personnel. As per National Civil Aviation Security Programme (NCASTP) a candidate is allowed to appear three times in the Basic Test. If he does not clear the test, he is not allowed to function in aviation security.

Statement-I

Basic AVSEC 08-21 January, 2013

RESULT SHEET

Sl. No.	Organisation	Total Candidates	Pass	Fail	Pass Percentage
1	2	3	4	5	6
1.	CISF Delhi	39	03	36	7.69%
2.	Air India, Delhi	23	00	23	00%
3.	SPICEJET	35	03	32	8.57%
4.	INDIGO	06	00	06	00%
6.	Air India, Hyderabad	36	06	30	16.66%
7.	Go Airlines, Mumbai	02	01	01	50%
8.	Air India, Mumbai	25	04	21	16%
9.	CISF, Mumbai	39	27	12	69.23%
10.	JET Airways, Mumbai	01	00	01	00%
11.	CISF, Hyderabad	36	14	22	38.88%
12.	CISF, Chennai	36	17	19	47.22%

1	2	3	4	5	6
13.	APSU, Kerala	36	21	15	58.33%
14.	CISF, Arakkonam	39	09	30	23.07%
Total:		353	105	248	29.74%

Statement-II

Basic AVSEC 30 January to 12 February, 2013

RESULT SHEET

Sl. No.	Organisation	Total Candidates	Pass	Fail	Pass Percentage
1.	SPICE JET, Gurgaon	07	03	04	42.85%
2.	JET Airways, Mumbai	30	13	17	43.33%
3.	DIAL	20	02	18	10%
4.	INDIGO	23	10	13	43.47%
5.	Go Airlines, Mumbai	12	06	06	50%
6.	Air India, Delhi	21	0	21	0%
7.	AIR INDIA, Mumbai	03	01	02	33.33%
8.	AIR INDIA, Hyderabad	25	11	14	44%
9.	CISF, Delhi	35	13	22	37.14%
10.	CISF, Mumbai	33	21	12	63.63%
11.	CISF, Hyderabad	17	09	08	52.94%
12.	CISF, Chennai	49	04	45	8.16%
13.	CISF, Arakkonam	45	09	36	20%
TOTAL:		320	102	218	31.87%

Direct flight to Shimla

1874. SHRI JAGAT PRAKASH NADDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that presently there are no direct flight connection to Shimla; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. At present no scheduled domestic airlines is operating flights to Shimla. Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country. As such, the airlines are free to operate anywhere in the country subject to compliance of Route Dispersal Guidelines issued by the Government and depending upon the traffic demand and commercial viability.

Establishment of Heliports in Uttar Pradesh

†1875. SHRI JUGUL KISHORE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has received any proposal for the establishment of Heliports from different States including State Government of Uttar Pradesh;

(b) if so, the details thereof;

(c) the status of the said proposals; and

(d) by when the said proposals are likely to be finalized and the reasons for delay in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) to (d) No such proposal as per the Greenfield Airport Policy has been received by the Government.

Losses due to unused airports

1876. DR. T. SUBBARAMI REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

†Original notice of the question was received in Hindi.

- (a) the number of unused airports in the country at present, State/UT-wise;
- (b) the expenditure incurred on maintenance of these unused airports during each of the last three years;
- (c) the loss suffered by Government due to non-utilisation of these airports during the said period;
- (d) the details of the unused airports made operational by Government during each of the last three years and the current year; and
- (e) whether Government proposes to make some more unused airports operational during 2013-14 and if so, the details thereof, airport-wise and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) There are 31 non-operational airports in the country belonging to Airports Authority of India (AAI). State/UT-wise details are given in the Statement-I (*See* below). Further, as per information available, there are 45 Defence airports, 83 State Government airports and 5 private airstrips which also remain unused.

(b) The expenditure incurred by AAI on maintenance of unused airports during last three years are given in the Statement-II (*See* below).

(c) The losses of unused AAI airports during last three years are given in the Statement-III (*See* below).

(d) During last three years, three Airports namely. Mysore, Jalgaon and Puducherry were made operational in September, 2010, May, 2012 and January, 2013 respectively.

(e) AAI propose to operationalise Kadappa airport in Andhra Pradesh in 2013-14.

Statement-I

List of non-operational Airports - State/UT-wise

Sl.No.	Name of the State	Airports
1	2	3
1.	Arunachal Pradesh	1. Daparizo

1	2	3
		2. Passighat
		3. Tezu
2.	Andhra Pradesh	4. Kadapa
		5. Donakonda
		6. Nadirgul
		7. Warangal
3.	Assam	8. Rupsi
		9. Shella
4	Bihar	10. Jogbani
		11. Raxaul
		12. Muzaffarpur
5.	Chhattisgarh	13. Bilaspur
6.	Gujarat	14. Deesa (Palanpur)
7.	Jharkhand	15. Chakulia
		16. Deoghar
8.	Madhya Pradesh	17. Khandwa
		18. Panna
		19. Satna
9.	Mizoram	20. Aizawl (Turial)
10.	Odisha	21. Jharsuguda
11.	Rajasthan	22. Kishangarh
12.	Tamil Nadu	23. Vellore

1	2	3
13.	Tripura	24. Kailashar
14.	Uttar Pradesh	25. Kamalpur
		26. Khowai
		27. Lalitpur
15.	West Bengal	28. Asansol
16.		29. Balurghat
		30. Cooch Behar
		31. Malda

Statement-II

*Statement of expenditure incurred on maintenance of unused
Airports during last three years*

(Rs in crores)

Sl. No.	Name of The State	Airports	2009-10	2010-11	2011-12
1	2	3	4	5	6
1.	Arunachal Pradesh	Daparizo	0.00	0.00	0.00
2.		Passighat	2.28	0.00	0.00
3.		Tezu	0.28	0.25	0.36
4.	Andhra Pradesh	Kadapa	0.92	3.70	0.95
5.		Donakonda	0.00	0.00	0.00
6.		Nadirgul	0.00	0.00	0.00
7.		Warangal	0.00	0.00	0.00
8.	Assam	Rupsi	0.00	0.00	0.00

1	2	3	4	5	6
9.		Shella	0.00	0.00	0.00
10.	Bihar	Jogbani	0.00	0.00	0.00
11.		Raxaul	0.00	0.00	0.00
12.		Muzaffarpur	0.00	0.00	0.00
13.	Chhattisgarh	Bilaspur	0.00	0.00	0.00
14.	Gujarat	Dessa (Palanpur)	0.00	0.00	0.00
15.	Jharkhand	Chakulia	0.00	0.00	0.00
16.		Deoghar	0.00	0.00	0.00
17.	Madhya Pradesh	Khandwa	0.00	0.00	0.00
18.		Panna	0.00	0.00	0.00
19.		Satna	0.00	0.00	0.00
20.	Mizoram	Aizawl (Turial)	0.00	0.00	0.00
21.	Odisha	Jharsuguda	1.79	7.00	3.57
22.	Rajasthan	Kishangarh	0.00	0.00	0.00
23.	Tamil Nadu	Vellore	0.13	0.18	0.14
24.	Tripura	Kailashar	0.81	0.01	0.00
25.		Kamalpur	0.00	0.00	0.00
26.		Khowai	0.08	0.00	0.00
27.	Uttar Pradesh	Lalitpur	0.00	0.00	0.00
28.	West Bengal	Asansol	0.00	0.00	0.00
29.		Balurghat	0.09	1.75	0.65

1	2	3	4	5	6
30.		Cooch Behar	1.58	5.94	1.71
31		Malda	0.52	0.48	0.26
TOTAL:			8.48	19.31	7.64

Statement-III

Losses incurred on unused Airports during last three years

(Rs in crores)

Sl. No.	Name of The State	Airports	2009-10	2010-11	2011-12
1	2	3	4	5	6
1.	Arunachal Pradesh	Daparizo	0.00	0.00	0.00
2.		Passighat	2.26	0.00	0.00
3.		Tezu	0.28	0.25	0.41
4.	Andhra Pradesh	Kadapa	0.92	3.69	3.70
5.		Donakonda	0.00	0.00	0.00
6.		Nadirgul	0.00	0.00	0.00
7.		Warangal	0.00	0.00	0.00
8.	Assam	Rupsi	0.00	0.00	0.00
9.		Shella	0.00	0.00	0.00
10.	Bihar	Jogbani	0.00	0.00	0.00
11.		Raxaul	0.00	0.00	0.00
12.		Muzaffarpur	0.00	0.00	0.00
13.	Chhattisgarh	Bilaspur	0.00	0.00	0.00

1	2	3	4	5	6
14.	Gujarat	Deesa (Palanpur)	0.00	0.00	0.00
15.	Jharkhand	Chakulia	0.00	0.00	0.00
16.		Deoghar	0.00	0.00	0.00
17.	Madhya Pradesh	Khandwa	0.00	0.00	0.00
18.		Panna	0.00	0.00	0.00
19.		Satna	0.00	0.00	0.00
20.	Mizoram	Aizawl (Tural)	0.00	0.00	0.00
21.	Odisha	Jharsuguda	1.78	6.98	2.33
22.	Rajasthan	Kishangarh	0.00	0.00	0.00
23.	Tamil Nadu	Vellore	0.13	0.18	0.16
24.	Tripura	Kailashar	0.46	0.01	0.00
25.		Kamalpur	0.00	0.00	0.00
26.		Khowai	0.08	0.00	0.00
27.	Uttar Pradesh	Lalitpur	0.00	0.00	0.00
28.	West Bengal	Asansol	0.00	0.00	0.00
29.		Balurghat	0.09	1.75	0.14
30.		Cooch Behar	1.55	5.94	4.28
31.		Malda	0.52	0.43	0.44
TOTAL:			8.07	19.23	11.46

New airports in Uttar Pradesh

†1877. SHRI DARSHAN SINGH YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

†Original notice of the question was received in Hindi.

(a) whether Government proposes to build new airports particularly in Uttar Pradesh State;

(b) if so, the details thereof, as on date; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) to (c) Yes, Sir. Government of India has granted 'in principle' approval in 2011 to Government of Uttar Pradesh for setting up of a Greenfield airport at Kushinagar in Uttar Pradesh. Necessary action for the project development, including land acquisition, availability of mandatory clearances, financial closure, etc., is to be taken up by the Government of UP. The State Government has informed that they have issued Request for Qualification (RfQ) for the implementation of the project.

Losses due to delays in Air India flight schedules

1878. SHRI NARESH AGRAWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there have been complaints of regular delays in Air India flight schedules;

(b) the estimated loss to Air India from flight delays;

(c) whether Air India has taken any steps to address the issue and improve service quality;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) Generally flights are operated as per schedule. However, at times the flights are delayed due to technical, operational, commercial, weather and miscellaneous reasons which are beyond the control of the airlines.

(b) The estimated loss to Air India as a result of delays to its flights during the last three years is as under:

2009-10	Rs. 13.44 crores
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2010-11 Rs. 15.75 crores

2011-12 Rs. 19.48 crores

(c) to (e) Air India takes continuous measures to improve performance of its operations. As regards network and schedules following actions have been taken by AI:

1. Multiple daily services with uniform timings are offered on all major domestic routes providing convenient same day return facility.
2. The timings of international services have been rationalized.
3. Conveniently scheduled non-stop services have been introduced on India-N America routes;.
4. All the major domestic and international routes are operated with newly acquired aircrafts.
5. The aircraft on AI's fleet are also standardized in term of in-flight comforts and facilities.
6. In order to handle complaints, there is a well defined Complaint Handling Procedure put in the airlines and every effort is made to take the complaint to its logical conclusion at the earliest. In case of cancellation of flights, the concerned passengers are given option *viz.* to travel on other Air India flights or on other airlines, subject to seat availability/full refund of fare/free rescheduling on Air India flights.

Perishable cargo at Ahmedabad airport

1879. SHRI NATUJI HALAJI THAKOR: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Airports Authority of India (AAI) has allotted land for development of Centre for Perishable Cargo (CPC) at Ahmedabad airport;
- (b) if so, the name of agency;
- (c) whether AAI has issued NOC to the agency;
- (d) if so, the details thereof;
- (e) if not, it is pending since how long; and

- (f) the reasons for not issuing NOC?

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

- (b) M/s Gujarat Agro Industries Corporation Limited (GAICL).

(c) to (f) On the request of M/s GAICL, land was allotted under Center for Perishable Cargo (CPC) policy by Airports Authority of India (AAI) for establishment of CPC facility at Ahmedabad Airport. An agreement was also signed between GAICL and Land Directorate of AAI. M/s GATCL has requested for NOC for outsourcing the operation and management of CPC facility which is not permissible as per the extant CPC policy of AAI.

Audit of public and private flying clubs

1880. SHRI N. BALAGANGA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the details of the public and private flying clubs in the country, State-wise;
- (b) whether the Director General of Civil Aviation (DGCA) has conducted any audit of these clubs;
- (c) if so, the details thereof, and the reasons therefor;
- (d) whether any irregularities have been found during such audits; and
- (e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION
(SHRI K.C. VENUGOPAL): (a) The State-wise details of public and private flying clubs in the country are given in the Statement (*See below*).

(b) to (e) Yes, Sir. 39 Flying Clubs have been audited. Irregularities mainly pertaining to up keep of documents like compendium, Flying Training Circulars, Completion of Flying Training Dossiers briefing, de-briefing, maintenance of dissemination register for information to working Engineers, false logging etc., have been found during the audit.

Statement
List of DGCA Approved Flying Training Institutes—State-wise

State	Sl. No.	Name of the Institute	Ownership Status	Operational Status
1	2	3	4	5
Andhra Pradesh	1.	Andhra Pradesh Aviation Academy, Andhra Pradesh Old Airport, Hyderabad-500011	State Government	Functional
	2.	Flytech Aviation Academy, Nadirgul, Hyderabad	Private	Functional
	3.	Wings Aviation Pvt. Ltd., #7-8-277, SB Plaza, Old Airport Road, Goutham Nagar, Bowenpally, Secunderabad-500 011	Private	Functional
Bihar	4.	Bihar Flying Institute, Patna Airport, Patna-800014, Bihar	State Government	Functional
Chhattisgarh	5.	Sai Flytech Aviation Pvt. Ltd., Chakarbhata Airport, Bilaspur, Chhattisgarh-492101	Private	Non-operational
Gujarat	6.	The Gujarat Flying Club, Civil Aerodrome, Harni Road, Vadodara - 390 022 (Gujarat)	Private	Functional
	7.	Ahmedabad Aviation and Aeronautics Ltd., AAA Hangar, Old Terminal Airport, Ahmedabad-380003 Gujarat	Private	Functional

1	2	3	4	5
	8.	Rainbow Flying Academy Pvt. Ltd. Near ATC Tower, Hangar No.1, Surat Airport, Surat, Gujarat	Private	Non-operational
Haryana	9.	Haryana Institute of Civil Aviation, Civil Aerodrome, Karnal, Haryana	State Government	Functional
	10.	Haryana Institute of Civil Aviation, Civil Aerodrome, Pinjore (Haryana)	State Government	Non-operational
	11.	Haryana Institute of Civil Aviation, Civil Aerodrome, Hissar-125001 (Haryana)	State Government	Functional
Jharkhand	12.	Alchemist Aviation Pvt. Ltd., Sonari Aerodrome, Jamshedpur, Jharkhand	Private	Functional
Karnataka	13.	Government Aviation Training School, Jakkur, Bangalore	State Government	Non-operational
	14.	HAL Rotary Wing Academy (Helicopter), Prototype Hangar, HAL Gate No-30, Vimanpura, Bangalore-560017	Central Government (PSU)	Functional
Kerala	15.	Rajiv Gandhi Academy for Aviation Technology, T.C.36/1200(1&2) Vallakkadavu P.O. Enchakkal, Thiruvananthapuram, Kerala	Private	Functional
Madhya Pradesh	16.	The Madhya Pradesh Flying Club Ltd., Bhopal Base	Private	Functional

Maharashtra	17. The Madhya Pradesh Flying Club Ltd., Devi Ahilyabai Holkar Airport, Civil Aerodrome, Bijasan Road, Indore-452005 (MP)	Private	Functional
	18. Chimes Aviation-Sagar (MP)	Private	Functional
	19. Pilot Training College, Govt. Airstrip, P.O.-Sinkheda, Khargone-451001, MP	Private	Non-operational
	20. Sha-Shib Flying Academy, Guna Airport, Guna, MP-473001	Private	Functional
	21. Yash Air, Datana Air Strip, Dewas Road, Ujjain, MP	Private	Non-operational
	22. Nagpur Flying Club Pvt. Ltd., Dr. Babasaheb Ambedkar International Airport, Sonegaon Aerodrome, Nagpur, Mah.	State Government	Functional
	23. The Bombay Flying Club, Juhu Aerodrome, Juhu, Mumbai-400049	Private	Functional
	24. National Flying Training Institute Pvt. Ltd., C/o Airports Authority of India, Birsi Airport, P.O. Paraswada, Gondia - 441614, Maharashtra	Joint Venture (AAI & CAE)	Functional
	25. Academy of Carver Aviation Pvt. Ltd., Plot P-50, MIDC Airport, Baramati-413133, Pune, Mah.	Private	Functional
	26. SVKM's NMIMS University Academy of Aviation, Campus-Babulde, Banks of Tapi River, Mumbai-Agra Road, Shirpur, Dist.-Dhule-425 405	Private	Functional

1	2	3	4	5
Odisha	27.	Government Aviation Training Institute, Old Terminal Bldg., Biju Patnaik Airport, Bhubaneswar	State Government	Functional
Punjab	28.	Amritsar Aviation Club, Amritsar Intl. Airport, P.O. Rajasansi, Amritsar-143101, PB	State Government	Functional
	29.	Ludhiana Aviation Club, Civil Aerodrome, P.O. Sahnewal, Ludhiana-141120	State Government	Non-operational
	30.	Patiala Aviation Club, Civil Aerodrome, Sangrur Road, Patiala, Punjab	State Government	Functional
Rajasthan	31.	Birmi Flying Academy Pvt. Ltd., Patiala, Punjab		
	32.	Rajasthan Flying School, Jaipur	State Government	Non-operational
	33.	Banasthali Vidyapith Gliding & Flying Club, Banasthali Univ., Banasthali, Distt. Tonk Raj.-304022	Private	
Tamil Nadu	34.	The Madras Flying Club Ltd., Gate No. Old Airport, Meenambakkam, Chennai-600027	State Government	Non-operational
	35.	Orient Flight School-Puducherry, 40, G.S.T. Road, St. Thomas Mount, Chennai-600 016 Tamil Nadu		

Uttar Pradesh	36. Southern Pilot Training Academy, Site-B, Salem Airport, Omallur, Tamil Nadu	Private	Functional
	37. International Aviation Academy Pvt. Ltd., Salem Airport, PO-Kamlapuram, Salem, Tamil Nadu-636309	Private	Functional
	38. Indira Gandhi Rashtriya Uran Akademi, Fursatganj, Distt. Raebareli, UP-229302	Central Government	Functional
	39. Ambitions Flying Club Pvt. Ltd., MS-10, NH-91, Dhanipur Airport, Post Panethi, Aligarh-202001 UP	Private	Functional
	40. Chetak Aviation Academy, MS-10, NH-91, Dhanipur Airport, Post Panethi, Aligarh-202001 UP	Private	Non-operational
	41. Garg Aviation Ltd., Hangar No.3, Civil Aerodrome, Cantt., Kanpur-208004, UP	Private	Functional
	42. Pioneer Flying Academy Pvt. Ltd., MS-10, NH-91, Dhanipur Airport, Post Panethi, Aligarh-202001 UP	Private	Non-operational
	43. Saraswati Aviation Academy, Amhat Airfield, NH-56, Sultanpur-288001 UP	Private	Functional
	44. Amber Aviation Pvt. Ltd., Civil Aerodrome, Pant Nagar, Uttarakhand	Private	Functional

Collapsed radar at Delhi airport

1881. SHRI N. BALAGANGA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that the radar at the Delhi airport collapsed frequently during the last few months creating chaos for pilots;
- (b) if so, the details thereof, and the reasons therefor; and
- (c) the steps taken by Government to avoid such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) During the last six months radar services got disrupted only on two occasions *i.e.* on 8.2.2013 and 11.2.2013.

(b) 8.2.2013 – The radar services were disrupted due to electrical power failure and the services were restored within 10 minutes.

11.2.2013 – The radar services got disrupted due to data link, however restored within 11 minutes.

During the above brief disruptions, manual procedural control was exercised for controlling the air traffic and at no instance, the safety of air traffic was compromised.

- (c) Following steps are taken to avoid such incidents in future.
- (i) Additional radar has been procured for Delhi airport and is under installation to enhance redundancy and availability of radar services.
- (ii) Standard Operating Procedures (SOP) have been enhanced to ensure continuity of operations.

Setting up of Heliport at Nerul in Navi Mumbai

1882. DR. BHARATKUMAR RAUT: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Maharashtra Government has submitted a proposal for setting up Heliport at Nerul in Navi Mumbai;
- (b) the present status of the proposal with the reasons of delay; and

- (c) by when the approval will be accorded to the project?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) to (c) No such proposal as per the Greenfield Airport Policy has been received by the Government.

Bailout package

1883. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether there is release of funds to tune of thousand crores of bailout the Air India;

- (b) whether it is a fact that despite Government has released thousand crores to bailout the Air India, the Pilots, Technicians, Air Hostesses have not got the salary and arrear dues, as a result of which there is apprehension of strike and stoppage of work;

- (c) the total arrear dues of Air India Pilots, Technicians, Air Hostesses and signal staff;

- (d) whether it is more than the bailout package; and

- (e) whether it is justified to dismiss the pilots and cancel the license of the pilots without ever clearing the arrear dues and without paying social security contribution of the management?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) Since 2009-10 till date, the Government has infused equity of Rs. 9200 Crores in AI.

- (b) to (d) Details of Salary and other allowances paid to employees of Air India are as under:-

- (i) Salary and PLI to all categories of the employees have been paid upto January, 2013 and June, 2012 respectively. PLI has been discontinued *w.e.f.* 1st July, 2013 in accordance with the recommendations of Justice Dharmadhikari Committee implemented by the Company.
- (ii) Full layover allowance has been paid to Pilots upto August, 2012 and Cab. Crew upto July, 2012. However, pending the implementation of

Dharmadhikari Committee Report and the Revised Pay structure and allowances contained in the Report, an *ad hoc* amount of 75 percent of the allowances has been paid to the flying crew and other licensed and non-licensed categories upto November, 2012.

- (iii) Outstanding Salary for February, 2013 is only Rs.127 crores. Pending implementation of Dharmadhikari Committee Report *ad hoc* payments have been made to all categories of employees and the differential Salary, which cannot be quantified now, will be paid only after final fixation of the revised pay and allowances as per Dharmadhikari Committee recommendations.

(e) Out of the 14 Pilots dismissed, terminal dues of 11 Pilots have been paid. Since there are some amounts to be recovered from the remaining 3 Pilots, their terminal dues have not been paid so far.

Investment in airports infrastructure

1884. DR. V. MAITREYAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an amount of ₹ 17500 crores has been allocated for investment in airports infrastructure in Twelfth Five Year Plan;

(b) if so, the manner in which Government proposes to mobilize the funds and the break-up of funds earmarked;

(c) whether it is a fact that only few airports are making profits and many of the airports in the country are running at loss; and

(d) if so, the details thereof and the remedial measures taken by Government to increase the traffic growth and exploit non aeronautical income opportunity?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) No, Sir. Only an amount of Rs, 13,177 crores has been approved for investment in Airports Infrastructure during the Twelfth Five Year Plan. The outlay is proposed to be funded as under:

Particulars	Amount (In Crores)
1	2
Internal Resources	3,246

1	2
Budgetary Support and Grant-in-aid	750
NEC Grant	160
Receipt from Deposit work	432
Borrowing	8,589
TOTAL:	13,177

(c) Yes, Sir. List of loss making airports/Civil Enclaves belonging to Airports Authority of India (AAI) is given in the Statement (*See* below). These airports are incurring losses mainly due to low volume of traffic.

(d) Information is being collected.

Statement

Details of loss making airports/Civil enclaves belonging to AAI

Loss Making Airports

Sl.No.	Name of the state	Name of the Airport
1	2	3
1.	Andaman and Nicobar Islands	Portblair
2.	Andhra Pradesh	Cuddapah
3.		Donakonda
4.		Hyderabad
5.		Nadirgul (Flying Club)
6.		Rajamundry
7.		Tirupati
8.		Vijaywada
9.		Vishakhapatnam

1	2	3
10.		Warangal
11.	Arunachal Pradesh	Passighat
12.		Tezu
13.	Assam	Dibrugarh (Mohanbari)
14.		Guwahati
15.		Jorhat
16.		Lilabari (North Lakhimpur)
17.		Rupsi
18.		Shella
19.		Silchar (Kumbhigram)
20.		Tezpur
21.	Bihar	Gaya
22.		Jogbani
23.		Muzaffarpur
24.		Patna
25.		Raxaul
26.	Chandigarh	Chandigarh
27.	Chhattisgarh	Bilaspur
28.		Raipur (Manna Camp)
29.	Delhi	Delhi (Safdarjung)
30.	Gujarat	Bhavnagar
31.		Bhuj
32.		Dessa (Palampur)

1	2	3
33.		Jamnagar
34.		Kandla
35.		Keshod (Junagarh)
36.		Porbandar
37.		Surat
38.		Rajkot
39.		Vadodra (Baroda)
40.	Himachal Pradesh	Kangra (Gaggal)
41.		Kullu (Bhuntar)
42.		Shimla
43.	Jammu and Kashmir	Jammu
44.		Leh
45.		Srinagar
46.	Jharkhand	Chakulia
47.		Ranchi
48.	Karnataka	Bangalore
49.		Belgaum
50.		Hubli
51.		Manglore
52.		Mysore
53.	Kerala	Trivandrum
54.	Lakshadweep Island	Agatti
55.	Madhya Pradesh	Bhopal

1	2	3
56.		Gwalior
57.		Indore
58.		Jabalpur
59.		Khajuraho
60.		Khandwa
61.		Panna
62.		Satna
63.	Maharashtra	Akola
64.		Aurangabad
65.		Gondia
66.		Jalgaon
67.	Manipur	Imphal
68.	Meghalaya	Shillong (Barapani)
69.	Mizoram	Turial (Aizwal)
70.	Nagaland	Dimapur
71.	Odisha	Bhubaneswar
72.		Jharsuguda
73.	Puducherry	Puducherry
74.	Punjab	Amritsar
75.		Ludhiana
76.		Pathankot
77.	Rajasthan	Jaipur
78.		Jaisalmer

1	2	3
79.		Jodhpur
80.		Kota
81.		Kishangarh
82.		Udaipur
83.	Tamil Nadu	Coimbatore
84.		Madurai
85.		Salem
86.		Tiruchirapalli
87.		Tuticorin
88.		Vellore
89.	Tripura	Agartala
90.		Kailashahar
91.		Kamalpur
92.		Khowai
93.	Uttar Pradesh	Agra
94.		Allahabad
95.		Gorakhpur
96.		Kanpur
97.		Kanpur (Chakeri)
98.		Lalitpur
99.		Lucknow
100.		Varanasi
101.	Uttarakhand	Dehradun

1	2	3
102.		Pant Nagar
103.	West Bengal	Asansol
104.		Bagdogra
105.		Balurghat
106.		Behala
107.		Cooch-Behar
108.		Malda

Benchmark for fee collection from passengers

1885. SHRI AMBETH RAJAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government proposes to set a benchmark regarding fees to be collected from passenger; and

(b) if so, the details thereof?

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

(b) Does not arise.

Resumption of Dreamliner service of Air India

1886. SHRI PRAKASH JAVADEKAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reasons why the Dreamliner service of Air India were grounded;

(b) whether it seeks to resume the service;

(c) if so, the likely time period within which it seeks to do so; and

(d) the total losses suffered by the airline, since the Dreamliner services were grounded?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) Air India has grounded all 6 of its B787 aircraft since 17.01.2013 following a directive of Directorate General of Civil Aviation (DGCA) that was based on Federal Aviation Administration (FAA), USA, Emergency Airworthiness Directive (EAD) dated 16.01.2013, which required all B787 operators to temporarily ground the aircraft.

(b) and (c) Air India is closely monitoring the situation and will be guided by the directives of the DGCA in this regard.

(d) Due to grounding of B787 aircraft, the estimated, loss suffered by Air India is yet to be worked out.

Development of airports in Madhya Pradesh

1887. DR. NAJMA A. HEPTULLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government proposes for development of airports in Madhya Pradesh;

(b) if so, the details thereof, airport-wise;

(c) whether Madhya Pradesh Government has provided the land for development of airports in the State; and

(d) if so, the details thereof, location-wise, and the progress made by Government for the development of airports in Madhya Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. Airports Authority of India (AAI) has already developed Bhopal and Indore airports to world class airports.

AAI is constructing a new Terminal Building at Khajuraho which will cater to 700 passengers at a time. Extension of runway and expansion of apron has been completed.

The development works to install ILS and CAT-I approach lighting system facilities and a new Terminal Building to cater to 300 passengers at Jabalpur Airport will be undertaken by AAI as soon as 469.5 acres of land is handed over by the State Government of Madhya Pradesh.

Government of India has granted "in-principle" approval to M/s Gwalior Agricultural Company Ltd. for setting up of a cargo airport at Dabra in Datia/Gwalior District in Madhya Pradesh in December, 2008. Necessary action for the project development including land acquisition, availability of mandatory clearances, financial closure etc. is to be taken up by M/s GACL.

(c) and (d) Details of land given by the State Government to AAI for the development of Bhopal, Indore and Khajuraho airports are as given below:

Bhopal - 387.5 acres

Indore - 137.67 acres

Khajuraho - 373.26 acres.

However, the land of 469.5 acres required for development works at Jabalpur airport, is yet to be handed over to AAI by the State Government.

Abolition of development fee

1888. SHRI AVINASH PANDE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is aware that after the Ministry's proposal to abolish Development Fee currently levied at the Delhi and Mumbai airports, the airports may still levy a User Development Fee (UDF);

(b) whether Government is aware that the latter is regarded as a revenue enhancing measure as opposed to the former which is to fund the establishment or upgradation of an airport; and

(c) the steps that Government plans to take with regard to this issue, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) There was no proposal to abolish Development Fee at the Delhi and Mumbai International airports. User Development Fee (UDF) and Development Fee (DF) are levied for different purposes. DF is levied under Section 22A of Airports Authority of India (AAI) Act, 1994. It is a pre-funding mechanism for the project, in case, an airport operator is unable to finance the project through other means *viz.* equity, debt, etc. and it is considered as a last resort to

bridge the funding gap of the airport project on the other hand, UDF is levied under Rule 89 of Aircraft Act, 1934. It is a revenue enhancing measure to ensure economic viability of airport operations so as to ensure that the airport operator gets a fair return on the Regulatory Asset Base (RAB). Hence, these fees are determined and levied separately.

(c) Airports Economic Regulatory Authority (AERA), an independent regulatory authority, while determining the Multi Year Tariff Proposal (MYTP) for the first five year control period (2009-2014), to be levied at Delhi and Mumbai airports, has determined, aeronautical tariffs including UDF. However, while determining the MYTP for these airports, AERA had reduced the amount of DF from the RAB. Airport Operator will not get any fair rate on return on those assets which have been funded through DF.

Effects of US departure from Afghanistan

1889. SHRI ANIL DESAI:

SHRI SANJAY RAUT:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether after the US departure from Afghanistan, India's interests are bound to suffer;
- (b) whether India figured in the US's post-pullout scheme of things;
- (c) if not, the reasons therefor; and
- (d) whether India would follow a foreign policy which serves its interests best and avoid biting off more than it can chew?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) The United States has said that it remains committed to maintaining an "enduring presence" in Afghanistan. The U.S. and Afghanistan are currently negotiating a Bilateral Security Agreement which will define numbers, mission mandate and other modalities for the US troops' presence in Afghanistan beyond 2014.

(b) and (c) India and the United States share a commitment to promote a stable, democratic, prosperous and independent Afghanistan. The two countries hold regular

consultations on the situation in Afghanistan, including in trilateral format with the Government of Afghanistan.

(d) Government is closely monitoring the evolving situation in Afghanistan and is in touch with various stakeholders, including the Government of Afghanistan, and other regional and international partners, to keep pace with developments pertaining to Afghanistan. India is also part of various international efforts for peace and stability in Afghanistan. Government will continue to take all necessary measures to safeguard India's interests in Afghanistan.

Killing of minor son of LTTE Chief

1890. SHRI M.P. ACHUTHAN:

SHRI D. RAJA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the pictures and report on the alleged cold-blooded killing of LTTE Chief V. Prabhakaran's minor son by the Sri Lankan army;

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

(c) whether Government has taken any decision on the stand to be taken when Sri Lanka's human rights situation comes up for appraisal before the next session of the United Nations Human Rights Council (UNHRC); and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (d) Government has noted the recent tragic pictures put out by Channel 4.

Government has conveyed to the Government of Sri Lanka on a number of occasions, the need for independent and credible investigations to be conducted in respect of allegations of human rights violations and incidents involving loss of civilian life. This was reiterated at the Universal Periodic Review of Sri Lanka at the United Nations Human Rights Council (UNHRC) in Geneva in November, 2012.

As regards the draft resolution on Sri Lanka during the ongoing United Nations Human Rights Council (UNHRC) meeting in Geneva, Government's decision will

depend on the substance of the final text tabled in the UNHRC. However, Government will be guided by its consistent position to support proposals that seek to advance the achievement of a future for the Tamil community in Sri Lanka that is marked by equality, dignity, justice and self-respect.

Problem of intruders from Bangladesh

1891. SHRI PARSHOTTAM KHODABHAI RUPALA:

SHRI MANSUKH L. MANDAVIYA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the action taken by Government as on date, on the fact that Bangladesh Authorities are very reluctant to accept Bangladeshi intruders captured by our Police and our Police Department also can not put them again into jail as they have already finished their term in jail; and

(b) whether Ministry is approaching Ministry of Home Affairs and the State Governments in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) There is an established procedure to repatriate Bangladesh nationals who have completed their terms in various Jails in India. Bangladesh nationals detained in India, upon verification of nationality and completion of their sentence, are repatriated in coordination with the concerned authorities in the Union Government and the concerned State Governments.

Government from time to time, including during the 2nd meeting of the India-Bangladesh Joint Consultative Commission co-chaired by External Affairs Minister, held in Dhaka on 16 February, has been emphasizing upon the Government of Bangladesh the need for expeditious verification of nationality of the individuals detained in India.

Opposition to Indian membership of NSG

1892. SHRI H.K. DUA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Turkey is opposing India's membership of the Nuclear Suppliers Group (NSG);

(b) if so, the grounds on which Turkey is opposing India's entry into NSG;

- (c) the other countries that are also opposing India's joining NSG; and
- (d) the steps India is taking to counter the moves to block India's entry into NSG?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (d) India's membership of the Nuclear Suppliers Group (NSG) is subject to a decision by the NSG members. NSG deliberations are confidential and its decisions are taken by consensus. NSG decisions are subject to the policies of its Member States and may include factors not under the control of Government of India. Government remains in touch with Turkey and with other NSG members on this issue.

Discussion and pact with Russia

1893. SHRI D.P. TRIPATHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) the details of discussion and pact made in different sectors during the recent visit of Russian President;
- (b) whether Government has raised the issue of heavy tax on Oil exploration by the Russian Government; and
- (c) if so, the reaction of the counterpart thereon?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) The President of the Russian Federation, Mr. Vladimir V. Putin visited New Delhi for the 13th India-Russia Annual Summit (Dec. 24, 2012). During the visit, he held wide ranging discussions with the Indian side led by the Hon'ble Prime Minister. During the meetings, the two leaders undertook an extensive review of the various areas of bilateral cooperation, especially in energy, defence, space, trade and investment, science and technology, education, culture and tourism. There was also an exchange of views on international issues such as the Syrian situation and Afghanistan.

On defence cooperation, the two leaders expressed satisfaction that the various joint design, development and production projects were progressing well. .

Regarding energy cooperation, it was conveyed to the Russian side, India's interest in deepening cooperation through further mutual investments and joint projects.

The two leaders welcomed the operationalization of the India-Russia Joint Science and Technology Centres in India and Russia, which can assist the development and commercialization of promising technologies, including in nano-technology, bio-medicine and super-computing.

As regards economic cooperation, it was acknowledged that the bilateral trade had grown in 2012; however, there is still untapped potential in areas such as pharmaceuticals, fertilizers, mining, steel, information technology, civil aviation, telecommunications, infrastructure, food processing, innovation and services, which both sides need to exploit.

In addition, at the Summit, a Joint Statement titled "Partnership for mutual benefit and a better world" was adopted by both sides. Ten documents were also signed during the visit, including an MoU on Science Technology and Innovation; an MoU to promote direct investments; contracts for delivery of 71 Mi-17V-5 helicopters and 42 technological kits for SU-30MKI aircraft licensed production ; an MoU between BSNL/MTNL and NIS, GLONASS for conducting a pilot project; as well as a few private sector contracts.

(b) and (c) Yes. The Government has raised the issue with the Russian leadership at various bilateral fora and high-level meetings. The Russian side is aware of India's concerns and these are subject of ongoing discussions.

ASEAN Summit in Delhi

1894. SHRI D.P. TRIPATHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the details of the recently held Association of South East Asian (ASEAN) meeting in New Delhi;

(b) whether it is a fact that the problems created by China were also discussed; and

(c) if so, the remedial measures finalised?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) The ASEAN-India Commemorative Summit under the theme '*ASEAN-India Partnership for Peace and Shared Prosperity*' was held in New Delhi on December 20- 21, 2012 to commemorate 20 years of dialogue relations and

10 years of Summit level partnership with ASEAN. It was attended by Heads of State/Heads of Government from 9 ASEAN Member States, Vice-President of the Philippines and Secretary General of ASEAN. A Vision Statement was adopted at the Commemorative Summit which declared that the ASEAN-India Partnership stands elevated to a strategic partnership and welcomed the successful conclusion of the negotiation on ASEAN-India Trade in Services and Investment Agreements.

(b) No.

(c) Does not arise.

Releasing of fishermen by Pakistan

†1895. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Government of Pakistan has decided to release all the Indian fishermen who are in its custody;

(b) if so, the details thereof;

(c) whether Government of Pakistan has taken this decision to remove mutual discord;

(d) whether Government of India has initiated any negotiation with Government of Pakistan in this regard; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (c) Government has seen recent media reports about announcement by Pakistan to release all Indian fishermen, who are in its custody. However no formal communication has been received from Government of Pakistan in this regard.

(d) and (e) Government consistently takes up the issue concerning the release of all Indian fishermen and their boats in Pakistani custody with the Government of Pakistan at all appropriate levels. The matter was taken up at the Foreign Secretary level talks in February, 2010, June, 2010, June, 2011 and July, 2012; at the Home/

†Original notice of the question was received in Hindi.

Interior Secretary level talks in March, 2011 and May, 2012 and at Foreign Minister level talks in July, 2010, July, 2011 and September, 2012. The then Home Minister raised the issue during his visit to Islamabad in June, 2010. This was also raised during Home Minister's meeting with the Interior Minister of Pakistan in December, 2012 in New Delhi. An India-Pakistan Judicial Committee has also been set up consisting of retired judges from both countries to ensure humane treatment and expeditious release of prisoners, including fishermen, who have completed their prison term. India-Pakistan Joint Working Group between Indian Coast Guard and Pakistan Maritime Security Agency (PMSA) met at New Delhi on July 12, 2012 for working out a mechanism for release of fishermen and their boats who cross maritime borders inadvertently. High Commission of India, Islamabad, on a continuing basis, monitors the status of Indian prisoners including fishermen in Pakistani jails and takes up the matter with the Government of Pakistan for their early release and return of their boats. Due to Government's consistent efforts, 677 Indian fishermen were released by Pakistan in 2012 and 7 have been released so far in 2013; 103 fishermen were released in 2011 and 454 fishermen in 2010.

Passport application centres in Madhya Pradesh

1896. DR. CHANDAN MITRA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) the number of passport application centres and sub-centres in major towns and cities of Madhya Pradesh;
- (b) whether Government plans to open new such centres and sub-centres to cater to the increasing number of passport seekers;
- (c) if so, the details thereof; and
- (d) the steps taken by Government to open three or more additional passport application centres in order to ease the burden on Bhopal Office and also for the benefit of the people of Madhya Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Under the Passport Seva Project, one Passport Seva Kendra (PSK) in Bhopal has been set up in Madhya Pradesh. It was made operational in May, 2012. Nine District Passport Cells are also functional in Madhya Pradesh in

(i) Balaghat, (ii) Gwalior, (iii) Hoshangabad, (iv) Indore, (v) Jabalpur, (vi) Ratlam, (vii) Rewa, (viii) Sagar and (ix) Ujjain.

(b) to (d) The Government has received a number of requests from representatives of the public and other forums to establish additional Passport Seva Kendras (PSKs)/ Passport Seva Laghu Kendras (PSLKs) in several locations across the country including Indore, Jabalpur and Gwalior in the State of Madhya Pradesh. These proposals have been referred to the National Institute for Smart Government (NISG) for a feasibility study.

Infiltration by Chinese Army in Indian border

1897. SHRI PIYUSH GOYAL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there have been incidents of infiltrations by the Chinese Army into the Indian border;

(b) if so, the details thereof during the last three years and the current year, year-wise;

(c) the action taken/being taken by Government in this regard;

(d) whether Government does not perceive the infiltration by the Chinese Army into Demchok area in Ladakh as dangerous to the security of the country; and

(e) if so, the details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (e) There is no commonly delineated Line of Actual Control (LAC) in the border areas between India and China. From time to time, on account of differences in the perception of the LAC, situations have arisen on the ground that could have been avoided if we had a common perception of the LAC. Government regularly takes up any transgression along the LAC with the Chinese side through established mechanisms including border personnel meetings, flag meetings, meetings of Working Mechanism on Consultation and Coordination on India-China Border Affairs and diplomatic channels. The two sides have reiterated, on many occasions, their commitment to maintain peace and tranquility along the Line of Actual Control in the India-China border areas, pending a final settlement of the Boundary Question. Government keeps a constant watch on all developments having a bearing on India's security and takes all necessary measures to safeguard it.

Construction of dam on Brahmaputra by China

1898. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether China has shared any data with India on the three dams that it is constructing on the Brahmaputra river in the Tibet Autonomous region;

(b) if so, the implications of the same on the flow of the river and its subsequent ecological impact on the respective areas in India;

(c) whether Indian Government has been able to conduct a physical hydrographic survey to assess the same;

(d) if so, the details thereof;

(e) whether Government has formulated a streamlined water-sharing treaty that elucidates clearly the manner in which other nations would use the river water; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (f) The recently released 'Outline of the Twelfth Five Year Plan for National Economic and Social Development of the People's Republic of China' indicates that three more hydropower projects on the main stream of the Brahmaputra River in Tibet Autonomous Region have been approved for implementation by the Chinese authorities. Government carefully monitors all developments on the Brahmaputra River. 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, including at the highest levels of the Government of the People's Republic of China. India has urged China to ensure that the interests of downstream States are not harmed by any activities in upstream areas.

Non-availability of visa to Indian students

1899. SHRIMATI T. RATNA BAI:

SHRI MOHD. ALI KHAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that many students including from Andhra Pradesh are struck up in United Kingdom due to the non-availability of visas to come to India recently;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (c) Government of India does not have any information about Indian students being stuck in UK for want of visa to come to India. Indian citizens do not need visas to come to India.

Exchange of prisoners with UAE

1900. SHRI T.K. RANGARAJAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any bilateral arrangement for exchange of prisoners has been made with the Government of United Arab Emirates in the recent past;

(b) if so, the details thereof;

(c) when is the arrangement expected to come into effect; and

(d) estimate of the number of Indian prisoners to benefit from such an agreement?

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

(b) An agreement on transfer of sentenced persons was signed between India and the United Arab Emirates (UAE) on November 23, 2011 during the visit of Interior Minister of UAE to India.

(c) Agreement was ratified by Indian side on May 18, 2012 and by UAE side on December 9, 2012. The agreement will be operationalised on the date of last notification when one side will inform the other side through diplomatic channels regarding completion of its internal procedure necessary for its entry into force.

(d) Not applicable.

Representation for tracing missing women in Kuwait

1901. SHRI V. HANUMANTHA RAO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether Government has received a representation from the Forum on Social and Human Rights to trace a missing woman from Andhra Pradesh in Kuwait;
- (b) the details of this representation;
- (c) the steps taken to trace the person;
- (d) whether any additional information has been sought from the Forum on Social and Human Rights; and
- (e) if so, the details thereof?

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

(b) The representation seeks whereabouts of Smt. Penke Tanukulamma in Kuwait.

(c) The sponsor of Smt. Tanukulamma had lodged a complaint in a local police station claiming that Smt. Penke Tanukulamma has absconded. She is not detained at any Police station/detention centre/jail. Our embassy in Kuwait has taken up the matter with the Kuwaiti Foreign Ministry for locating Smt. Tanukulamma and to confirm her welfare in Kuwait. We continue to pursue the matter.

(d) and (e) Forum on Social and Human Rights was also contacted to provide contact details of any friends/relatives of Smt. Tanukulamma in Kuwait. The Forum has provided contact number of one Smt. Kumari. She was contacted by our Embassy in Kuwait; however, she could not provide any information on the whereabouts of Smt. Penke Tanukulamma in Kuwait.

Permission to Polisario to open embassy in Delhi

1902. SHRI MANI SHANKAR AIYAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether it is a fact that the Polisario have not been accorded permission to reopen the Western Sahara Embassy in Delhi which was closed in or around 1998; and

- (b) if so, the reasons for not according the approval to reopen the Mission?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) It was conveyed to the Mission of SADR at New Delhi in June, 2000, that they could continue as a Polisario Office if they so desired without diplomatic status and amenities. The then SADR Charge d' Affairs completely closed down his office, after receiving instructions from his concerned authorities.

Multiple entry visa between India and Pakistan

1903. SHRI B.S. GNANADESIKAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether India and Pakistan are working on a mechanism to issue multiple entry visa for businessmen as part of reducing non-traffic barriers for greater trade;

- (b) if so, whether this move is easing movement between businessmen of the two countries; and

- (c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (c) The new Visa Agreement which was signed on September 8, 2012 has been operationalized. To address the concerns of the business community in both countries a separate category of 'Business Visa' has been introduced under the new Agreement. This visa fulfills a long pending demand of the business communities of both countries, which was being projected as one of the non-tariff barriers in India-Pakistan bilateral trade. A Business Visa will be issued to bona-fide businessmen who intend to travel for business purposes between India and Pakistan and who fall in two categories:

- (i) Businessmen with income of Pak Rs. half million or equivalent per annum, or annual turnover/gross sale of Pak Rs. three million or equivalent will be given a one year Business Visa with five places, for upto four entries.
- (ii) Businessmen with an income of at least Pak Rs. five million or equivalent per annum or turnover of Pak Rs. 30 million or equivalent per annum will be given one year multiple entry visas, for upto ten places, with exemption from police reporting.

**Discontinuation of temporary passport for
Haj pilgrims**

†1904. CHAUDHARY MUNABBAR SALEEM: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the issuing of temporary passports for one year to the Haj pilgrims has been discontinued for sometimes back, whereas this facility was there earlier, due to which Haj pilgrims used to perform their Haj duty conveniently;

(b) whether many Haj pilgrims are deprived for performing their Haj duty due to the delay in carrying out police verification and observing other formalities as mandated by the International passport (permanent) system; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (c) Yes. Saudi Authorities have made it mandatory that the pilgrims proceeding for Haj should have valid International Passport for endorsement of Haj visa since 2009. As per procedures, passports for full validity are issued after the completion of Police Verification and other required formalities. At the time of Haj 2012, due to time constraints, Passport Offices were also authorized to issue short validity passports for one year, only for travel to Saudi Arabia, to those prospective Haj Pilgrims whose Police Verification was not received by Passport Offices in time.

In the context of Haj 2013, Haj Committee of India and this Ministry (through Passport Offices) have run a campaign to create public awareness about the requirement of a valid passport by Haj applicants. All Regional Passport Offices have also been directed to extend requisite assistance for expeditious issuance of Passports to prospective Haj applicants.

Goodwill visit by Prime Minister of Britain

†1905. SHRI MOHAN SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the British Prime Minister Mr. Cameron had recently made a goodwill visit to India;

†Original notice of the question was received in Hindi.

(b) if so, whether he held any talks with the Prime Minister of India on bilateral relations;

(c) if so, whether British Government is considering to reduce the fees of the students of Indian origin receiving education in England and relax visa norms; and

(d) if so, to what extent?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (d) His Excellency Mr. David Cameron, the British Prime Minister paid an official visit to India from 18-20, February 2013. India-UK talks were held in New Delhi on 19 February, 2013. The two leaders reviewed the entire expanse of bilateral relations. The issue of movement of Indian students to UK for higher education was raised at the highest levels. The British Prime Minister has informed that there is no cap on the number of Indian students that can study in British universities so long as they have a place and an English language qualification. There has been no announcement by the UK Government either on reducing fee for Indian students in the UK or on relaxing visa norms for the Indian students.

Agreement between India and Russia

†1906. SHRIMATI BIMLA KASHYAP SOOD: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that recently some agreements have been signed between Government of India and Russian President on 14 January, 2013;

(b) if so, the details of the different agreements signed by them;

(c) whether it is also a fact that a defence agreement has also been signed between India and Russian President on the same day; and

(d) if so, the details of the agreement in thousand crore rupees?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (d) No such agreements were signed on February 14, 2013. However, during the visit of the President of the Russian Federation, Mr. Vladimir V. Putin to New Delhi for the 13th India-Russia Annual Summit (Dec. 24, 2012), a Joint Statement titled "Partnership for mutual benefit and a better

†Original notice of the question was received in Hindi.

world" was adopted by both sides. Ten documents were also signed during the visit, including an MoU on Science Technology and Innovation; an MoU to promote direct investments; contracts for delivery of 71 Mi-17V-5 helicopters and 42 technological kits for SU-30MKI aircraft licensed production; an MoU between BSNL/MTNL and NIS, GLONASS for conducting a pilot project; as well as a few private sector contracts.

Financial assistance for housing of economically weaker sections in Uttar Pradesh

†1907. SHRI JUGUL KISHORE: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

- (a) whether financial assistance has been sought by the State of Uttar Pradesh from Housing and Urban Development Corporation for the housing of economically weaker sections;
- (b) if so, the details of such proposals sanctioned and pending at present; and
- (c) by when the pending proposals are likely to be sanctioned?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. HUDCO has been sanctioning proposals for financial assistance to Uttar Pradesh for Economically Weaker Sections housing projects. Since inception, HUDCO has sanctioned a total of 4.97 lakh housing units for EWS Categories with a total loan amount of Rs.297.53 crore.

- (c) In light of the above, the question does not arise.

Rise in the limit of annual income for getting benefit under Housing Schemes

1908. DR. PRADEEP KUMAR BALMUCHU: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

- (a) whether it is a fact that Government has decided to raise the limit of annual income to qualify for getting the benefits under Housing Schemes for economically and weaker sections and other low income groups;
- (b) if so, the details thereof;
- (c) the number of urban poor covered by raising the income limit; and
- (d) the details thereof?

†Original notice of the question was received in Hindi.

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) to (d) Yes, Sir. The income ceiling for the Economically Weaker Section (EWS) households has been enhanced from upto Rs. 5,000/- per month to tip to Rs. 1,00,000/- per annum and that of Lower Income Group has been increased from Rs. 5,000/-, 10,000/- per month to Rs. 1,00,001/- Rs. 2,00,000/- per annum. It is not possible to assess the number of likely beneficiaries as the revision of income criteria is an economic parameter for determining the eligibility.

House for every homeless families

1909. SHRI C.P. NARAYANAN: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

- (a) how many more families were homeless in the country at the end of Eleventh Five Year Plan;
- (b) the number of houses built for them during the Twelfth Plan; and
- (c) within what time interval does Government expect to ensure a house to every family in the country?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) As per Census 2001, total houseless households in the country stood at 0.45 million. Census of India 2011 data on houseless households has not been released as on date, therefore, estimation of houseless households as of now and its comparison with the number in 2001 cannot be made at this juncture. However 'Technical Group on Urban Housing Shortage' has indicated that 0.53 million Households are in homeless condition in urban areas as of 2012.

(b) 'Land' and 'Colonisation' are State subjects, therefore it is the primary responsibility of State Governments to provide houses/shelters to all citizens. Government of India did not have any scheme for construction of shelters for homeless persons during the Eleventh Five Year Plan. However, in order to complement and supplement the initiatives of State Governments in providing housing for the urban poor, Ministry of Housing and Urban Poverty Alleviation has been implementing following schemes/programmes:

- Under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) with its two components Basic Services to Urban Poor (BSUP) and Integrated Housing and Slum Development Programme (IHSDP), 1.57 million Dwelling Units have been sanctioned as on date.
- The scheme of Rajiv Awas Yojana (RAY) is at a preparatory phase where Slum Free City Planning is being undertaken.

- Under Affordable Housing in Partnership Scheme (AHP), 11 projects of 2 States viz., Karnataka and Rajasthan have been sanctioned.
- The Interest Subsidy Scheme for Housing the Urban Poor (ISHUP) is meant to facilitate channelization of credit for the urban poor. As on date, 13,485 beneficiaries have been covered under ISHUP.

Under National Urban Livelihood Mission (NULM), 'Shelters for Urban Homeless' has been proposed to be taken up during Twelfth Five Year Plan. However, since necessary approvals have not been obtained, no time frame for its finalization can be committed at this juncture.

(c) Given the magnitude of the housing shortage and budgetary constraints of both the Central and State Governments, it is clear that Public Sector efforts will not alone suffice in fulfilling the housing demand. The exact time span to ensure a house to every family in the country cannot be estimated.

Project for Assam under IHSDP

1910. SHRIMATI NAZNIN FARUQUE: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

- (a) whether Government has sanctioned any scheme/project for Assam under Integrated Housing and Slum Development Programme (IHSDP);
- (b) if so, the details thereof, scheme/project, city/town-wise;
- (c) the amount of funds allocated/released so far;
- (d) whether Assam Government has also submitted any such proposal for approval/sanction; and
- (e) if so, the status of those proposals indicating the details thereof?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) to (e) Government has sanctioned 16 projects submitted by the Government of Assam for 16 towns worth of ₹ 84.99 crore comprising central share of ₹ 70.22 crore for construction/upgradation of 8668 dwelling units for Assam under integrated Housing and Slum Development Programme (IHSDP). The city/town-wise details of approved projects, total project cost approved, central share committed, Additional Central Assistance released, number of dwelling units sanctioned, dwelling units at different stages of completion and dwelling units completed under the IHSDP scheme for the State of Assam are given in the Statement (*See* below). All these projects have been approved on basis of proposals submitted by State Government of Assam.

Statement*Project-wise details under IHSDP for Assam*

Sl. No	Town	Project Name	Approved Date	Project Cost	Fund Allocated	Total ACA Released Amount	Total Dwelling Units Approved	No. of Dus at different stages of completion	No. of Dus Completed
1	2	3	4	5	6	7	8	9	10
1.	Badarpur	Badarpur	27/Feb/2007	1.23	1.11	0.55	56	1	14
2.	Bokajan	1010 Dus IHSDP Scheme for Bokajan, Karbi Anglong, Assam	26/Feb/2009	10.49	8.61	4.30	1010	181	56
3.	Dhing	Dhing	26/Sep/2007	3.00	2.57	1.28	790	66	6
4.	Dhubri	Dhubri	27/Feb/2007	5.46	4.68	2.34	99	8	31
5.	Golaghat	Implementation of IHSDP Scheme (839 Dus) at Golaghat, Assam	06/Oct/2007	3.59	3.08	1.54	839	0	210
6.	Kampur Town	Kampur Town	26/Sep/2007	1.81	1.55	0.78	384	0	0

7. Karimganj	Karimganj	27/Feb/2007	5.55	4.99	2.50	458	0	290
8. Kokrajhar	1301 Dus Integrated Housing and Slum Development Project (IHSDP) Scheme for Kokrajhar, Assam	18/Dec/2009	17.92	13.73	6.87	1301	0	0
9. Lanka	Lanka	06/Oct/2007	2.66	2.28	1.14	409	20	184
10. Mangaldoi	Mangaldoi	06/Oct/2007	3.85	3.30	1.65	949	0	0
11. Nagaon	802 Dus Ihspd For Nagaon Slums	11/Feb/2009	14.38	11.48	5.74	802	91	70
12. Nalbari	IHSDP Programme at Nalbari Town, Assam	27/Apr/2007	2.94	2.52	1.26	201	2	148
13. Palasbari	IHSDP Programme for Palasbari Town, Assam	27/Apr/2007	2.07	1.76	0.88	108	0	55
14. Sarthebari	Sarthebari Town	26/Sep/2007	1.62	1.39	0.70	260	2	173
15. Tihu	162 Dus For Tihu, Nalbari	11/Feb/2009	3.89	3.29	1.65	162	87	35
16. Tinsukia	Tinsukia	06/Oct/2007	4.52	3.88	1.94	840	35	152
Assam	16		84.99	70.22	35.11	8668	493	1424

**Funds allocated under IHSDP scheme for
Karnataka**

1911. SHRI AAYANUR MANJUNATHA: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

- (a) whether the Integrated Housing and Slum Development Programme (IHSDP) is being operated in the cities/towns of Karnataka including Shimoga city;
- (b) if so, the details thereof; and
- (c) the funds allocated/spent under the scheme during each of the last three years, city/town-wise?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. Integrated Housing and Slum Development Programme (IHSDP) is operated in the cities/towns of Karnataka, including Shimoga city. 34 projects for 32 cities/towns including 1 IHSDP project for the city of Shimoga have been sanctioned for construction/upgradation of 17237 dwelling units in the State of Karnataka.

- (c) City/town-wise details of funds allocated and spent during each of the last three years under the IHSDP scheme for the State of Karnataka are given in the Statement.

Statement

*Details of City/town-wise funds allocated and spent during the last three years under
IHSDP Scheme for Karnataka*

(Rs. in lakhs)

Additional Central Assistance (ACA)

Sl. No	City	No. of Projects	ACA Committed (cumulative)	ACA Released (cumulative) upto 2009	Year-wise (ACA) Sanctioned					Year-wise (ACA) Utilization				
					2009-10	2010-11	2011-12	Current Year	2009-10	2010-11	2011-12	Current Year		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1.	Bagalkot	1	478.49	478.48	239.24	0	239.25	0	0	0.00	358.87	0.00	0	
2.	Basavakalyan	1	167.76	167.76	83.88	83.88	0	0	0	125.82	0.00	0.00	0	
3.	Belgaum	1	167.41	167.41	83.7	0	77.96	0	0	0.00	122.68	0.00	0	
4.	Bellary	1	536.64	536.64	268.32	268.32	0	0	0	402.48	0.00	0.00	0	
5.	Bhalki	1	202.70	202.71	101.35	0	101.34	0	0	0.00	152.02	0.00	0	
6.	Chincholi	1	232.86	232.86	116.43	0	0	116.43	0	0.00	0.00	174.65	0	

1	2	3	4	5	6	7	8	9	10	11	12	13	14
7.	Chintamani	1	1057.61	1057.61	528.81	0	0	528.8	0	0.00	0.00	793.21	0
8.	Dod Ballapur	1	636.98	636.98	318.49	0	0	318.49	0	0.00	0.00	477.74	0
9.	Gadag-Betigeri	1	1313.30	1313.31	656.65	0	656.66	0	0	0.00	984.98	0.00	0
10.	Gajendragarh	1	454.26	454.25	227.13	0	227.12	0	0	0.00	340.69	0.00	0
11.	Gauribidanur	1	143.60	143.60	71.8	0	0	71.8	0	0.00	0.00	107.70	0
12.	Gulbarga	1	911.98	911.97	455.99	0	455.98	0	0	0.00	683.98	0.00	0
13.	Hassan	1	916.80	915.80	458.4	0	458.6	0	0	0.00	687.70	0.00	0
14.	Hiriyur	1	215.90	215.90	107.95	107.95	0	0	0	161.93	0.00	0.00	0
15.	Holenarsipur	1	916.80	916.60	458.4	0	458.6	0	0	0.00	687.70	0.00	0
16.	Hubli-Dharwad	3	1708.12	1706.51	853.26	0	853.25	0	0	0.00	1279.89	0.00	0
17.	Kadur	1	664.50	664.50	332.25	0	332.25	0	0	0.00	498.38	0.00	0
18.	Kanakapura	1	1123.47	1123.48	561.74	0	561.74	0	0	0.00	842.61	0.00	0
19.	Koppal	1	267.80	267.80	133.91	133.91	0	0	0	200.86	0.00	0.00	0

20. Mandya	1	791.79	395.89	395.89	0	0	0	0	0.00	0.00	0
21. Mulbagal	1	636.04	636.04	318.02	0	0	318.02	0	0.00	0.00	477.03
22. Nagamangala	1	391.51	391.51	195.76	0	195.76	0	0	0.00	293.64	0.00
23. Nanjangud	1	489.70	489.70	244.85	0	244.85	0	0	0.00	367.28	0.00
24. Pavagada	1	1162.01	1162.01	581.01	0	581	0	0	0.00	871.51	0.00
25. Ramanagaram	1	1654.30	1654.30	827.15	0	0	827.15	0	0.00	0.00	1240.72
26. Saundatti-Yellamma	1	159.18	159.18	79.59	79.59	0	0	0	119.39	0.00	0.00
27. Shahpur	1	244.42	244.42	122.21	122.21	0	0	0	183.32	0.00	0.00
28. Shikarpur	1	722.24	722.24	361.12	0	361.12	0	0	0.00	541.68	0.00
29. Shimoga	1	1316.49	1316.50	658.25	0	658.25	0	0	0.00	987.28	0.00
30. Sidlaghatta	1	237.07	237.07	118.54	0	0	118.53	0	0.00	0.00	117.80
31. Sindhnur	1	1203.72	1203.72	601.86	0	601.86	0	0	0.00	902.79	0.00
32. Sira	1	1132.46	1132.46	566.23	0	566.23	0	0	0.00	849.35	0.00

New cities under Rajiv Awas Yojana

1912. SHRIMATI SMRITI ZUBIN IRANI: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether Government is considering inclusion of new cities in Rajiv Awas Yojana; and

(b) whether Government is considering to raise the proportion of assistance to States?

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

The Expenditure Finance Committee (EFC) note for phase-II of Rajiv Awas Yojana is under inter-ministerial consultation wherein it is proposed to extend the coverage of Rajiv Awas Yojana to all towns and cities as against 250 class I towns stipulated earlier. Cities having population more than 5 lakhs, would be included automatically under Rajiv Awas Yojana. For smaller cities and towns, the choice of cities would be made by the States, according to their aspirations, financial and resource arrangements in consultation with the Central Government. It is also being proposed that Central share for cities shall be higher than the presently allowed 50% and for North Eastern Region and Hilly States will be 90% of the project cost.

Objectives of MGPSY

1913. SHRIMATI GUNDU SUDHARANI: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) the aims and objectives of Mahatma Gandhi Pravasi Suraksha Yojana (MGPSY);

(b) to what extent the above scheme help Indians who have struck abroad for various reasons to come to India by leaving such countries;

(c) whether any special emphasis has been made for women workers; and

(d) if so, the details thereof?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI):

(a) The objectives of Mahatma Gandhi Pravasi Suraksha Yojana (MGPSY) is to encourage and enable overseas Indian workers having Emigration Check Required

(ECR) passports going to ECR countries, to (a) save for their return and resettlement, (b) save for their old age and (c) obtain a Life Insurance cover against natural death during the period of coverage.

(b) to (d) The scheme envisages a co-contribution of Rs. 1000/- by Government to overseas Indian workers who save Rs. 4000/- per annum so that on return to India, a MGPSY subscriber can utilise these savings for return and resettlement purposes, and also get benefits on the lines of Swavalamban pension Scheme, for which also Government contributes Rs. 1000/- (Rs. 2000/- in case of females) for a pension contribution of between Rs. 1000/- and Rs. 12,000/- by the subscriber.

Foreign currency sent by Indians abroad

†1914. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether according to a report of the World Bank released recently in 2012, regarding the foreign currency being sent by overseas citizens living in different countries of the world to their native countries, India is on the top of this list;

(b) if so, the details thereof;

(c) whether the excellence of overseas Indians and the new generation of Indians working in foreign countries has gained recognition in the world;

(d) whether the Indian businessmen, scientists, technicians, experts, researchers and industrialists living in the foreign countries have played their role and made contributions in India also; and

(e) if so, the details thereof?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI):

(a) and (b) Yes, Sir. According to the report of Migration and Remittances Unit of the World Bank dated 20th November, 2012, India is the top recipients of remittance in 2012 estimated at USD 70 billion.

(c) to (e) It is generally recognised that the Indian diaspora has been eminently successful in its host countries, adding considerably to knowledge, innovation and development in their countries of residence, even occupying significant leadership positions in several countries.

†Original notice of the question was received in Hindi.

Transfer of prisoners

1915. SHRI NANDI YELLAIAH: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether the Migrants Rights Council (MRC) has sought the implementation of 2011 agreement between India and the United Arab Emirates on transfer of those sentenced, saying it would help about 1,200 Indian prisoners languishing in the Gulf Nation;

(b) if so, according to the bilateral agreement signed on November 23, 2011, whether Indians in UAE jails are given a choice of serving their remaining term in Indian prisons; and

(c) if so, the number of such prisoners that had been repatriated to India, so far and the details of measures taken with immediate effect to repatriate all such imprisoned prisoners on a war-footing to India?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI):

(a) Yes, Sir. Migrants Right Council had sought the implementation of the Agreement.

(b) In the context of India-UAE bilateral agreement on transfer of sentenced persons, prisoners have the option of serving their remaining term in Indian jails, subject to fulfilling other conditions of the agreement.

(c) No request has so far been received from Indian prisoners who are lodged in jails of United Arab Emirates.

Monitoring of recruitment agencies for employment abroad

1916. SHRI SHADI LAL BATRA: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) the number of complaints received against recruitment agencies duping the people for promised employment abroad;

(b) the names and details of such agencies during the last two years, State-wise;

(c) whether Government proposes to set up a regulator to regulate and monitor the functioning of these placement agencies; and

(d) if so, the details and reaction of Government thereto?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI):
(a) and (b) The number, name and details of the registered recruiting agencies against whom complaints have been received during the last two years are given in the Annexure. [See Appendix 228 Annexure No. 24]

(c) and (d) The registration of the Recruiting Agents, their conduct and monitoring thereof, are regulated in accordance with the Emigration Act, 1983 and Rules framed there under, by the Protector General of Emigrants under the Ministry of Overseas Indian Affairs.

Land for upgradation of airports

1917. SHRIMATI JAYA BACHCHAN: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that the Ministry has asked the Uttar Pradesh Government to provide land for upgradation of airports at Agra, Meerut and Jhansi;
- (b) the details of the land required for the 3 airports, separately; and
- (c) the details in this regard and the amount likely to be spent on the upgradation of the 3 airports, separately?

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

(b) and (c) The details of the land required and likely expenditure for upgradation of airports at Agra, Meerut and Jhansi are as under:

- (i) Agra (new Civil Enclave) - 55.29 acres, Approximate cost - Rs.75.00 Crores.
- (ii) Meerut - 427 acres (revised to 370 acres) Approximate cost - Rs. 175.00 Crores.
- (iii) Jhansi (new Civil Enclave) - 20 acres for Phase-I and 41 acres for Phase-II, Approximate cost - Rs.60.00 Crores.

Complaints of misuse of panchayat funds

1918. DR. T.N. SEEMA: Will the Minister of PANCHAYATI RAJ be pleased to state:

- (a) the details of Government policy for ensuring balanced development of all the villages through Panchayati Raj Institutions (PRIs) in the country;

(b) the details of funds allocated to Panchayats during the last three years and the current year, State/UT-wise;

(c) whether Government has received any complaints of misuse of Panchayat funds in various States/UTs;

(d) if so, the details thereof;

(e) whether Government is aware that the PRIs are not being audited in various States; and

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

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

(a) This Ministry of Panchayati Raj is tasked with the implementation of the Backward Regions Grant Fund (BRGF) Programme as per Government's policy of ensuring balanced development. The BRGF Programme is designed to redress regional imbalances in development of 272 identified backward districts in the country. The funds thereunder provide financial resources for supplementing and converging existing developmental inflows into identified districts so as to bridge critical gaps in local infrastructure and other development requirements. As per the BRGF Guidelines, the Annual Action Plans prepared by the Panchayats and Urban Local Bodies (ULBs) are consolidated into the District Plans by the respective District Planning Committees which are then forwarded to the Ministry of Panchayati Raj, Government of India, by the respective State Governments for releasing the funds as per eligibility of the districts.

(b) Details showing funds released and utilised by the States under the BRGF Programme during the last three years and current year is given in Statement-I (*See below*).

(c) and (d) The complaints received regarding misuse of Backwards Regions Grant Funds (BRGF) are forwarded to the concerned State Governments for taking necessary action. A list of complaints received during the current year is given in Statement-II (*See below*).

(e) and (f) The Ministry of Panchayati Raj insists that auditing of Panchayats funds/works under BRGF Programme is done and Audit Reports are submitted along with other necessary documents for release of funds. The audit is to be done either, by Local Fund Auditors or by Chartered Accountants listed in the panel of the State Government or AGs of the State.

Statement-I

Details of State-wise Funds released and utilisation reported under BRGF during the last three Financial Years i.e. (2009-10 to 2011-12) and Current Financial Year

Sl. No.	State	2009-10				2010-11				2011-12				2012-13 (as on 31.01.2013)			
		Funds Released		Utilisation Reported		Funds Released		Utilisation Reported		Funds Released		Utilisation Reported		Funds Released		Utilisation Reported	
		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	2	3	4	5	6	7	8	9	10								
1.	Andhra Pradesh	357.39	357.39	348.34	342.71	366.59	180.92	135.89	0.00								
2.	Arunachal Pradesh	14.67	12.79	12.70	9.46	10.70	0.00	0.00	0.00								
3.	Assam	56.03	55.82	139.12	85.59	59.39	12.84	52.84	0.00								
4.	Bihar	518.99	491.85	740.25	668.39	408.58	160.07	303.20	2.90								
5.	Chhattisgarh	216.06	216.06	280.90	280.90	259.94	189.66	174.56	0.00								
6.	Gujarat	96.64	93.05	103.16	99.86	109.64	47.40	37.84	0.00								

1	2	3	4	5	6	7	8	9	10
7.	Haryana	19.35	19.35	39.53	39.53	18.67	11.78	24.20	2.06
8.	Himachal Pradesh	27.41	27.41	30.50	30.50	23.62	11.18	20.81	9.12
9.	Jammu and Kashmir	9.00	0.00	41.26	31.52	30.40	4.00	9.14	0.00
10.	Jharkhand	209.18	209.18	331.02	246.11	183.60	46.56	98.04	0.00
11.	Karnataka	103.27	103.27	118.48	107.30	92.74	43.93	46.31	1.58
12.	Kerala	24.21	23.84	31.59	20.81	34.66	0.00	0.67	0.00
13.	Madhya Pradesh	315.65	315.65	535.80	515.60	403.37	144.07	162.96	0.00
14.	Maharashtra	228.19	228.19	290.95	290.95	255.09	215.90	217.20	8.87
15.	Manipur	27.71	27.71	54.32	48.54	32.16	9.06	16.37	0.12
16.	Meghalaya	23.50	23.50	50.42	48.84	24.60	10.59	13.68	0.00
17.	Mizoram	21.28	21.28	28.68	28.20	24.90	21.42	19.16	0.00
18.	Nagaland	43.04	43.04	40.04	40.04	41.48	40.90	34.61	0.00
19.	Odisha	223.67	211.56	385.20	381.24	325.95	166.37	129.36	0.00

20. Punjab	15.08	15.08	18.22	18.22	18.22	15.50	11.40	12.04	0.00
21. Rajasthan	141.42	141.42	304.68	295.53	286.15	125.81	109.50	0.00	0.00
22. Sikkim	11.59	11.59	15.92	15.92	14.21	2.54	0.53	0.00	0.00
23. Tamil Nadu	62.09	62.09	113.28	113.28	106.03	69.21	73.49	0.00	0.00
24. Tripura	8.58	8.58	13.21	13.21	13.66	13.05	11.58	0.00	0.00
25. Uttar Pradesh	579.87	579.87	668.09	603.02	540.81	184.60	130.80	0.00	0.00
26. Uttarakhand	0.00	0.00	37.66	37.66	29.54	21.85	34.32	0.00	0.00
27. West Bengal	181.10	181.10	276.68	251.30	205.02	129.76	167.75	13.06	0.00
TOTAL:	3534.96	3480.67	5050.00	4664.23	3917.00	1874.87	2036.85	37.71	0.00

Statement-II

*List of complaints received during current year
(as on 28.02.2013)*

Sl. No.	Received from/Dated	Subject/State	Action Taken by MoPR
1.	Smt. Rajesh Nandini, MP Dated 9-5-2012	Alleged corruption under BRGF in Umeria district of MP	Complaint forwarded to Government of Madhya Pradesh
2.	Shri Kamal Kishor, MP Dated 16-06-2012	To stop the misuse of funds in Bahraich, UP	Complaint forwarded to Government of Uttar Pradesh

Panchayati Raj System in J&K

1919. SHRI AVINASH RAI KHANNA: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether the Panchayati Raj System has been implemented in Jammu and Kashmir as per 73rd and 74th constitutional amendment, if so, the details of the implementation of the provision;

(b) whether the J&K is qualified to get funds for capacity building, Backward Region Grant Fund (BRGF) and Rajiv Gandhi Panchayat Sashaktikaran Abhiyan (RGPSA), if so, the reasons therefor; and

(c) the amount of fund released under these schemes, the district-wise allocation thereof?

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

(a) Jammu and Kashmir (J&K) has its own Panchayati Raj Act and elections have been held in the State. The State Act does not have to necessarily conform to 73rd and 74th Amendment of the Constitution.

(b) and (c) Under the scheme of Backward Regions Grant Fund (BRGF), financial assistance is provided to States for certain identified districts covered by the scheme. Five districts in the State of Jammu and Kashmir are covered under the BRGF scheme. The funds released during current year to Jammu and Kashmir under the schemes of Rashtriya Gram Swaraj Yojana, Capacity Building component of BRGF as well as district-wise annual entitlement under Development Grant component of BRGF is given in the Statement (*See below*). Panchayat Sashaktikaran Abhiyan (RGPSA)

scheme covers all States/UTs. The RGPSA has been approved in March, 2013. No allocation has been made to any State/UT so far under the scheme.

Statement

Details of district-wise Funds released under Development and Capacity Building grant of BRGF Programme during 2012-13 to Jammu and Kashmir (as on 28.02.2013)

			Amount in Rs. Crore
Sl.No.	Districts	Annual Entitlement	Amount Released
1.	Doda*	13.74	0.00
2.	Kishtwar	16.29	4.00
3.	Kupwara	13.39	5.14
4.	Poonch	13.68	10.93
5.	Ramban	11.88	6.30
TOTAL: (Development Grant)		68.98	26.37
Capacity Building		5.00	1.84
GRAND TOTAL: (DG + CB)		73.98	28.21

Funds released during current year to Jammu and Kashmir under Training and Capacity Building component of RGSY Scheme

Component	Amount (in Crore)
Training and Capacity Building	Rs. 4.43

Corruption cases handled by CBI

1920. SHRI PRABHAT JHA:

SHRI ARVIND KUMAR SINGH:

SHRI ALOK TIWARI:

SHRIMATI KUSUM RAI:

Will the PRIME MINISTER be pleased to state:

(a) the details of the number of corruption cases referred to CBI for investigation during last three years, year-wise;

(b) the details of the cases of corruption in which charge sheets have been filed by CBI out of the above cases;

(c) the details of the number of cases in which CBI has filed closure reports during last year and the current year, so far;

(d) the details of the cases relating to CWG-2010 in which closure reports have been filed by CBI; and

(e) the reasons for the same, case-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) CBI has registered 1997 cases under the Prevention of Corruption Act, 1988 during the last 3 years *i.e.* 2010, 2011 and 2012 and during the current year upto 31.01.2013. The details are given in the Statement-I (*See* below).

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

(c) Details of cases in which CBI has filed closure reports during the last year and the current year, till 31.01.2013, case-wise is given in the Statement-II (*See* below).

(d) CBI has, during 2010, 2011, 2012 and 2013 (upto 31.01.2013) filed 4 closure reports, details of which are given in the Statement-III (*See* below).

(e) The closure reports are under adjudication of Hon'ble Court.

Statement-I

Details of number of corruption cases registered by CBI

Year	No. of PC Act Cases registered by CBI
1	2
2010	650

1	2
2011	600
2012	695
2013 (upto 31.1.2013)	052
TOTAL:	1997

Statement-I*Details of PC Act cases in which closure reports filed*

A.	Year	No. of PC Act Cases in which closure reports filed
	2012	45
	2013 (upto 31.1.2013)	02
	Total	47

B. 2012

Sl. No.	Case No.	Branch	Date of Region	Date of Disposal
1	2	3	4	5
1.	RC0032009A0024	ACB, Delhi	14-05-2009	31-08-2012
2.	RC0032011A0008	ACB, Delhi	25-07-2011	31-10-2012
3.	RC0062003A0019	ACB, Lucknow	05-10-2003	06-07-2012
4.	RC0062012A0012	ACB, Lucknow	19-04-2012	29-05-2012
5.	RC0082010A0017	ACB, Bhopal	31-12-2010	17-09-2012
6.	RC0102010A0017	ACB, Kolkata	21-05-2010	29-11-2012
7.	RC0242000A0013	ACB, Ranchi	15-11-2000	31-12-2012

1	2	3	4	5
8.	RC0252011A0005	ACB, Dhanbad	19-04-2011	31-12-2012
9.	RC0262010A0026	ACB, Mumbai	14-07-2010	31-05-2012
10.	RC0262011A0007	ACB, Mumbai	18-02-2011	28-02-2012
11.	RC0262011A0016	ACB, Mumbai	16-04-2011	30-03-2012
12.	RC0262011A0041	ACB, Mumbai	14-11-2011	31-08-2012
13.	RC0262011A0043	ACB, Mumbai	30-11-2011	31-12-2012
14.	RC0262012A0009	ACB, Mumbai	23-02-2012	19-11-2012
15.	RC0262012A0014	ACB, Mumbai	28-02-2012	30-06-2012
16.	RC0292010A0003	ACB, Gandhinagar	22-02-2010	31-10-2012
17.	RC0312011A0003	ACB, Jodhpur	31-05-2011	18-10-2012
18.	RC0312011A0005	ACB, Jodhpur	31-05-2011	12-06-2012
19.	RC0322011A0012	ACB, Chennai	22-02-2011	27-03-2012
20.	RC0322011A0021	ACB, Chennai	18-05-2011	29-06-2012
21.	RC0322011A0045	ACB, Chennai	29-11-2011	31-08-2012
22.	RC0352010A0023	ACB, Hyderabad	07-10-2010	25-09-2012
23.	RC0362008A0009	ACB, Visakhapatnam	02-04-2008	31-03-2012
24.	RC0472010A0003	ACU-IX, Delhi	20-05-2010	28-04-2012
25.	RC0562012S0001	SCB, Kolkata	09-02-2012	19-04-2012
26.	RC0932010A0002	AHD, Ranchi	12-05-2010	29-12-2012
27.	RC0932011A0002	AHD, Ranchi	11-06-2011	30-09-2012
28.	RC1202010A0004	ACB, Ghaziabad	17-03-2010	20-03-2012
29.	RC1202011A0006	ACB, Ghaziabad	24-11-2011	12-06-2012

1	2	3	4	5
30.	RC2162011A0002	AC-I, Delhi	03-03-2011	30-06-2012
31.	RC2162011A0003	AC-I, Delhi	29-03-2011	31-07-2012
32.	RC2182011A0001	AC-III, Delhi	08-02-2011	29-06-2012
33.	RC2182011A0006	AC-III, Delhi	06-06-2011	22-11-2012
34.	RC2182011A0011	AC-III, Delhi	21-09-2011	28-06-2012
35.	RC1202011A0006	ACB, Ghaziabad	30-07-2012	29-12-2012
36.	RC0152011A0002	ACB, Bhubaneswar	31-01-2011	24-07-2012
37.	RC0532011S0004	SCB, Lucknow	15-07-2011	28-09-2012
38.	RC1532011A0015	ACB, Bhubaneswar	14-07-2011	26-12-2012
39.	RC1212011A0003	ACB, Portblair	22-08-2011	26-11-2012
40.	RC0092012A0012	ACB, Bhopal	30-05-2012	01-11-2012
41.	RC0032009A0025	ACB, Delhi	16-06-2010	31-08-2012
42.	RC0242011A0009	ACB Ranchi	21-07-2011	31-08-2012
43.	RC0962010A0005	ACB, Shimla	27-08-2010	21-06-2012
44.	RC0052010A0023	ACB, Chandigarh	04-10-2010	17-04-2012
45.	RC0092011A0001	ACB, Jabalpur	21-01-2011	30-03-2012

C.**2013**

Sl. No.	Case No.	Branch	Date of Regn.	Date of Disposal
1	RC0252012A0001	ACB, Dhanbad	03-01-2012	31-01-2013
2.	RC2182011A0004	AC-III, Delhi	25-04-2011	11-01-2013

Statement-III

*Details of cases relating to CWG in which closure reports
have been filed by CBI*

Year	Case No., Date of Registration and Section of law	Name of the accused persons
1	2	3
2011	RC-AC1 2011 A0002 Dated 03.03.2011 U/s 120-B, 420 IPC and 13(2) r/w 13(1)(d) of PC Act, 1988 (CWG SIS LIVE CASE)	1. S/Shri B.S. Lalli, IAS (UP :1971), CEO, Prasar Bharti (Under Suspension) 2. Wasim Dejlavi of M/s Zoom Com- munication Ltd. 3. M/s SIS Live 4. M/s Zoom Communication and Unknown others.
2011	RC 6(A)/2011/AC-III dated 06/ 06/2011 u/s 120-B IPC and 13(2) r/w 13(1)(d) of PC Act	Sh. R.S.P. Sinha, the then CMD, MTNL (Retired) presently working with a pri- vate company Goldyne Technoserve Limited, N.K. Jain, the then GM (Corporate Sales) MTNL, New Delhi and presently working as GM (Task Force-CWG), MTNL, S.M. Talwar, the then ED, MTNL, New Delhi and presently working as ED, BSNL, Jitender Garg, the then DGM(BBD), MTNL, New Delhi, M/s HCL Infosystems Limited, E-9, Sector-11, Noida and unknown others
2011	RC.4(A)/11-AC.III 25/05/2011 (Barapulla Elevated Flyover) u/s 120-B IPC and 13(2) r/w 13(1)(d) of PC Act	Shri Nagraj, Chief Engineer (Retd.), PWD, New Delhi. 2. Shri Sarvagya Kumar Srivastava.SE, Project Manager, PWD.ND. 3. Shri Priyank Mittal, EE.PWD 4. Shri Mohan Lal, EE.PWD 5. Shri J.P. Mishra, EE.CPWD

1	2	3
		6. Shri Vijay Kumar Jain, AE, PWD 7. Shri Akhilesh Kumar Gupta, AE, PWD 8. Shri Hardeep Kumar Gupta, AE, PWD
2012	RC 2172011A0003 dated 09.03.2011 CWG 120-B r/w 420 IPC and 13 (2) r/w 13 (1)(d) of PC Act 1988.	Shri R.S. Thakur, the then Supdt. Engineer, NDMC and others

Corruption cases of Central Government

1921. SHRI ALOK TIWARI:

SHRI ARVIND KUMAR SINGH:

SHRI PRABHAT JHA:

SHRIMATI KUSUM RAI:

Will the PRIME MINISTER be pleased to state:

(a) whether CVC has received more than 50 thousands complaints of corruption yearly against officials of Central Government during 2011 and 2012;

(b) if so, the details thereof, year-wise and Ministry/Department-wise;

(c) the details of the cases wherein Central Vigilance Commission (CVC) has sought/recommended for filing FIR/charge sheet against corrupt officials of Central Government during 2012, department-wise and year-wise;

(d) the details of the cases wherein permission has been granted and the details of cases which are still pending for action with Government, department-wise; and

(e) the reasons for pendency, case-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) The number of complaints received in the Commission during the last two years *i.e.* 2011 and 2012 are as under:-

Year		No. of complaints received during the year
2011	General Complaints	16929
	PIDPI*	901
2012	General Complaints	28755
	PIDPI*	804

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

Ministry/Department-wise details of these cases are not readily available with the Commission.

(c) As per the existing provisions of law, it is the investigating agencies *i.e.* CBI/Police who file chargesheets against Government officials before the competent courts after seeking sanction for prosecution under Section 19 of the Prevention of Corruption Act, 1988.

(d) and (e) As per available information, the number of cases as reported by CBI pending for sanctions over three months under Prevention of Corruption Act, 1988 as on 31.12.2012 is 44 which include 17 cases in connection with the affairs of State Governments.

Sometimes it is not possible to adhere to the prescribed time-limit of 3 months for deciding cases of sanction for prosecution. The delay which occurs in the sanctioning of prosecution in some cases is mostly on account of detailed scrutiny and analysis of voluminous case records and evidence, consultation with Central Vigilance Commission (CVC), State Governments and other agencies, and sometimes non-availability of relevant documentary evidence.

Guidelines for empanelling an officer

1922. SHRI VIJAY JAWAHARLAL DARDA: Will the PRIME MINISTER be pleased to state:

(a) whether guidelines exist that before empanelling an All India cadre Officer to hold senior position at the Centre, he would be required to fill in a form to mention if he has any disciplinary action or charge sheet pending against him;

(b) if so, whether a similar form is also required to be filled in by all India Service Officers when they are sent to Government of India to middle level posts like Under Secretary, Deputy Secretary, Director, etc.;

(c) if not, in what manner the vigilance clearance is granted to them in the absence of such information; and

(d) whether the officers facing allegations would not come under this purview in case charges are framed by courts after investigations have been done?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) No, Sir.

(c) Vigilance Clearance to officers belonging to All India Services is issued in accordance with guidelines contained in this Department's O.M. No. 104/33/2005-AVD.I, dated 29.10.2007. The Cadre Controlling Authority (CCA) concerned for the All India Services is required to provide vigilance status/disciplinary cases pending in respect of officers who are being considered for empanelment to hold Joint Secretary or equivalent level posts or above, or for appointment to hold the post of Director/Deputy Secretary or equivalent at Centre.

The CCAs issue vigilance clearance on the basis of vigilance information received/ascertained from the respective State Cadres or the Central Ministries/Departments where the officers concerned are/have been working. For empanelment at Joint Secretary or equivalent level, or above, comments of the Central Vigilance commission are also obtained.

(d) Vigilance clearance is not issued in respect of an officer against whom a charge sheet has been filed in a Court by the Investigating Agency.

Definition of Government Servant

1923. SHRIMATI GUNDU SUDHARANI: Will the PRIME MINISTER be pleased state:

(a) the definition of Government servant and who are included in it;

(b) whether employees of statutory and constitutional bodies are covered in it;

(c) if so, the details of relevant provisions where the same is clarified and if not, the reasons/justifications for the same;

(d) whether in view of the ambiguity on the issue, employees of the statutory/constitutional bodies are denied membership of the Central Government Employees Welfare Organisation and such other bodies; and

(e) the corrective steps Government proposes to take to include the said employees in the category of Central Government employees?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) As per Rule 2(h) of CCS (CCA) Rules 'Government servant' means a person who:- (i) is a member of a Service or holds a civil post under the Union, and includes any such person on foreign service or whose services are temporarily placed at the disposal of a State Government, or a local or other authority; (ii) is a member of a Service or holds a civil post under a State Government and whose services are temporarily placed at the disposal of the Central Government; (iii) is in the service of a local or other authority and whose services are temporarily placed at the disposal of the Central Government.

(b) and (c) The service conditions of the employees of statutory and constitutional bodies are regulated by the statute under which they are created.

(d) and (e) As per the "Compendium of Welfare Programmes/Instructions of facilities", the Central Government Employees and the employee of Delhi Administration, shall qualify for regular membership of Central Government Employees Welfare Association in receipt of the grant-in-aid from the Department of Personnel and Training. The Membership shall not be open to the employees of the private shops/companies, Bank, Autonomous Bodies, Public Sector Undertakings, New Delhi Municipal Committee, Municipal Corporation of Delhi and Bodies created by or under any specific Act of Parliament.

Tenure for officers on deputation

1924. SHRI JAGAT PRAKASH NADDA: Will the PRIME MINISTER be pleased state:

(a) the maximum tenure for an All India Service Officer on deputation to Government of India;

(b) whether Government of India has the powers to extend the tenure indefinitely; and

(c) the names and posting of officers who are continuing on central deputation beyond the tenure permitted under the rules and the reasons for such extension in each case?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) The tenure of IAS officers is regulated as per the Central Staffing Scheme contained in DOP&T O.M. No. 36/77/94-EO(SM.I) dated 05-01-1996 which prescribes the following tenures at different levels for officers appointed under the Central Staffing Scheme:-

1. Under Secretary : Three years
2. Deputy Secretary : Four years
3. Director : Five years
4. Joint Secretary : Five years
5. Additional Secretary : Four years. However, an officer holding the post of Joint Secretary or equivalent, when appointed to a post under the Government of India at the level of Additional Secretary, would get a tenure of three years from the date of appointment as Additional Secretary subject to a minimum of five years and maximum of seven years of combined tenure as Joint Secretary/Additional Secretary.
6. Secretary : No fixed tenure.

In addition to the above tenure provisions, the Consolidated Deputation Guidelines for All India Services contained in DOPT letter No. 14017/33/2005-AIS(II)(Pt.I) dated 28.11.2007 provides that if an officer moves from a Central Staffing Scheme post to a non-Central Staffing post or *vice versa*, she/he shall be eligible for an additional tenure of two years, subject to at least two years on either post. Further, the Appointments Committee of the Cabinet (ACC) has approved that the norm of fixing seven years as maximum period away from the cadre may be reiterated and followed

strictly. Relaxations can be made under special circumstances after careful consideration by the competent authority for specific periods.

The Tenure of IPS officers is regulated as per Ministry of Home Affairs' O.M. No.-I-21023/29/2007-IPS.III dated 30.03.2010 is enclosed as Annexure [See Appendix 228 Annexure No. 25] which prescribes the tenure of IPS officers on central deputation as under:-

- | | | |
|---------------------------------|---|-----------------|
| (1) Superintendent of Police | : | 4 years |
| (2) Deputy Inspector General | : | 5 years |
| (3) Inspector General | : | 5 years |
| (4) Additional Director General | : | 4 years |
| (5) Director General | : | No fixed tenure |

Further, an officer already on deputation in the rank of DIG, on his promotion as IG, would have a combined tenure of 5 years but the tenure will be so extended that the Officer gets tenure of 3 years in the rank of IG, subject to a maximum tenure of 7 years. An officer already on deputation in the rank of IG, on his promotion as Addl. DG, would have tenure of 3 years from the date of appointment as ADG subject to a minimum of 5 years and maximum of 7 years of combined tenure as IG/ADG. As per paras 8 and 9 of Tenure Policy, the officers get extended tenure in CBI and NIA upto 7 years. Tenure of officers posted in IB and RAW is covered in paras 6 and 7 of the IPS Tenure Policy. Para - 20 of IPS Tenure Policy provides that any relaxation or deviation from the IPS Tenure Policy may be granted by the Home Minister up to the level of DIG. For extension of tenure of officers of IG and above levels, approval of the ACC will be required.

The tenure of IFS officers is regulated as per the Consolidated Deputation Guidelines for All India Services contained in DOPT letter No. 14017/33/2005-AIS(II)(Pt.I) dated 28.11.2007. Extension beyond permissible tenure as prescribed in the Central Staffing Scheme (CSS) of DOPT and CSS of Ministry of Environment and Forests is granted in extraordinary circumstances with the approval of the ACC.

(c) The following IPS officers are continuing on Central deputation beyond 7 years. The extension has been approved in relaxation of IPS Tenure Policy in public interest.

1. Shri Sudeep Lakhtakia, IPS (AP:84), IG, SPG
2. Shri A.K. Pateria, IPS, (MP:86), IG, CBI
3. Shri Nasir Kamal, IPS (UP:86), IG, NCRB
4. Shri S.L. Thaosen, IPS (MP:88), IG, SPG
5. Shri Nalin Prabhat, IPS (AP:92), IG, CRPF
6. Shri Anurag, IPS (MT:94), DIG, CBI
7. Shri Avichal Sharma, IPS (SK:96), DIG, SPG

One IFS officer namely Shri Rajesh Gopal, IFS (MP: 78) is on Central deputation since 31.08.2001 which has further been extended up to the date of his superannuation on 31.01.2015. Shri Rajesh Gopal is presently appointed as Additional Director General of Forests, National Tiger Conservation Authority (NTCA) and Member Secretary, NTCA. After stipulated central deputation of 7 years, his deputation has been extended from time to time with the approval of the ACC.

There are no IAS officers at Additional Secretary level who are presently working under the CSS on extended tenure.

A list of the IAS officers at Joint Secretary level who are presently working under the CSS and given extension beyond normal/approved tenure as on date is given in the Statement-I (*See below*). The tenure of these officers was extended with the approval of the Competent Authority in view of the exigency of the work, in public interest.

A list of IAS and IFS officers at Deputy Secretary/Director level who are continuing under CSS and given extension beyond normal/approved tenure as on date along with the reasons for extension is given in the Statement-II (*See below*).

Statement-I

List of AIS Officers who are presently on Central deputation under the CSS and given extension beyond normal tenure

Sl. No.	Name S/Shri	Date at Centre Date Revert	Present Posting (JS/equivalent level)	Remarks
1	2	3	4	5
1.	Ravi Mittal IAS (BH:86)	16/07/2007 15/07/2013	Adviser (Plan Coord) Planning Commission	In exigency of the work and public interest.
2.	Sujata Chaturvedi IAS (BH:89)	28/03/2007 27/03/2013	Regional Dy. Dir. Gen. UIDAI	
3.	B.V.R. Subrahmanyam IAS (CG:87)	20/04/1998 21/03/2015	Joint Secretary, PMO	
4.	Indu Shekhar Chaturvedi IAS (JH:87)	27/09/2004 —	Pvt Secretary to the PM PMO	
5.	Rakesh Kumar Gupta IAS (JK:86)	16/02/2006 15/05/2013	Additional Secretary (Joint Secretary level) UPSC	
6.	Thomas Mathew IAS (KL:83)	23/08/2010 31/05/2016	Joint Secretary, President's Secretariat	

7.	Dinesh Kumar Jain IAS (MH:83)	24/03/2008 23/06/2013	Joint Secretary D/o Rural Dev.
8.	Anant Kumar Singh IAS (UP:84)	24/12/2007 23/12/2013	Joint Secretary M/o Human Resources Dev.
9.	Rajendra Kumar Tiwari IAS (UP:85)	25/01/2008 24/04/2013	Joint Secretary M/o Agriculture
10.	Anita Bhatnagar Jain IAS (UP:85)	21/01/2008 20/04/2013	Joint Secretary D/o Information Technology
11.	Dimple Verma IAS (UP:89)	08/02/2008 10/09/2013	Joint Secretary M/o Minority Affairs
12.	Nirmaljit Singh Kalsi IAS (PB:84)	19/03/2008 18/03/2014	Joint Secretary Ministry of Home Affairs
13.	Sanjeev Gupta IAS (HP:85)	26/05/2008 25/08/2013	Joint Secretary M/o Agriculture

Statement-II

List of AIS Officers who are presently on central deputation under the CSS and given extension beyond normal tenure

Sl. No.	Name of the officer (S/Shri)	Present posting (DS/Director level)	Approved tenure up to	Extension up to	Reason for extension
1	2	3	4	5	6
1.	Rajbir Singh Panwar, IFS (GJ:91)	D/o Food Processing Industries	For Combined tenure of 7 years up to 14.07.2012	1 year upto 14.07.2013	Shortage of experienced officers in the Ministry and in public interest
2.	Vasumitra Arora, IFS (UP:85)	D/o Land Resources, Ministry of Rural Development	For five years upto 27.08.2012	1 year upto 27.08.2013	Shortage of experienced officers in the Ministry and in public interest
3.	Smt. V. Hekali Zhimomi, IAS (UP:96)	Director of Census Operations, Nagaland	For five years upto 30.07.2011	Extended upto 31.07.2013 Extension allowed for 1year each on two occasions	Due to exigency of time bound completion of census work and non-availability of suitable officers belonging to the region and also in public interest

4. R. Selvam, IAS (HP:2000)	Private Secretary to Minister for Chemicals and Fertilizers (Shri M.K. Alagiri)	For five years upto 30.09.2012	Extended upto 31.03.2013 (6 months)	As desired by the Minister
5. Mukhmeet Singh Bhatia, IAS (JH:1990)	OSD to MoS (Exp.&FS) (Shri Namo Narain Meena)	For Five years upto 30.12.2012	Extended upto 30.06.2013 (6 months)	As desired by the Minister
6. S.K. Sinha, IFS (J&K:93)	D/o Fertilizers	For Five years upto 04.11.2012	Extended upto 31.03.2013 (4 months)	Due to exigency of the work in public interest

Application for recruitment/deputation

1925. SHRI A.A. JINNAH: Will the PRIME MINISTER be pleased state:

(a) whether Government offices forward applications of their employees for recruitment/deputation in other offices;

(b) if so, whether authorities forwarding such applications has to ensure that the candidate fulfils eligibility conditions as per advertisement before forwarding the application; and

(c) if so, the details of rules in this regard?

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

(b) and (c) There are no specific rules in this regard.

Eligibility of the candidate is to be determined by the recruiting authority in accordance with the Recruitment Rules of that post. It is, however, expected that the forwarding authority will exercise due diligence while forwarding applications.

Utilization of experience of Ex-servicemen

1926. SHRI MAHENDRA SINGH MAHRA: Will the PRIME MINISTER be pleased state:

(a) whether to utilise the experiences/maturity of Ex-servicemen for national causes Government extends seniority and age relaxation to Ex-servicemen on reemployment in Public Sector Banks/SBI/RBI/LIC and other Autonomous Bodies under Central/State Government for their in/intra cadre promotions;

(b) if so, whether any provision has been made in this regard;

(c) whether instructions in this regard have been notified for compliance by the Public Sector Banks/SBI/RBI/LIC and other Autonomous Bodies under Central/State Government have been issued;

(d) if not, when notification in this regard would be issued; and

(e) if issued, please provide copies of the notification?

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

Department of Financial Services which is the nodal Department for Public Sector Banks and Insurance Companies has issued instructions extending benefit of seniority and age relaxation to ex-servicemen on re-employment. Extract from IBA's brochure of guidelines for Public Sector Banks is given in the Statement (*See* below).

The service condition of employees of Autonomous Bodies, are governed by Act/Statute/bye-laws by which they are created or came into existence.

The service conditions of State Government Employees and its bodies are governed by instructions issued by the State Government concerned.

Statement

Extract from IBA's brochure of guidelines for Public Sector Banks

No.2(5)-75/SCT(B) dated 25-4-1977	9. Army Third Class Certificate IV Class of Educational Examination						
No.2/14/78-SCT(B) dated 28-1-1982	<p>(ix) The ex-servicemen for recruitment in the clerical cadre in Bank will be entitled to the following relaxation in educational qualification:</p> <table> <tr> <td data-bbox="678 1077 992 1199">Minimum Educational Qualification for General Candidates</td><td data-bbox="1105 1077 1292 1157">Relaxation for Ex-Servicemen</td></tr> <tr> <td data-bbox="678 1230 1045 1394">First Division in Matriculation/ SSC (Old Pattern)/SSLC/ 10th Standard Examination of 10+2+3 pattern</td><td data-bbox="1122 1230 1256 1264">II Division</td></tr> <tr> <td data-bbox="678 1425 1032 1673">IInd Division in Higher Secondary Examination/ (10+2) of 10+2+3 pattern/ 11th Standard Examination of 11+3 pattern/Intermediate/ Pre-University</td><td data-bbox="1122 1425 1256 1459">III Division</td></tr> </table>	Minimum Educational Qualification for General Candidates	Relaxation for Ex-Servicemen	First Division in Matriculation/ SSC (Old Pattern)/SSLC/ 10th Standard Examination of 10+2+3 pattern	II Division	IInd Division in Higher Secondary Examination/ (10+2) of 10+2+3 pattern/ 11th Standard Examination of 11+3 pattern/Intermediate/ Pre-University	III Division
Minimum Educational Qualification for General Candidates	Relaxation for Ex-Servicemen						
First Division in Matriculation/ SSC (Old Pattern)/SSLC/ 10th Standard Examination of 10+2+3 pattern	II Division						
IInd Division in Higher Secondary Examination/ (10+2) of 10+2+3 pattern/ 11th Standard Examination of 11+3 pattern/Intermediate/ Pre-University	III Division						
No.2/16/79-SCT(B) dated 9-10-1979 and 18-1-1980	(x) The minimum educational qualification for officers' post shall be as prescribed for recruitment to officer cadre in the Bank subject to the following relaxation:						

Name of the Defence
Service Examination

Equivalent pass in
Civil Examination

Ex-Commissioned officers
who have rendered 5 years
satisfactory Commissioned
Service after having passed
out of the IMA/NDA.

Graduation

No. 201/16/89-SCT(B) **2.2 Age**

Dated 30-5-1990

- (i) The following maximum age limits for recruitment of ex-servicemen in Bank has been laid down:

Sl. No.	Name of the Post/Cadre	Maximum Age
1.	Chief Security Officer	55 years
2.	Security Officer	40 years
3.	Clerical Cadre	50 years
4.	Security Guard/Armed Guard	45 years
5.	Subordinate Staff Cadre other than Security/Armed Guard	50 years

No. 2/11/79-SCT(B)
dated 20-3-1980 and

- (ii) An ex-serviceman/disabled ex-serviceman who has put in not less than six months continuous service in the Armed Forces shall be allowed to deduct the period of such service from his actual age and if the resultant age does not exceed the maximum age limit prescribed for the post for which he seeks appointment by more than 3 years, he shall be deemed to satisfy the conditions regarding the age limit.

No. 202/1/8/89-SCT(B)
dated 27-10-1989

No.202/1/8/89-SCT(B)
dated 27-10-1989

- (iii) The disabled ex-servicemen are also entitled to the benefit of the age relaxation by length of military service plus 3 years for appointment against reserved

as well as unreserved vacancies in clerical and subordinate cadre and they can avail of either of the two relaxations advantageous to them.

No.202/1/8/89-SCT(B) (iv) The above relaxations as in (ii) and (iii) above are dated 27-10-1989 applicable in all recruitments for clerical and subordinate cadre done in Banks.

No.2/7/81-SCT(B) (v) The dependents of those ex-servicemen killed/ dated 16-2-1982 disabled in action are not entitled to any relaxation in upper age limit.

2.3 Further Standard

No.201/6/87-SCT(B) (i) All ex-servicemen irrespective of the arm and trade dated 23-4-1987 are given periodic training in handling of weapons. This is also true in respect of the Naval and Air Force personnel and therefore it is not proper to discriminate amongst them. This must be kept in mind while recruiting ex-servicemen for the posts of security guards.

No.2/7/81-SCT(B) (ii) The dependents of those ex-servicemen killed/ dated 19-2-1982 disabled in action are not entitled to any relaxation in educational qualification.

No.201/5/88-SCT(B) (iii) The Bank may adopt the following further criteria/ dated 28-2-1991 standard with reference to character, medical fitness, etc. for appointment of ex-servicemen as armed guard/gunmen:

(a) Character: Minimum requirement will be "Good"

CHAPTER 6

WEIGHTAGE OF SERVICE PUT IN ARMED FORCES

F.No. 2/8/78-SCT(B) 6.1 **Housing Loan/Conveyance Loan etc.**
Dated 28-1-1983

For the purpose of qualifying service, necessary to avail of housing loan, conveyance loan, etc. service rendered by the ex-servicemen in Armed Forces may be taken into account.

No.PD/CIR/76/586/J/776 6.2
Dated 16-4-1985
[IBA circular]

Medical Aid

Ex-servicemen's previous service in the Armed Forces may be taken into account while considering their eligibility for higher medical aid.

F.No.10/49/84-SCT(B) 6.3
dated 13-8-1986

For the purpose of promotion/Appointment against Special Allowance/Pay carrying post

No.6/16/90-SCT(B) (i)
dated 7-6-1990

Bank may allow, for the purpose of seniority in promotion, to their ex-servicemen employees recruited against reserved posts in the clerical and Subordinate cadre, weightage for the period of service rendered by them in the armed forces in the ratio of 5: 1 subject to a maximum of 2 years after they have rendered at least 3 years actual service in the Bank after re-employment. This benefit will be available to the ex-servicemen only once during their career.

F.No.4/9/96-SCT(B) (ii)
dated 27-9-1996 and
2-12-1996

The weightage of service in the armed forces as stipulated in para (i) above has to be allowed after they have rendered atleast 3 years of service in that cadre and their seniority is to be fixed as per the provisions of circular dated 13-8-1986. All other benefits flowing from seniority will follow as per circular dated 13-8-1986.

No.6/16/90-SCT(B) (iii)
dated 6-3-1991

These instructions are applicable in respect of those ex-servicemen who were working in the clerical and subordinate staff cadres as on 13.8.1986 or who joined subsequent to 13.8.1986. These

instructions are, however, not applicable to those ex-servicemen who have already been promoted to the officers' cadre before 13.8.1986 or who have been recruited directly as Officers.

No. 6/16/90-SCT(B)
dated 6-3-1991

(iv)

The benefit of weightage of defence service to ex-servicemen for promotion is available for the first promotion only, after their re-employment in the Bank.

They will not be eligible for getting this benefit for any subsequent promotion irrespective of the fact whether the first promotion was in the normal course or otherwise.

No.10/49/84-SCT(B)
dated 21-3-1991

(v)

Ex-servicemen may be allowed to opt for availing of the benefit of weightage for defence service either for appointment against the special allowance/pay carrying post within subordinate/clerical cadres or for promotion from subordinate to clerical or from clerical to Junior Management Grade. However, once an ex-serviceman avails of this benefit for appointment against any special allowance carrying post he will not be eligible for the same benefit at the time of his consideration for promotion from one cadre to another. The ex-servicemen are required to exercise the option for the purpose at the time of first available opportunity and the option once exercised will be final and no change therein would be allowed later, whether or not the ex-servicemen are successful in that exercise.

No.202/17/2/93-SCT(B)
dated 14-5-1996

(vi)

The benefit of seniority on the basis of past service in Army has to be availed only once in the career of ex-servicemen. However, the intention of the circular dated 21st March, 1991 is not to come

in the way of those who avail this benefit for the purpose of temporary appointment to an allowance carrying post or officiating post and afterwards considered for regular promotion to the next higher grade from the post to which he was initially re-employed. In case the allowance carrying post is given to the reemployed ex-servicemen on permanent basis then this benefit will not be allowed again for next promotion in the Bank.

F.No.202/3/3/89-SCT(B) (vii)
dated 9-7-1991

The relaxation of educational qualifications granted to ex-servicemen for recruitment in the Bank as in paras 2.1 (iii) and (iv) shall also apply for the purpose of promotion to the higher cadre subject to the condition that no qualifications higher than which prescribed for entry into the feeder grade is laid down for the purpose of such promotion.

Report of second ARC

†1927. SHRI RAM JETHMALANI: Will the PRIME MINISTER be pleased state:

(a) whether it is a fact that the second Administrative Reforms Commission (ARC) had submitted a report on administrative reforms to Government in the past years;

(b) if so, when was this report received by Government; and

(c) whether it is also a fact that a high level Group of Ministers had been set up to consider this report and if so, the facts thereof and the suggestions given by the Group of Ministers in this regard so far?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) to (c) Yes, Sir. The 2nd Administrative Reforms Commission (ARC) submitted 15 Reports to the Central Government on various aspects of Governance. The dates of presentation of the Reports by 2nd ARC to the Government are given in the Statement (*See below*).

†Original notice of the question was received in Hindi.

A Group of Ministers to consider the reports of 2nd ARC has been set up. The Group of Ministers has so far considered 13 Reports of the Commission, including the Eighth Report titled 'Combating Terrorism', which is being handled by Ministry of Home Affairs. In addition, two meetings each of Group of Ministers on Fifth Report titled 'Public Order: Justice for each... Peace for all' and Tenth report titled 'Refurbishing of Personnel Administration- Scaling New Heights' have been held. Out of 1005 recommendations, which have been accepted, 631 recommendations have been implemented and 374 recommendations are under implementation. The decisions of the Group of Ministers have also been circulated to all concerned Central Government Departments/States/Union Territories.

Statement

*Details regarding dates of presentation of the Reports by
2nd ARC to the Government*

Sl. No.	Report	Date of presentation to Government
1	2	3
1.	Right to Information: Master Key to Good Governance	9.6.2006
2.	Unlocking human capital: Entitlements and Governance - a Case Study	31.7.2006
3.	Crisis Management: From Despair to Hope	31.10.2006
4.	Ethics in Governance	12.2.2007
5.	Public Order : Justice for each... Peace for all	26.6.2007
6.	Local Governance	27.11.2007
7.	Capacity Building for Conflict Resolution – Friction to Fusion	17.3.2008
8.	Combating Terrorism	17.9.2008
9.	Social Capital - A Shared Destiny	8.10.2008

1	2	3
10.	Refurbishing of Personnel Administration - Scaling New Heights	27.11.2008
11.	Promoting e-Governance - The Smart Way Forward	20.01.2009
12.	Citizen Centric Administration - The Heart of Governance	30.3.2009
13.	Organisational structure of Government of India	19.5.2009
14.	Strengthening Financial Management System	26.5.2009
15.	State and District Administration	29.5.2009

Status of Lokpal Bill

1928. SHRI BASAWARAJ PATIL: Will the PRIME MINISTER be pleased state:

(a) the status of Lokpal Bill; and

(b) whether this Bill would be passed in the current session of the Parliament?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) The Lokpal and Lokayuktas Bill, 2011 was passed by the Lok Sabha on 27.12.2011 and is pending in the Rajya Sabha. The Rajya Sabha had referred the Bill to a Select Committee of Rajya Sabha which has since submitted its report on 23rd November, 2012. The Government has sent notices to the Rajya Sabha Secretariat on 18.02.2013 for consideration and passing of the Bill during the current Budget Session of Parliament and also for moving official amendments in the Bill as reported by the Select Committee.

Direct Benefit Transfer Scheme

1929. SHRI ARVIND KUMAR SINGH:

SHRIMATI KUSUM RAI:

SHRI ALOK TIWARI:

SHRI PRABHAT JHA:

Will the PRIME MINISTER be pleased state:

- (a) whether Government has started Direct Benefit Transfer (DBT) Scheme in some of the districts of the country from January, 2013;
- (b) if so, the details thereof, district-wise along with the details of the number of beneficiaries under the said scheme;
- (c) the details of the fund allocated for the same, State-wise;
- (d) the criteria adopted for selection of beneficiaries;
- (e) whether Above Poverty Line (APL) families would also be included under the said scheme;
- (f) if so, the details thereof;
- (g) if not, the reasons therefor;
- (h) whether PSU banks have demanded a package of ₹ 7000/- crores for implementation of DBT; and
- (i) if so, the response of Government thereto?

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

(b) The Government started the Direct Benefit Transfer Programme from January 1, 2013 in 43 districts for 26 Central and Centrally Sponsored Schemes. List of 26 identified schemes is given in the Statement-I. [Refer to the Statement Appended to the Answer to SQ No. 259 (Part a)]. List of 43 identified districts is given in the Statement-II (*See* below). Details of the number of beneficiaries under the said scheme is at Annexure. [*See* Appendix 228 Annexure No. 26]

(c) No funds have been allocated for DBT roll out as it only entails a change in the methodology of flow of funds from the Central Ministries to the beneficiaries through Aadhaar enabled bank accounts under selected Government schemes for 43 districts.

(d) to (g) All individuals who satisfy the eligibility criteria laid down by the concerned Ministries in the design of the identified schemes, are entitled to get benefits under the DBT Programme.

(h) and (i) No such proposal has been received from the PSU Banks.

Statement*List of States and districts identified for the roll out of DBT*

Sl.No.	Name of the State	Name of the District
1	2	3
1.	Karnataka	Tumkur Dharwar Mysore
2.	Puducherry	Puducherry
3.	Chandigarh	Chandigarh
4.	Punjab	SBS Nagar/Nawanshahar Gurdaspur Fatehgarh Sahib
5.	Delhi	North-East Delhi North-West Delhi
6.	Madhya Pradesh	Hoshangabad East Nimar (Khandwa) Harda
7.	Rajasthan	Ajmer Udaipur Alwar
8.	Andhra Pradesh	Hyderabad Anantpur Chittoor East Godavari

1	2	3
		Rangareddy
9.	Daman and Diu	Diu
		Daman
10.	Kerala	Pathanamthitta
		Wayanad
11.	Haryana	Ambala
		Sonipat
12.	Sikkim	Sikkim West
		Sikkim East
13.	Goa	North Goa
14.	Maharashtra	Wardha
		Amravati
		Mumbai + Suburban
		Pune
		Nandurbar
15.	Jharkhand	Saraikela - Kharsawan
		Ranchi
		Khowai
		Ramgarh
		Hazaribag
16.	Tripura	Tripura West
		Dhalai
		Tripura North

Implementation of IAP in LWE districts

1930. SHRI C.M. RAMESH: Will the PRIME MINISTER be pleased state:

(a) whether implementation of Integrated Action Plan (IAP) in 82 selected tribal and backward districts in Left Wing Extremism (LWE) affected States is yielding desired results;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) to (c) The Integrated Action Plan (IAP) for Selected Tribal and Backward Districts was approved in November, 2010 covering 60 districts and subsequently extended to 82 districts of nine States. The IAP aims to develop public infrastructure and services such as school buildings, Anganwadi Centres, Primary Health Centres, Drinking Water Supply, Village Roads, Electric lights in public places such as PHCs and schools etc. A Committee headed by District Collector/District Magistrate and consisting of the Superintendent of Police of the District and the District Forest Officer as Members draws up a Plan consisting of concrete proposals for public infrastructure and services which show results in the short term. The feedback received from the States reveals that the performance of IAP has been very encouraging. The information posted on MIS as on 8.3.2013 also indicates that of the 104589 works/projects taken up under IAP, 73448 works/projects have been completed (70.23%). The performance of the nine States in terms of the works/projects taken up and completed under IAP is given in the Statement.

Statement

*Type of works taken up and completed under
Integrated Action Plan (IAP)*

Sl. No.	Type of Works	No. of works taken up	No. of works completed	% works completed
1	2	3	4	5
1.	Anganwadi Centres	12319	7655	62.14
2.	Ashram Schools	2293	1759	76.71

1	2	3	4	5
3.	Community Hall	936	433	46.26
4.	Drinking Water Facilities/ Drainage and Sanitation	19103	14545	76.14
5.	Electric Lights	9885	7443	75.30
6.	Godowns	1064	595	55.92
7.	Health Centres/Facilities	3278	2122	64.73
8.	Livelihood Activities	1152	845	73.35
9.	Minor Irrigation Works	5262	3506	66.63
10.	School Buildings/School Infrastructure	10523	7076	67.24
11.	Skill Development and Training	804	433	53.86
12.	Veterinary Hospitals	185	142	76.76
13.	Village Roads	19812	12899	65.11
14.	Others	17973	13995	77.87
TOTAL:		104589	73448	70.23

Status of India in HDI

1931. SHRI BAISHNAB PARIDA: Will the PRIME MINISTER be pleased state:

- (a) the status of India on the Human Development Index (HDI) at UN Human Development current Report;
- (b) whether it is at the lowest ebb;
- (c) if so, the details with reasons therefor;
- (d) the action plan to improve its performance *viz-a-viz* others;
- (e) whether India has failed in the Gender Inequality Index especially with reference to our neighbours; and

(f) if so, the action plan to address this issue?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) to (d) As per the Human Development Report (HDR) 2011 of United Nations Development Programme, India has been placed at 134th position out of 187 countries with a Human Development Index (HDI) value of 0.547. It has been clarified in the report that International Data Agencies continuously improve their data series and update the historical data. Therefore, year to year changes in the HDI values and rankings across editions of the HDR are not strictly comparable. India has registered a consistent improvement in HDI value which increased from 0.410 in 1990 to 0.461 in 2000 and further to 0.547 in 2011. In fact, India has registered highest ever average annual HDI growth rate of 1.66 per cent during the decade 2000-2010.

The Government's strategy of achieving high growth rate by generating more employment opportunities and strengthening social infrastructure such as public health and education through implementation of flagship programmes like Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), National Rural Health Mission (NRHM), Sarva Sikhsha Abhiyaan (SSA), Integrated Child Development Scheme (ICDS), Mid-Day Meal Scheme, and poverty alleviation by providing wage and self-employment, safe drinking water, total sanitation campaign, Targeted Public Distribution System (TPDS) etc. have impacted the human well-being positively and are expected to further improve India's HDI.

(e) and (f) The Gender Inequality Index (GII) reflects women's disadvantage in three dimensions viz. reproductive health, empowerment and the labour market. According to HDR 2011, India is ranked at 129th position out of 146 countries with a GII value of 0.617, whereas HDR 2010 ranked India at 122nd position out of 138 countries with a GII value of 0.748. The decline in the GII value clearly shows that over the years, gender inequality has been reducing in India. However, Gender Inequality Index cannot be considered as a correct measure of discrimination against women in India because of the various social and cultural aspects prevalent in the country. A comparative analysis of India's GII value with some of the neighbouring countries as per HDR 2010 and HDR 2011 is given in the table below.

GII Rank 2011	Countries	GII Value	
		HDR 2010	HDR 2011
74	Sri Lanka	0.599	0.419
35	China	0.405	0.209
52	Maldives	0.533	0.320
129	India	0.748	0.617
98	Bhutan	-	0.495
115	Pakistan	0.721	0.573
112	Bangladesh	0.734	0.550
96	Myanmar	-	0.492
113	Nepal	0.716	0.558
141	Afghanistan	0.797	0.707

It is now universally accepted that the different dimensions of human development—food, education, and health—play important roles in shaping personal well-being. India's Five Year Plans are firmly set within the human development paradigm. The initiatives taken in the Eleventh Plan period for faster and inclusive growth have resulted in substantial progress towards achieving higher level of human development. The Right to Education (RTE) Act, which became operational from 1st April, 2010, guarantees the provision of free and compulsory education for children between 6 and 14 years of age in India. Besides envisaging universalization of secondary education by 2017 is a major priority in the Twelfth Plan. The scheme of Rashtriya Madhyamik Shiksha Abhiyan (RMSA) and the Scheme of Model schools have already been launched in the Eleventh Plan to improve enrollment and quality in secondary education. Further, to reduce maternal and infant mortality, institutional deliveries are being promoted by providing cash assistance to pregnant women under Janani Suraksha Yojana (JSY).

Opposition to CSSs by States

1932. DR. PRABHAKAR KORE: Will the PRIME MINISTER be pleased state:

(a) whether many State Governments have expressed their opposition to Centrally Sponsored 'National' Schemes (CSSs);

(b) if so, the details thereof;

(c) whether the Centre found out reasons for their opposition to Centrally Sponsored Schemes;

(d) if so, the reasons therefor;

(e) whether Government is taking any steps to find out a suitable mechanism for allround development of every State in the country;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) to (d) The State Governments have raised the issue of looking into the policy of Centrally Sponsored Schemes in a number of NDC meetings. The key concern is about providing of funds and flexibility to States to meet their requirements. Numbers of Committees/Sub committees have looked into these issues. In the year 2011, the Planning Commission set up a Committee under the Chairmanship of Shri B.K. Chaturvedi, Member, Planning Commission to look into the issue of restructuring/rationalization of CSS for enhancing their flexibility, scale and efficiency, etc. The Report of the Committee was made available to the States for their comments/views. Most of the States have supported the recommendations of the BKC Report. Planning Commission after examination of the recommendations and considering the views of the States has prepared a note for Cabinet's approval.

(e) to (g) Central Government provides funds to the States through CSS and also Central Assistance to State Plan comprising of Normal Central Assistance, Additional Central Assistance for specific schemes and block grants which address the issue of fund requirements of the States. In addition, funds are also provided to the States through special schemes like the Backward Regional Grand Fund, Hill Area Development Fund and Bundelkhand Package, etc. for development of States.

Schemes covered under Direct Benefit Transfer

1933. SHRI NAND KUMAR SAI: Will the PRIME MINISTER be pleased state:

- (a) whether Government has started implementation of Direct Benefit Transfer (DBT) in various parts of the country in the recent past;
- (b) if so, the details thereof;
- (c) the names of the districts identified for implementation of said scheme;
- (d) the details of the criteria fixed for selection of States and districts for implementation of DBT in the country;
- (e) the name of the schemes covered under the DBT; and
- (f) the number of beneficiaries likely to be covered in various districts under the said scheme?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) Yes. Direct Benefit Transfers (DBT) was rolled out from 1st January, 2013 in 43 districts for 26 selected Central Sector and Centrally Sponsored Schemes.

(c) The list of 43 districts identified for the roll out of DBT is given in the Statement-I. [Refer to the Statement-II. Appended to the answer to USQ No. 1929 (Part b)].

(d) Districts that had a high penetration of Aadhaar numbers together with high coverage of banks were selected for the first phase of DBT rollout.

(e) The names of 26 Schemes covered under DBT is given in the Statement-II. [Refer to the Statement. Appended to the answer to SQ No. 259 (Part b)].

(f) The number of beneficiaries to be covered in the 43 districts under the 26 identified schemes as reported by the concerned Ministries, as on 1st March, 2013 is provided at Annexure. [See Annexure No. 26 *vide* USQ No. 1929 answered on 14.3.2013].

Committee for identification of BPL families

1934. SHRI Y.S. CHOWDARY: Will the PRIME MINISTER be pleased state:

- (a) whether Government has constituted any committee to identify the families of Below Poverty Line (BPL) in urban area across the country;
- (b) if so, the details thereof;
- (c) whether the Committee has submitted its report to Government;
- (d) if so, the details thereof and if not, the reasons therefor; and
- (e) the number of BPL families identified and its criteria adopted for selection?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) to (d) The Planning Commission constituted an Expert Group under the Chairmanship of Professor S.R. Hashim to recommend the detailed methodology for identification of families living Below Poverty Line in the urban areas. The Hashim Committee submitted its final report on 24th December, 2012. In its report, the Expert Group recommended three stage identification process to identify the families living Below Poverty Line in the urban areas which include automatic exclusion, automatic inclusion, and scoring index of the remaining urban families in this order. The methodology recommended mainly emphasizes on capturing residential, social and occupational vulnerabilities.

(e) In order to capture information on various vulnerabilities to identify the BPL families, a Socio-Economic and Caste Census has been launched on 29th June, 2011 in the country. Socio-Economic and Caste Census, 2011 (SECC-2011) consist of Census in rural areas for identification of BPL households in rural areas, Census in urban areas in connection with identification of BPL households in urban areas and Caste Census throughout the country.

Observation of NDC on Twelfth Plan

1935. SHRI Y.S. CHOWDARY: Will the PRIME MINISTER be pleased state:

- (a) whether the draft Twelfth Five Year Plan document has been prepared by Government;

- (b) if so, the details thereof;
- (c) whether Government has put it for discussion of National Development Council (NDC); and
- (d) the details of Observations made by the NDC?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) to (d) Yes, Sir. The Government has prepared the draft Twelfth Five Year Plan Document, which has been approved by the National Development Council, in its meeting held on 27th December, 2012. The Plan aims at 8% average growth rate. The details are given in the Twelfth Five Year Plan Document, which is available on Planning Commission's website at <http://planningcommission.gov.in>.

Success ratio of CSSs in Karnataka

1936. SHRI V. HANUMANTHA RAO: Will the PRIME MINISTER be pleased state:

- (a) the success ratio of Centrally Sponsored Schemes (CSSs) being implemented in the State of Karnataka, the details thereof, scheme-wise;
- (b) the position at which Karnataka stands among other States in the successful implementation of these schemes; and
- (c) the areas where Karnataka lacks in proper implementation of these schemes?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) More than 150 Centrally Sponsored Schemes are being implemented in the State of Karnataka. The Central allocation for all these schemes in the year 2011-12 comes to Rs. 10,629.55 crores. Whereas the State's matching contribution was Rs. 4884.09 crores. Besides the State had an opening balance of Rs.3078.86 crores. During the year 2011-12, an amount of Rs.12107.55 crores has been utilised and the percentage of the utilisation against available fund is 79%.

A deeper perusal of the performance of these schemes shows varying progress ranging from more than 100% in respect of schemes of Animal Husbandry and Major

and Medium Irrigation and almost 100% or less is recorded in rest of the schemes. The higher expenditure in schemes of Animal Husbandry is mainly due to advance investments of funds by the implementing agencies which will be subsequently reimbursed by Central Government. However, it is difficult to look for a common trend in the allocation/expenditure as each of these schemes has its own logic and rationale. In crucial areas of education, health livelihood and poverty alleviation a clear focus on governance reforms, convergence, sustainability are emphasised and therefore utilisation of grants in these areas depends on actual transfers of funds.

(b) and (c) The relative performance of the States including Karnataka in the successful implementation of the CSSs is not maintained by the Central Ministries. However, details showing a comparative picture of different States in utilization of funds for major CSSs is given in the Statement (*See* below).

In Schemes with low expenditure reported was mainly due to non release of funds by Centre or State, stoppage of work due to litigation, Court interventions, non availability of land, etc. However steps have been taken by the implementing departments to over come these problems for smooth implementation of the schemes.

Statement

Details showing comparative picture of different States in Utilisation of funds for major CSSs

**A. Comparative Picture of Important Centrally Sponsored Schemes (CSS) Scheme-wise/
State-wise for the year 2010-11**

Sl. No.	States	Mahatama Gandhi National Rural Employment Guarantee Act (MGNREGA)	Indira Awas Yojana (IAY)	Sarva Shiksha Abhiyan (SSA)	Mid-Day-Meal (MDM)	Pradhan Mantri Gramin Sadak Yojana (PMGSY)	(Rs. in crore)					
							Central Share	Expenditure	Central Share	Expenditure	Central Share	Expenditure
1	2	3	4	5	6	7	8	9	10	11	12	
1.	Andhra Pradesh	7418.07	5439.39	873.66	1134.81	810.00	1440.44	483.02	427.10	667.15	473.94	
2.	Arunachal Pradesh	35.28	50.57	37.84	38.22	204.02	209.93	20.43	10.35	369.87	348.85	
3.	Assam	609.29	921.04	710.32	933.32	768.54	855.75	344.08	336.87	1900.67	1300.79	
4.	Bihar	2103.65	2664.25	2260.59	3324.84	2047.90	3495.07	805.06	655.75	3366.43	2694.91	

1	2	3	4	5	6	7	8	9	10	11	12
5.	Chhattisgarh	1685.05	1633.98	132.80	196.31	878.63	1231.07	361.88	359.13	678.58	304.16
6.	Goa	5.08	9.93	5.17	8.04	6.71	14.59	11.68	8.34	0.00	0.00
7.	Gujarat	894.86	788.22	519.35	692.77	440.65	826.24	288.52	262.58	322.43	243.84
8.	Haryana	131.00	214.70	59.75	82.26	327.86	643.79	153.25	138.94	157.75	108.03
9.	Himachal Pradesh	636.25	501.96	21.43	29.25	137.87	217.56	64.88	56.96	199.30	142.67
10.	Jammu and Kashmir	313.60	377.77	66.43	53.76	403.49	640.01	79.91	69.31	366.09	297.40
11.	Jharkhand	962.87	1284.35	558.64	693.57	895.62	1592.47	325.95	260.40	838.81	538.44
12.	Karnataka	1573.05	2537.17	387.98	482.49	669.03	1144.58	453.68	415.45	917.68	634.80
13.	Kerala	704.23	704.34	185.91	237.59	196.61	260.72	185.11	144.67	144.27	146.14
14.	Madhya Pradesh	2565.77	3637.24	442.23	324.18	1767.83	2935.43	657.82	517.04	1966.12	1409.49
15.	Maharashtra	204.71	358.12	523.14	1059.35	855.37	1432.00	1074.92	739.56	1237.55	1012.48
16.	Manipur	342.99	440.71	25.41	14.50	132.54	106.59	56.58	51.03	144.98	122.34
17.	Meghalaya	209.81	319.02	55.72	54.05	185.41	200.50	138.32	118.41	64.27	36.39
18.	Mizoram	216.03	293.15	13.36	13.40	101.15	90.73	19.02	18.27	95.59	82.24

19. Nagaland	511.57	605.37	44.56	50.81	86.37	103.50	40.27	40.27	25.13	29.67
20. Odisha	1561.86	1533.14	475.74	691.02	731.78	1465.08	389.59	243.41	2467.36	1924.25
21. Punjab	128.79	165.84	63.59	76.41	396.13	559.43	166.05	153.88	194.43	155.34
22. Rajasthan	2788.82	3289.07	374.22	376.43	1461.82	2703.68	462.26	421.18	886.22	686.39
23. Sikkim	44.49	85.26	8.52	13.28	44.69	39.16	9.00	8.99	76.77	85.53
24. Tamil Nadu	2024.90	2323.31	348.01	440.72	690.69	1194.81	442.51	422.31	469.54	304.81
35. Tripura	382.61	631.87	108.27	86.22	171.21	142.84	48.57	47.33	257.91	237.51
26. Uttar Pradesh	5266.59	5631.20	1149.90	1478.33	3104.63	5110.96	1027.15	1005.67	1308.83	868.54
27. Uttarakhand	289.81	380.20	53.95	80.62	257.94	368.32	109.63	106.18	237.96	191.74
28. West Bengal	2117.61	2532.46	630.14	796.83	1747.03	3053.33	794.80	663.34	819.68	530.29
TOTAL (STATES):	38728.63	39353.65	10136.84	13463.31	19521.52	32078.57	9013.95	7700.74	20181.37	14910.98

Note: (1) Expenditure in a particular year also includes unspent balances of previous years.

(2) Expenditure including State's Share.

(3) Source: Concerned Administrative Central Ministry/Department.

**B. Comparative Picture of Important Centrally Sponsored Schemes (CSS) Scheme-wise/
State-wise for the year 2010-11**

Sl. No.	States	(Rs. in crore)									
		National Rural Drinking Water Programme (NRDWP)	Total Sanitation Campaign (TSC)	National Social Assistance Programmes (NSAP)	National Rural Health Mission (NRHM)	Backward Regions Grant Fund (BRGF)					
						Central Expenditure	Central Expenditure				
								Share	Share		
										Release	Release
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh	558.74	413.45	142.18	71.78	396.67	356.85	810.23	673.31	348.34	175.80
2.	Arunachal Pradesh	199.99	175.08	1.19	6.12	2.85	4.63	73.76	78.64	12.70	0.00
3.	Assam	487.48	469.97	94.37	67.12	167.87	117.18	736.45	1093.37	139.12	23.36
4.	Bihar	170.73	420.49	112.60	125.22	560.02	680.93	1035.18	1454.98	740.25	348.62
5.	Chhattisgarh	122.01	90.53	54.80	25.31	179.52	184.90	327.24	307.92	280.90	97.72
6.	Goa	0.00	0.90	0.00	0.00	0.84	1.37	17.21	18.37	0.00	0.00

7. Gujarat	609.10	609.36	46.92	33.33	58.71	77.29	556.79	722.26	103.16	41.59
8. Haryana	276.90	200.49	23.61	14.10	53.24	48.50	219.69	287.78	39.53	22.05
9. Himachal Pradesh	194.37	162.68	29.40	21.30	28.28	26.73	113.22	164.74	30.50	15.71
10. Jammu and Kashmir	468.91	504.03	27.93	11.02	25.64	33.33	173.80	210.76	41.26	0.00
11. Jharkhand	129.95	124.91	54.67	36.54	181.66	215.42	356.90	381.09	331.02	33.60
12. Karnataka	703.80	560.33	44.59	62.41	322.96	310.70	586.38	700.62	118.48	57.71
13. Kerala	159.83	135.06	22.86	8.09	66.15	47.01	253.41	385.95	31.59	8.79
14. Madhya Pradesh	388.33	324.08	144.03	128.27	346.86	390.85	784.40	996.80	535.60	235.42
15. Maharashtra	718.42	703.70	129.12	72.63	285.73	351.84	903.36	1271.53	290.95	183.01
16. Manipur	52.77	68.14	0.80	8.61	11.26	22.12	67.98	68.21	54.32	24.68
17. Meghalaya	84.88	68.92	33.20	14.37	16.64	14.48	52.50	91.99	50.42	30.54
18. Mizoram	61.58	57.12	6.53	2.82	7.50	7.05	70.49	77.33	28.68	14.65
19. Nagaland	77.52	80.12	12.29	2.65	11.64	11.64	66.40	81.84	40.04	23.76
20. Odisha	294.76	199.86	68.37	49.28	372.88	413.78	549.44	664.37	385.20	206.37
21. Punjab	106.59	104.91	11.64	4.21	48.45	42.37	252.81	339.34	18.22	17.37

1	2	3	4	5	6	7	8	9	10	11	12
22.	Rajasthan	1099.48	846.51	56.71	37.58	145.07	168.40	863.97	1172.06	304.68	169.97
23.	Sikkim	23.20	19.78	1.13	0.00	4.22	2.31	32.94	33.45	15.92	7.15
24.	Tamil Nadu	393.53	302.58	77.94	52.13	43.70	37.14	702.09	825.21	113.28	83.22
25.	Tripura	74.66	64.31	9.25	5.74	228.76	305.32	85.47	105.43	13.21	9.27
26.	Uttar Pradesh	848.66	902.97	225.94	227.39	1103.19	962.28	2191.36	2693.30	668.09	465.20
27.	Uttarakhand	136.41	49.65	17.08	11.60	45.62	52.34	147.39	206.31	37.66	0.00
28.	West Bengal	499.19	419.36	83.28	76.55	394.07	371.88	680.79	861.91	276.68	111.20
TOTAL (STATES):		8941.81	8079.29	1532.43	1176.18	5110.00	5258.59	12711.65	15968.87	5050.00	2406.76

Note: (1) Expenditure in a particular year also includes unspent balances of previous years.

(2) Expenditure including State's Share.

(3) Source: Concerned Ministry

**C. Comparative Picture of Important Centrally Sponsored Schemes (CSS) Scheme-wise/
State-wise for the year 2010-11**

Sl. No.	States	(Rs. in crore)											
		National Horticulture Mission (NHM)			National Food Security Mission (NFSM)		Rashtriya Krishi Vikas Yojana (RKVY)		Integrated Child Development Scheme (ICDS)		Accelerated Irrigation Benefit Programme (AIBP)		
		Central Share	Expenditure	Release	Central Share	Expenditure	Release	Central Share	Expenditure	Release	Central Share	Expenditure	Release
1	2	3	4	5	6	7	8	9	10	11	12		
1.	Andhra Pradesh	105.18	114.71	119.42	107.38	432.29	432.29	526.43	1068.32	0.00	0.00		
2.	Arunachal Pradesh	0.00	0.00	0.00	0.00	28.95	28.95	94.39	75.55	48.64	54.04		
3.	Assam	0.00	0.00	66.58	35.07	216.87	199.37	579.82	474.02	356.90	396.56		
4.	Bihar	0.00	25.72	51.56	65.70	415.10	415.10	735.21	867.03	32.35	35.95		
5.	Chhattisgarh	96.57	86.09	19.54	26.92	503.44	503.42	262.77	328.24	131.80	146.44		
6.	Goa	2.12	2.11	0.00	0.00	7.07	4.71	12.21	13.72	0.00	0.00		

1	2	3	4	5	6	7	8	9	10	11	12
7.	Gujarat	54.97	62.02	23.89	31.35	388.63	388.63	309.18	642.96	0.00	0.00
8.	Haryana	51.50	50.97	35.75	36.20	226.80	221.76	160.29	125.47	0.00	0.00
9.	Himachal Pradesh	0.00	0.00	0.00	0.00	94.85	94.85	111.94	121.01	32.40	36.00
10.	Jammu and Kashmir	0.00	0.00	0.00	0.00	96.42	52.30	167.01	105.97	110.72	123.02
11.	Jharkhand	16.00	45.55	16.49	9.28	96.90	96.08	413.57	318.81	231.65	257.39
12.	Karnataka	93.25	106.44	72.52	78.01	284.03	271.83	429.74	590.30	34.64	38.49
13.	Kerala	44.00	61.95	2.10	2.10	149.65	143.60	208.23	238.86	0.00	0.00
14.	Madhya Pradesh	51.00	58.78	160.72	151.56	559.18	438.60	700.90	968.37	202.50	225.00
15.	Maharashtra	126.14	80.20	147.12	146.16	653.00	622.33	628.53	1211.69	256.14	284.60
16.	Manipur	0.00	0.00	0.00	0.00	15.50	15.50	81.57	.63.57	40.50	45.00
17.	Meghalaya	0.00	0.00	0.00	0.00	46.12	27.38	81.33	69.53	110.20	122.44
18.	Mizoram	0.00	0.00	0.00	0.00	3.75	3.75	45.58	44.91	51.09	56.77
19.	Nagaland	0.00	0.00	0.00	0.00	13.25	13.25	70.46	66.91	70.00	77.78

20. Odisha	32.59	46.20	58.53	62.57	274.40	274.40	274.40	411.68	624.14	27.85	30.95
21. Punjab	35.00	37.03	37.57	44.41	179.12	179.12	154.11	162.35	143.57	0.00	0.00
22. Rajasthan	40.00	40.70	76.05	79.51	628.01	628.01	628.01	374.63	507.32	0.00	0.00
23. Sikkim	0.00	0.00	0.00	0.00	6.56	6.56	6.56	8.66	10.92	14.36	15.96
24. Tamil Nadu	77.50	101.00	30.08	39.44	250.03	250.03	250.03	387.16	602.92	0.00	0.00
25. Tripura	0.00	0.00	0.00	0.00	116.48	116.48	116.48	115.97	56.04	0.00	0.00
26. Uttar Pradesh	54.00	56.63	177.57	214.04	695.36	695.36	695.36	1868.98	2615.38	0.00	0.00
27. Uttarakhand	0.00	0.00	0.00	0.00	1.31	1.31	0.00	51.61	54.88	160.06	177.84
28. West Bengal	28.80	30.54	33.94	52.61	335.98	335.98	178.05	659.91	583.03	8.10	9.00
TOTAL (STATES):	908.62	1006.64	1129.43	1182.31	6719.05	6719.05	6276.70	9660.11	12993.44	1919.91	2133.23

Note: (1) Expenditure in a particular year also includes unspent balances of previous years.

(2) Expenditure including State's Share.

(3) Source: Concerned Ministry.

Implementation of CSSs

1937. SHRI HUSAIN DALWAI: Will the PRIME MINISTER be pleased state:

(a) whether most of the programmes for reducing poverty are Centrally Sponsored Schemes (CSSs) largely funded by Central Government but implemented by State Governments;

(b) if so, the details of these Centrally Sponsored Schemes with physical and financial targets set and achieved during the Eleventh Five Year Plan, State-wise;

(c) the States which have not performed well so far as achieving the targets are concerned; and

(d) the steps taken by the Central Government for making States to ensure proper implementation of these schemes?

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

(b) and (c) The Government implements a number of Centrally Sponsored Schemes (CSSs) for the benefit of poor in the country. Among these, major Centrally Sponsored Schemes are (i) Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) (ii) Swaranjayanti Gram Swarozgar Yojana (SGSY), now restructured as National Rural Livelihoods Mission (NRLM) (iii) Swaran Jayanti Shahari Rozgar Yojana (SJSRY) and (iv) Indira Awaas Yojana (IAY). The details of these schemes are given below in brief.

MGNREGA envisages enhanced livelihood security to the households in rural areas by providing at least 100 days of guaranteed wage employment to every poor household whose adult members volunteer to do unskilled manual work. Since it is a demand driven scheme, hence no targets are fixed.

The SGSY/NRLM, conceives a holistic approach of self-employment through subsidy and bank credit for establishing a large number of micro enterprises including skill development and placement through Special Projects.

In the urban areas, "Swaran Jayanti Shahari Rozgar Yojana (SJSRY)" is in operation with an objective to provide gainful employment to the urban unemployed and under employed urban poor by encouraging the skill development and self-employment.

The objective of IAY is to provide assistance for shelter (Rs. 45,000/- in plain areas and Rs. 48,500/- for hilly and difficult areas) to the rural poor living below poverty line. The unit assistance under IAY has been increased to Rs. 70,000/- for plain areas and Rs. 75,000/- for hilly and difficult areas *w.e.f.* 01.04.2013.

The State-wise details of physical and financial targets and achievements as well as performance of States/UTs in terms of percentage of achievement of targets set for these schemes _ during the Eleventh Plan are given in the Statement-I and II respectively (*See* below).

(d) The Central Government has evolved a comprehensive monitoring and evaluation mechanism to ensure proper implementation of these schemes. This includes in-built monitoring mechanism in the guidelines of each scheme, continuous monitoring through periodical progress reports from the State Governments, Performance Review Committee Meetings and submission of Audit Reports etc.

Statement-I

State-wise details of Physical Targets and Achievement of Centrally Sponsored Schemes (CSSs) Implemented to reduce poverty during the Eleventh Five Year Plan (2007-2012)

Sl. No.	States	SGSY (No. of Swarojgari Assisted)			MGNREGA (No. of Households provided employment)			IAY (No. of houses constructed)			SJSRY (No. of urban poor assisted for setting up individual/group micro enterprises)		
		Target	Achievement	% Achievement	Target*	Achievement	% Achievement	Target	Achievement	% Achievement	Target	Achievement	% Achievement
1	2	3	4	5	6	7	8	9	10	11	12	13	
1.	Andhra Pradesh	486102	1022039	210.25		27761715	1262379	1402365	111.09	23995	61444	256.07	
2.	Arunachal Pradesh	23708	5213	21.99		291065	39682	30999	78.12	678	143	21.09	
3.	Assam	615976	695565	112.92		8563577	877500	745325	84.94	8222	715	8.70	
4.	Bihar	1156393	682621	59.03		18208489	3728687	2604308	69.85	15671	1945	12.41	
5.	Chhattisgarh	256845	240216	93.53		11794175	194171	254469	131.05	7754	10292	132.73	
6.	Gujarat	182975	210135	114.84		4654584	620147	679392	109.55	13668	32229	235.80	
7.	Haryana	107659	119556	111.05		902774	87067	86175	98.98	5070	8942	176.37	
8.	Himachal Pradesh	45324	54354	119.92		2156636	28148	29678	105.44	140	379	270.71	

9. Jammu and Kashmir	56105	28959	51.62	1513053	87434	75874	86.78	1216	915	75.25
10. Jharkhand	436032	447863	102.71	8502744	430268	474237	110.22	6131	116	1.89
11. Karnataka	367075	479866	130.73	8858034	487178	407990	83.75	26596	44665	167.94
12. Kerala	164711	218250	132.50	4425585	270918	251169	92.71	7415	11403	153.78
13. Madhya Pradesh	550302	465393	84.57	22403989	387791	409294	105.54	33528	40397	120.49
14. Maharashtra	725630	745301	102.71	3748684	762186	750477	98.46	64101	107427	167.59
15. Manipur	41304	11112	26.90	1682046	34447	14827	43.04	1818	13	0.72
16. Meghalaya	46266	56559	122.25	1307919	59996	42351	70.59	977	247	25.28
17. Mizoram	10707	29312	273.76	782182	12786	18692	146.19	864	759	87.85
18. Nagaland	31730	19860	62.59	1455172	39701	72729	183.19	633	1436	226.86
19. Odisha	556011	612669	110.19	7077429	729750	686687	94.10	11606	16986	146.36
20. Punjab	52314	68959	131.82	994843	107676	93905	87.21	3708	442	11.92
21. Rajasthan	278742	321942	115.50	25448748	311630	371269	119.14	20621	21226	102.93
22. Sikkim	11861	7501	63.24	236691	7591	9670	127.39	113	663	586.73
23. Tamil Nadu	429833	584501	135.98	20267329	506278	555179	109.66	29835	49415	165.63
24. Tripura	74560	145824	195.58	2673081	77301	86495	111.89	1364	1617	118.55

1	2	3	4	5	6	7	8	9	10	11	12	13
25.	Uttar Pradesh	1664838	1690716	101.55		27646223	1676307	1428176	97.13	55741	61462	110.26
26.	Uttarakhand	87649	88578	101.06		2011020	77041	83332	108.17	3700	1763	47.65
27.	West Bengal	617903	365169	59.10		20763822	1009817	826594	81.86	17956	28606	159.31
28.	Puducherry	7911	9616	121.55		133305	5598	200	3.57	711	1113	156.54
29.	Andaman and Nicobar Islands	829	1832	220.99		62734	11241	979	8.71	150	155	103.33
30.	Lakshadweep	829	177	21.35		16495	777	953	122.65	0	0	0.00
31.	Chandigarh	0	0	0.00		0	0	0	0.00	478	1081	226.15
32.	Dadra and Nagar Haveli	829	24	2.90		7950	1873	162	8.65	95	72	75.79
33.	Daman and Diu	829	0	0.00		0	837	12	1.43	77	68	88.31
34.	Goa	6637	3768	56.77		31668	7788	4939	63.42	824	669	81.19
35.	Delhi	0	0	0.00		0	0	0	0.00	6204	1897	30.58
TOTAL:		9096419	9433450	103.71		208330981	13941991	12698903	91.08	371938	506658	136.22

*MGNREGA is a demand driven programme, thus targets are not fixed.

MGNREGA - Mahatma Gandhi National Rural Employment Guarantee Act.

IAY - Indira Awaas Yojana

SGSY - Swarnajayanti Gram Swarajgar Yojana

SJSRY - Swarn Jayanti Shahari Rojgar Yojana

Statement-II

State-wise details of Financial Performance of major CSSs In terms of available funds and expenditure during the Eleventh Five Year Plan (2007-2012) Implemented for the benefit of poor

Sl. No	States	SGSY			MGNREGA			IAY			SJSRY			(Rs. in Lakh)
		Total Available Funds*	Expen- diture	%Achie- vement	Total Available Funds*	Expen- diture	%Achie- vement	Total Available Funds*	Expen- diture	%Achie- vement	Release (Central)	Expen- diture	%Achie- vement	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1.	Andhra Pradesh	78568.98	68374.51	87.02	2223347.75	1909015.20	85.86	523997.30	492354.56	93.96	21912.42	16324.96	74.50	
2.	Arunachal Pradesh	2816.64	847.67	30.10	22278.73	10471.56	47.00	21089.63	10971.77	52.02	584.35	207.22	35.46	
3.	Assam	116521.65	99919.39	85.75	570447.95	420616.79	73.73	623174.30	377311.66	60.55	12545.49	6769.01	53.96	
4.	Bihar	236012.58	107761.28	45.66	1163129.96	836324.14	71.90	2085731.80	1270800.96	60.93	7682.40	2378.26	30.96	
5.	Chhattisgarh	40878.28	36165.49	88.47	984775.64	783975.56	79.61	134741.04	105106.07	78.01	5384.05	3213.66	59.69	
6.	Gujarat	30712.34	28013.55	91.21	349926.45	245491.13	70.16	393549.76	242023.97	61.50	9780.32	4103.24	41.95	
7.	Haryana	17194.46	16694.40	97.09	92348.42	83709.41	90.65	36002.29	33866.69	94.07	4724.71	3125.52	66.15	
8.	Himachal Pradesh	8724.82	6527.48	74.82	316469.88	202050.59	63.85	13371.71	12226.39	91.43	191.81	38.33	19.98	

1	2	3	4	5	6	7	8	9	10	11	12	13	14
9.	Jammu and Kashmir	7056.20	3771.07	53.44	189403.01	108165.27	57.11	41861.92	20831.96	49.76	534.37	930.46	174.12
10.	Jharkhand	79941.54	52434.18	65.59	887613.46	621188.58	69.98	295312.97	185195.15	62.71	2109.78	1101.02	52.19
11.	Karnataka	63627.24	56766.38	89.22	787427.23	806089.76	102.37	313733.06	16740831	53.36	21081.54	12579.87	59.67
12.	Kerala	25981.32	24825.54	95.55	284744.22	248878.88	87.40	133302.24	96811.35	72.63	5040.18	3652.87	72.48
13.	Madhya Pradesh	91191.41	78467.67	86.05	2411390.03	1720448.99	71.35	204057.72	190521.60	93.37	23885.50	14452.26	60.51
14.	Maharashtra	114819.46	107615.65	93.73	380613.26	282250.48	74.16	337026.30	415173.75	123.19	44397.33	25332.38	57.06
15.	Manipur	3508.21	1459.02	41.59	211102.91	152747.01	72.36	13354.37	5922.27	44.35	2052.95	2250.75	109.63
16.	Meghalaya	5013.56	3061.67	61.07	110613.94	92400.96	83.53	22069.56	19572.99	88.69	445.55	166.27	37.32
17.	Mizoram	2052.82	1861.01	90.66	119161.58	94272.18	79.11	6463.63	6046.91	93.55	2109.69	907.24	43.00
18.	Nagaland	3562.30	1770.94	49.71	214753.96	190498.60	88.71	21937.32	19697.42	89.79	1442.89	468.70	32.48
19.	Odisha	87100.26	79115.22	90.83	600269.96	476216.18	79.33	400616.56	268977.51	67.14	8086.90	4800.06	59.36
20.	Punjab	7735.77	6964.24	90.03	79707.67	5774630	72.45	44902.22	29827.71	66.43	2554.87	210.74	8.25
21.	Rajasthan	55723.87	42876.52	76.94	2689186.30	1978262.80	73.56	221332.42	159743.15	72.17	11839.44	3122.98	26.38
22.	Sikkim	2718.04	1715.07	63.10	36024.83	27489.84	76.31	3792.65	4139.29	109.14	465.31	208.87	44.89
23.	Tamil Nadu	67608.95	60953.46	90.16	1135086.15	849154.45	74.81	198688.80	187948.43	94.59	21366.13	10652.09	49.86
24.	Tripura	12607.57	11618.00	92.15	330873.33	300625.06	90.86	49812.80	39073.50	78.44	1294.18	264.38	20.43

25. Uttar Pradesh	305575.17	217987.32	71.34	2772328.81	2206059.08	79.57	690534.71	626112.61	90.67	38198.28	23851.94	62.44
26. Uttarakhand	14875.72	12874.38	86.55	151799.52	129247.70	85.14	39582.82	31231.78	78.90	2536.33	1275.88	50.30
27. West Bengal	99266.72	83507.44	84.12	1089607.84	959021.53	88.02	517709.45	326738.63	63.11	13027.82	8758.79	67.23
28. Puducherry	1690.91	876.15	51.82	7598.06	3210.19	42.25	377.24	104.86	27.80	239.46	174.33	72.80
29. Andaman and Nicobar Islands	270.34	80.00	29.59	6285.80	4013.59	63.85	3208.28	776.17	24.19	42.09	67.83	161.15
30. Lakshadweep	105.53	27.63	26.18	1882.56	900.59	47.84	233.10	164.90	70.74	0.00	0.00	0.00
31. Chandigarh	0.00	0.00	0.00	20.00	0.00	0.00	0.00	0.00	0.00	186.39	183.93	98.68
32. Dadra and Nagar Haveli	39.41	2.04	5.18	470.30	257.98	54.85	392.38	18.81	4.79	35.02	9.47	27.04
33. Daman and Diu	115.14	0.00	0.00	21.86	0.00	0.00	48.13	056	1.16	0.00	0.00	0.00
34. Goa	1128.57	369.61	32.74	4715.11	2428.15	51.50	3563.24	3038.86	85.28	0.00	1.12	0.00
35. Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	175.00	119.49	68.28
TOTAL:	1584826.18	1215303.98	76.68	20225426.48	15803228.53	78.14	7395571.72	5349740.55	72.34	265952.55	151703.92	57.04

*Total available funds include Central and State Release and opening balance etc.

MGNREGA - Mahatma Gandhi National Rural Employment Guarantee Act.

SGSY - Swarnajayanti Gram Swarajgar Yojana

IAY - Indira Awaas Yojana

SJSRY - Swarn Jayanti Shahari Rojgar Yojana

Priority to sectors in Twelfth Plan

†1938. SHRI RAVI SHANKAR PRASAD: Will the PRIME MINISTER be pleased state:

- (a) whether it is a fact that certain sectors have been selected for building of infrastructure for development during Twelfth Five Year Plan;
- (b) if so, the names of sectors and the target fixed for each sector; and
- (c) the estimated expenditure to be made for each sector to achieve the target?

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

(b) and (c) The Twelfth Five Year Plan has projected an investment of Rs. 55,74,663 crore during the Plan period (2012-17) in infrastructure defined to include electricity, renewable energy, telecommunications, roads and bridges, railways, Mass Rapid Transit System (MRTS), ports (including Inland Waterways), airports, irrigation (including Watershed Development), water supply and sanitation, storage and oil and gas pipelines. The following table shows sector-wise investment projected for the Twelfth Plan:

Sectors	Investment (Rs. crore)
1	2
Electricity	15,01,666
Renewable Energy	3,18,626
Roads and Bridges	9,14,536
Telecommunications	9,43,899
Railways	5,19,221
MRTS	1,24,158
Irrigation (incl. Watershed)	5,04,371
Water Supply and Sanitation	2,55,319

†Original notice of the question was received in Hindi.

1	2
Ports (including ILW)	1,97,781
Airports	87,714
Oil and Gas pipelines	1,48,933
Storage	58,441
TOTAL:	55,74,663

Fixing of quantifiable targets for flagship programmes

1939. DR. GYAN PRAKASH PILANIA: Will the PRIME MINISTER be pleased state:

(a) the physical quantifiable targets that were fixed for eight flagship programmes, year-wise;

(b) to what extent they have been achieved, programme-wise, State-wise and year-wise;

(c) whether any audit was conducted by Comptroller and Auditor General of India (CAG) thereof;

(d) Government's rating of performance of each of the programme, State-wise; and

(e) Budget allocation for each of them during 2012-13?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) As per Union Finance Minister's Budget Speech of 2008-09, there are 8 flagship programmes, namely (1) National Rural Employment Guarantee Programme (NREGP) (2) Jawaharlal Nehru National Urban Renewal Mission (JNNURM) (3) Rajiv Gandhi Drinking Water Mission (4) Total Sanitation Campaign (TSC) (5) Sarva Shiksha Abhiyan (SSA) (6) Mid-Day Meal (MDM) (7) Integrated Child Development Scheme (ICDS) (8) National Rural Health Mission (NRHM). The details of the financial and physical targets and achievements/performance thereto years-wise, state-wise and programme-wise are available in the public domain *i.e.* on the web-sites of the respective Ministries.

(c) and (d) Comptroller and Auditor General (CAG) regularly conducts audit of the above Flagship Programmes as per its annual audit plans. These reports are available on the CAG's website at <http://saiindia.gov.in>. It is reported that Ministries/Departments are not conducting State-wise rating of the Programmes.

(e) Budget allocations for the Eight Flagship Programmes for the year 2012-13 are as follows:

		(Rs. in Crores)
Sl. No.	Name of Flagship Programme	Allocation 2012-13(BE)
1.	National Rural Employment Guarantee Programme renamed as Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA)	33000.00
2.	Jawaharlal Nehru National Urban Renewal Mission (JNNURM)	13359.00
3.	Rajiv Gandhi Drinking Water Mission renamed as National Rural Drinking Water Programme (NRDWP)	10500.00
4.	Total Sanitation Campaign (TSC) renamed as Nirmal Bharat Abhiyan	3500.00
5.	Sarva Shiksha Abhiyan (SSA)	25555.00
6.	Mid-Day Meal (MDM)	11937.00
7.	Integrated Child Development Scheme (ICDS)	15850.00
8.	National Rural Health Mission (NRHM) renamed as National Health Mission (NHM)	20542.00

Source: SBE 2012-13

Committee for development of Jharkhand

1940. SHRI PARIMAL NATHWANI: Will the PRIME MINISTER be pleased state:

(a) whether the Gross State Domestic Product of Jharkhand is less as compared to the other States especially new States created along with Jharkhand;

- (b) if so, the details for last five years, State-wise and year-wise;
- (c) whether a Committee for drawing up development map of Jharkhand had been constituted;
- (d) if so, the highlights of the recommendations of the Committee; and
- (e) in what manner these are being implemented?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) The Gross State Domestic Product (GSDP) of Jharkhand at constant price in 2012-13 is Rs. 99758 crore which is higher than that of Uttarakhand and Chhattisgarh. The GSDP of the three newly constituted States for the last five years at constant prices (2004-05) is as follows:

(Rs. in crore)

Name of the States	2008-09	2009-10	2010-11	2011-12	2012-13
Jharkhand	70129	77240	83935	91421	99758
Uttarakhand	42832	50598	55626	58561	62586
Chhattisgarh	68982	71343	78297	84674	91933

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

(c) and (d) Yes, a Committee for Development of Jharkhand had been constituted under the chairmanship of Sri Bibek Debroy, which has submitted its Report on 4th May, 2011.

The Committee has recommended short term, medium term and long term measures for development of Jharkhand. These recommendations cover a wide range of issues like targets for improvements in human development outcomes and its monitoring, devolution of functions to local bodies, Zero Based Budgeting in all departments and schemes, investment in model villages having substantial SC and ST population, incentivizing Aadhaar enrolment, development of grain bank in PPP mode, etc.

(e) Some of the recommendations that has been implemented by the State Government of Jharkhand are undertaking of Zero Based Budgeting, computerization of treasury management, announcement of a clear PPP policy for roads, introduction

of road users cess on commercial vehicles, revising of water rates upwards and development of SME clusters, etc.

Funds allocated under Special Component and Tribal Sub-Plan

†1941. SHRI RAM VILAS PASWAN: Will the PRIME MINISTER be pleased to state:

(a) the percentage of total budget allocation earmarked by the Centre and different States under Special Component Plan (SCP) and Tribal Sub-Plan (TSP) during the last five years along with the amount spent therefrom;

(b) the details thereof, State-wise;

(c) whether Government would discontinue the Central assistance to those departments of Central Government and different State Governments which have not spent the earmarked funds under SCP and TSP; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) The percentage of total budget allocation earmarked by the Centre for Scheduled Caste Sub-Plan (earlier known as Special Component Plan) was 9.34% for the year 2011-12 and 9.49% for the year 2012-13. Similarly figure for Tribal Sub-Plan are 5.50% for 2011-12 and 5.55% for year 2012-13. The details are available in the Statement 21 (for SCSP) and 21A (for TSP), Expenditure Budget, Vol.I of the relevant years. However, segregated data prior to 2011-12 is not available. In respect of States/UTs, statement indicating percentage of funds allocation and expenditure in the last five years from 2007-08 to 2011-12, under Scheduled Caste Sub-Plan is given in Annexure. [See Appendix 228, Annexure No. 27].

Details under Tribal Sub-Plan is given in the Annexure. [See Appendix 228, Annexure No. 28].

(c) and (d) There is no proposal under consideration for discontinuation of the Central assistance. Scheduled Caste Sub-Plan and Tribal Sub-Plan are intended to channelize flow of funds towards the development of Scheduled Caste and Scheduled Tribes atleast in proportion to their population shares.

†Original notice of the question was received in Hindi.

Subsidy in cash through Aadhaar card

†1942. SHRI THAAWAR CHAND GEHLOT: Will the PRIME MINISTER be pleased to state:

- (a) the details of scheme of providing the benefit of subsidy in cash through Aadhaar card being implemented by Government;
- (b) the name of States where this scheme has been implemented so far; and
- (c) the number of persons or families benefited so far from this scheme, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) Direct Benefit Transfers (DBT) was rolled out from 1st January, 2013 in 43 districts for 26 selected Central Sector and Centrally Sponsored Schemes related to scholarship and other benefits. The scheme of providing the benefit of subsidy in cash through Aadhaar is not being implemented at present.

(b) and (c) Government undertook a pilot project for direct transfer of subsidy in cash in respect of domestic LPG in Mysore district of Karnataka. Out of a target consumer base of 85,000 beneficiaries, around 50,000 deliveries were made based on successful Aadhaar authentication.

**Reviewing of system for assessing of poverty and
BPL fixation**

†1943. SHRI BHAGAT SINGH KOSHYARI: Will the PRIME MINISTER be pleased to state:

- (a) whether there is any proposal to review the existing system of assessment of poverty and fixation of poverty line;
- (b) if so, the details thereof and the criteria to be considered in this review;
- (c) the time by which the review report is likely to be submitted;
- (d) the details of various Central welfare schemes being operated for the people living below poverty line; and

†Original notice of the question was received in Hindi.

(e) whether Government is making a plan for the integration of various welfare schemes for their better implementation and monitoring and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) The Planning Commission, in June, 2012, has constituted an Expert Group under the Chairmanship of Dr. C. Rangarajan to "Review the Methodology for Measurement of Poverty". The Terms of Reference of the Expert Group are as under:

- (i) To comprehensively review the existing methodology of estimation of poverty and examine whether the poverty line should be fixed solely in terms of a consumption basket or whether other criteria are also relevant, and if so, whether the two can be effectively combined to evolve a basis for estimation of poverty in rural and urban areas.
 - (ii) To examine the issue of divergence between consumption estimates based on the NSSO methodology and those emerging from the National Accounts aggregates; and to suggest a methodology for updating consumption poverty lines using the new consumer price indices launched by the CSO for rural and urban areas state-wise.
 - (iii) To review alternative methods of estimation of poverty which may be in use in other countries, including their procedural aspects; and indicate whether on this basis, a particular method can be evolved for empirical estimation of poverty in India, including procedures for updating it over time and across states.
 - (iv) To recommend how the estimates of poverty, as evolved above, should be linked to eligibility and entitlements for schemes and programmes under the Government of India.
- (c) As per Terms of Reference, the Expert Group has to submit its report within one year.
- (d) Government has initiated various measures to improve the quality of life of the people and to reduce poverty in the country through direct intervention by implementing specific poverty reduction and mitigation programmes such as: Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), National Rural

Livelihood Mission (NRLM), Swarna Jayanti Shahari Rozgar Yojana (SJSRY), National Rural Health Mission (NRHM), Sarva Shiksha Abhiyan (SSA), Mid-Day Meal Scheme (MDMS), Jawaharlal Nehru National Urban Renewal Mission (JNNURM), Integrated Child Development Services (ICDS), Rajiv Gandhi National Drinking Water Mission (RGNDWM), Total Sanitation Campaign (TSC), Indira Awaas Yojana (IAY), National Social Assistance Programme (NSAP), etc.

(e) The Planning Commission constituted B.K. Chaturvedi Committee to look into the issue of restructuring of Centrally Sponsored Schemes (CSS) which submitted its report in September, 2011. The recommendations of the Committee, *inter-alia* include rationalizing the existing 147 CSS into 59; providing flexibility in physical and financial norms of CSS to all States to enable State Governments to meet their special needs; introducing Flexi Fund by earmarking 10% of budget allocation in all Flagship Schemes and 20% in other CSS, which could be used by the State Governments on sub-schemes or components of CSS for which guidelines should be notified by the concerned Ministries; reforming procedure for transfer of funds to the States so as to gradually move over to transfers through the State budgets to ensure full accountability of States; regular monitoring of CSS by concerned Ministry and Independent evaluation; and creating an interactive website and authenticated database for sharing experiences of States.

Direct Cash Transfer Scheme

1944. SHRI M. VENKAIAH NAIDU: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Government has launched a Direct Cash Transfer Scheme in 51 districts across the country;

(b) if so, the details thereof;

(c) whether it is also a fact that Direct Cash Transfer Scheme has been launched without putting in place the infrastructure necessary for its successful implementation; and

(d) whether the Government is aware that more than 55 per cent of rural Indians do not have bank accounts and they are yet to get UID cards?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) Yes, Sir. Direct Benefit Transfers (DBT)

was rolled out from 1 January, 2013 in 43 districts for 26 selected Central Sector and Centrally Sponsored Schemes in a phase-wise manner. 8 Districts of Himachal Pradesh and Gujarat States were not covered due to State Assembly Elections. The details of the identified schemes is given in the Statement-I. [Refer to the Statement Appended to the Answer to SQ No. 259 (Part a)]. The details of the districts identified for DBT is given in the Statement-II. [Refer to the Statement Appended to the Answer to USQ No. 1929 (Part b)]

(c) and (d) DBT roll out in 43 districts has been started only after having careful assessment about their readiness in terms of penetration of Aadhaar numbers and existence of bank accounts for the beneficiaries.

BPL population in Bihar

1945. SHRI N.K. SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that more than half the population in Bihar is below the poverty line, as per the Tendulkar methodology;

(b) if so, whether Government is proposing any special assistance to Bihar to promote inclusive growth; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) As per the Tendulkar methodology, 53.5 per cent of the population in Bihar is living below the poverty line in 2009-10.

(b) and (c) The Special Plan for Bihar was approved in 2003-04. An allocation of Rs. 1000 crore per annum was approved for the Special Plan during the Tenth Plan period after approval to the scheme in 2003-04 under the erstwhile Rashtriya Sam Vikas Yojana. The same allocation was approved to be continued during the Eleventh Plan period under the Backward Regions Grant Fund. This allocation was enhanced to Rs.2000 crore for 2010-11 and Rs. 1470 crore for 2011-12. An allocation of Rs.1500 crore has been made for 2012-13. Funds are being released for various projects on 100% grant basis.

The projects namely, Development of State Highways, Rail-cum-Road Bridge, Strengthening of Sub-Transmission System, Renovation and Modernization of Barauni

and Muzaffarpur Thermal Power Stations, Bihar Ground Water Irrigation Scheme (which has replaced the Million Shallow Tubewell Programme), Restoration of Eastern Gandak Canal, Integrated Watershed Development Programme and Integrated Community Based Forest Management are being funded under the Special Plan for Bihar.

The aim of the programme is to accelerate socio-economic development in Bihar. Through the special plan for Bihar, infrastructure particularly power, roads, and irrigation is being put in place.

Special status to Odisha

1946. SHRIMATI RENUBALA PRADHAN: Will the PRIME MINISTER be pleased to state:

- (a) the details of States which have been accorded special status as per their demands;
- (b) the details of finance and other assistance provided to these States in the financial year 2012-13;
- (c) whether Government is aware of the Odisha's demand for according special category State; and
- (d) if so, whether Government proposes to accord special status to Odisha keeping in view its district conditions and provide special economic assistance to the State?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) At present 11 States namely, Assam, Arunachal Pradesh, Himachal Pradesh, Jammu and Kashmir, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim, Tripura and Uttarakhand are Special Category States. National Development Council is the sole body to accord special category status to a State based on an integrated consideration of set of criteria.

(b) The details of financial assistance on the Plan side provided to these States in 2012-13 are given in the Statement.

(c) Yes, Sir.

(d) The matter is under examination in Planning Commission.

Statement

Details of Releases under Central Assistance to State Plan and Centrally Sponsored Scheme (CSS) during 2012-13 (upto 11.03.2013)

(Rs. Crore)

Sl. No.	States	2012-13		
		Central Assistance	Centrally Sponsored Scheme	Total
1.	Arunachal Pradesh	2312.35	1076.85	3389.20
2.	Assam	5263.52	4842.44	10105.96
3.	Himachal Pradesh	3940.88	1087.31	5028.19
4.	Jammu and Kashmir	8484.60	2584.17	11068.77
5.	Manipur	2313.49	1206.03	3519.52
6.	Meghalaya	1549.06	796.46	2345.52
7.	Mizoram	1788.79	836.27	2625.06
8.	Nagaland	2004.80	1065.60	3070.40
9.	Sikkim	1053.08	448.43	1501.51
10.	Tripura	2114.44	1663.07	3777.51
11.	Uttarakhand	2759.20	1275.91	4035.11

Source:- Central Plan Schemes Monitoring System (CPSMS), Office of the Controller General of Accounts, Ministry of Finance.

Growth in employment opportunities

†1947. SHRI RAVI SHANKAR PRASAD: Will the PRIME MINISTER be pleased to state:

†Original notice of the question was received in Hindi.

(a) whether it is a fact that the report prepared by Working Group of Employment regarding Twelfth Five Year Plan of Planning Commission states that despite increasing growth rate in the country there has not been comparative growth in the employment opportunities;

(b) if so, the details thereof;

(c) whether Government has brought in extensive reforms in the Twelfth Five Year Plan in view of the said report; and

(d) if so, the details of the reforms?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) Yes, Sir. The Working Group Report on Employment prepared for the Twelfth Five Year Plan mentions that the rate of employment in the last two decades is lower than the rate of growth of the economy and that the quality of employment and the level of productivity are areas of concern.

(c) and (d) The employment strategy of the Government envisaged in the Twelfth Five Year Plan recognizes that in order to promote employment it is not sufficient to have high rate of growth but that growth should be more inclusive and employment opportunities should be more productive. With the above objective in mind, the Plan seeks a substantial step-up in manufacturing sector growth to 12-14% over the medium term to generate 100 million additional jobs by 2025. Emphasis is to be given to labour intensive sectors such as textile and garments, leather and footwear, gems and jewellery, food processing, as well as Micro, Small and Medium Enterprises (MSME). Skill development is another thrust area in the Plan strategy and market demand is sought to be met by optimizing the respective strengths of the public and private entities engaged in skill development besides focusing on quality, quantity, equity and systemic reforms in skilling. The future strategy on employment generation also envisages simplification and rationalization of labour laws to encourage growth in those sectors that provide productive and better paying jobs for workers.

Revised guidelines for according special status to States

1948. SHRI SABIR ALI: Will the PRIME MINISTER be pleased to state:

(a) whether new guidelines for according special status to various States and Union Territories are under Governments contemplation; and

(b) if so, by when the revised guidelines are likely to be finalized so as to accord special status to some States who have been pressing very hard for such status?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): (a) and (b) The Special Category status to various States is accorded by the National Development Council (NDC) based on consideration of a set of criteria which include (i) hilly and difficult terrain; (ii) low population density and/or sizable share of tribal population; (iii) strategic location along borders with neighbouring countries; (iv) economic and infrastructural backwardness and (v) non-viable nature of State finances. While Special Category status is based on the criteria approved by NDC, special assistance to backward regions is provided under the broader programme called Backward Regions Grant Fund (BRGF). Under the BRGF, identified backward areas receive special assistance from the Centre. Further, State-specific special Plans for Bihar, West Bengal and Koraput-Bolangir-Kalahandi (KBK) districts of Odisha and Bundelkhand package also constitute a part of the BRGF. The proposal to restructure the BRGF and revise the guidelines for determining backwardness is under consideration.

Lack of medical facilities at National Highway No. 8

1949. SHRI MANSUKH L. MANDAVIYA:

SHRI PARSHOTTAM KHODABHAI RUPALA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state as on date, what action has been taken by the Ministry in consultation with Ministry of Health and the State Governments of Maharashtra and Gujarat on the lack of medical facilities or even first aid centers on busiest national highway No. 8 between Umargam to Virar Sector, which will be helpful to save precious human life in case of any fatal accidents?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): The National Highways Authority of India provides first aid medical facilities on the NH-8 on Surat-Dahisar section particularly between Umargam (Km. 370) to Virar (Km. 476) as a part of incident management is available with following arrangements:

(a) Well equipped ambulances are located at:

(i) Bhagwada Toll Plaza (Km. 356.200)

- (ii) Charoti Toll Plaza (Km. 420.300)
- (iii) Khaniwade Toll Plaza (Km. 470.000)
- (b) Three Patrolling vehicles are doing regular route patrolling in these three sections.
- (c) Cranes are also deployed at:
 - (i) Bhagwada Toll Plaza (Km. 356.200)
 - (ii) Charoti Toll Plaza (Km. 420.300)
 - (iii) Khaniwade Toll Plaza (Km. 470.000)

The victims of the accidents are shifted by ambulances or patrolling vehicles to following Hospitals if required which are available in the above stretch from Km. 370 (Umargaon) to Km. 476 (Virar) as per details below:

- (A) Ambulance from Charoti Toll Plaza:
 - (i) Government Hospital Bhilad (Km. 369)
 - (ii) Government Hospital Talasari (Km.402)
 - (iii) Government Hospital Kasa (Km. 418)
- (B) (1) Ambulance from Khaniwade Toll Plaza:
 - (i) Golden Park Hospital, Virar,
 - (ii) Virar Civil Hospital (Km. 475) - 10 Kms on RHS
 - (iii) Government Hospital Manor,
 - (iv) Chinchoti Civil Hospital (Km. 485) - 10 Km. on LHS
- (2) Ambulance from Bhagwada Toll Plaza:
 - (i) Hariya Hospital at Vapi (Km. 361) (As needed),
 - (ii) Bhilad Civil Hospital (Km. 369)

Poor condition of highways bordering China

1950. DR. KANWAR DEEP SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that highways connecting the mainland to regions bordering China are in poor conditions and do not have enough lanes;
- (b) whether this can pose a possible impediment for mobilization in case of an unforeseen eventuality;
- (c) if so, the steps being taken to rectify the same; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) All single lane (Class 9) roads connecting mainland to regions bordering China are being constructed and maintained by Border Roads Organisation in optimum traffic worthy conditions depending upon *inter-se* priority and availability of funds.

- (b) No, Sir.
- (c) and (d) Does not arise

Special package for roads in Maharashtra

1951. SHRI ANIL DESAI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Prime Minister's Office (PMO) has agreed to approve special package for roads;
- (b) if so, the details of the roads in Kilometers to be considered for such package; and
- (c) the roads in Kilometers that would be in Maharashtra?

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

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

**National Highway from Sabrorm to Kukital via
Karbook in Tripura**

1952. SHRIMATI JHARNA DAS BAIDYA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has any proposal to make alternative National Highway from Saborm to Kukital *via* Karbook proposed by the State Government of Tripura from 2001;

(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) to (c) The road from Saborm to Kukital is not under consideration for improvement by the Ministry. However, the road from Saborm to Kukital *via* Karbook is proposed to be improved to National Highway standard under the Special Accelerated Road Development Programme for North East (SARDP-NE) Phase 'B', which has been approved for DPR preparation only by the Government. The proposal for declaration of the road as National Highway has been received in the Ministry. Expansion of National Highway network is a continuous process and declaration of new National Highway is taken up from time to time depending upon, requirement of connectivity, *inter-se* priority and availability of funds.

RFID technology for toll collection

1953. DR. CHANDAN MITRA:

SHRI T.M. SELVAGANAPATHI:

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

(a) whether Government has decided to use Radio Frequency Identification Device (RFID) technology for toll collection on entire National Highways and State Highways network;

(b) if so, the salient features thereof; and

(c) the time by when this decision is likely to be implemented?

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

(b) In order to ensure seamless movement of vehicles on the National Highways the Government had constituted a committee under the chairmanship of Shri Nandan Nilekani, Chairman, Unique Identification Authority of India, with a mandate to

examine all available technologies for Electronic Toll Collection (ETC) and recommend the most suitable one for implementation throughout the country. On recommendations of the Committee, RFID based on EPC, Gen-2, ISO 18000-6C Standards for ETC was approved by the Ministry. The Ministry had constituted an Apex Committee for implementation of the Electronic Toll Collection System on the National Highways. The Apex Committee submitted its report containing features and specifications on the following aspects of ETC: (a) RFID tags and transceivers, (b) ETC system architecture and (c) Institutional framework for ETC implementation. The report was accepted by the Ministry and the Specifications for RFID Transceiver, RFID Tag and Data exchange format between Toll Plaza Server and the Central ETC System were notified for implementation. Thereafter the Ministry has assigned the work of implementation of ETC on the national highways to NHAI.

(c) It is already under implementation with the launch of Pilot Project on ETC on 19.04.2012 on Delhi-Parwanoo section of NH-5 and is likely to be fully implemented by 2014.

Identification of malpractice in NHAI Projects

1954. SHRI K.N. BALAGOPAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Ministry has identified the malpractice in relation to the estimate cost and toll rate in connection with any of the NHAI projects; and

(b) 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.

Condition of National Highways in Uttar Pradesh

†1955. SHRI DARSHAN SINGH YADAV: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of National Highways in the country, particularly in Uttar Pradesh as on date and the details of their present condition;

†Original notice of the question was received in Hindi.

(b) the number of National Highways out of them that need to be repaired; and

(c) the details of the construction of new National Highways and repair of existing highways, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (c) The total length of National Highways (NHs) in the country is 79,116 km. Out of this the length of NHs in the State of Uttar Pradesh is 7,818 km. The development and maintenance of National Highways (NHs) is a continuous process. Accordingly, the NHs in the country including NHs passing through the State of Uttar Pradesh are kept in traffic worthy condition from time to time within the available resources.

Cost escalation due to slow construction of roads

1956. SHRI NARESH AGRAWAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the construction of roads has slowed down recently;
- (b) the details of the targets and achievement for road construction in the past three years;
- (c) the details of the cost escalation due to delay in road projects; and
- (d) whether Government has taken steps to cut delays and fasten road construction, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) The targeted and completed length under various schemes including Special Accelerated Road Development Programme in North East (SARDP-NE) and Left Wing Extremism (LWE) during the last three years and the current year are as under:-

(length in kms)		
Year	Target	Achievement
1	2	3
2009-10	5830	5164

1	2	3
2010-11	5534	4334
2011-12	5824	5013
2012-13	6092	4489®

@upto Feb. 2013.

(c) Cost escalation is applicable only in public funded 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 delays is known only after completion of the project.

(d) Several high powered meetings have been held both in State and Centre to pre-empt the delays in construction of projects under implementation which are held up due to environment, forest clearance, non-availability of aggregates and construction material for earth work and land acquisition. 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 Manager who are involved in expediting forest/ environmental clearances and monitor land acquisition matters as well as implementation of Projects. 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 Highway Projects. Projects are also closely and periodically reviewed at Headquarter as well as field units.

Proposal for National Expressway Network in Gujarat

1957. SHRI NATUJI HALAJI THAKOR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government intend to consider the proposal submitted by State Government of Gujarat for National Expressway Network; if so, the details thereof;

(b) whether Government is willing to increase length of planned National Expressway Network in Gujarat from 725 kilometre to more looking to its industrialisation and port development;

- (c) if so, the details thereof;
- (d) whether it is a fact that against the demand for 2871 kilometres of expressway network, only 725 kilometres have been planned; and
- (e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (e) The Government of Gujarat, during the year 2009, had requested for inclusion of about 2871 km. length of road stretches in the Master Plan, then under formulation by this Ministry. Based on the recommendations of the Consultant appointed for formulation of Expressway Master Plan and the views of Government of Gujarat, Ministry included the following segments passing through the State of Gujarat as National Expressway Corridors: (i) Ahmedabad-Rajkot (Length : 215 km.) (ii) Bamanbore-Kandla (Length : 210 km.) (iii) Surat-Nagpur (Length : 750 km.) and (iv) Ahmedabad - Ratlam (Length : 350 km.).

Broadening of Mumbai-Goa Highway

1958. SHRI HUSAIN DALWAI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the work of constructing National Highways is moving at a slow pace;
- (b) if so, details of the factors responsible for this slow progress;
- (c) whether acquisition of land is the main factor causing delay in completion as well as broadening of National Highways;
- (d) if so, the steps taken to solve this problem; and
- (e) the details of the reasons for the slow progress in broadening of Mumbai-Goa Highway?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (d) The progress of construction of National Highways (NHs) has been adversely affected due to several problems such as land acquisition, shifting of utilities, environmental and forest clearance, approval for rail over bridges, poor performance of contractors, delays

in achieving financial close as well as shortage of skilled/semi-skilled manpower and economic slowdown. 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 Manager who are involved in expediting forest/environmental clearances and monitor land acquisition matters as well as implementation of Projects. Special land acquisition units are also set up to expedite land acquisition. Chief Secretaries of State Governments have also been nominated as Nodal officers to expedite Highway Projects. Projects are also closely and periodically reviewed at Headquarter as well as field units.

(e) Broadening of NH-17 between Mumbai and Goa is being carried out only in two sections. The work of four laning from Zarap to Patradevi is progressing satisfactorily. The work of four laning of Panvel - Indrapur section has slowed down due to reasons such as diversion of forest land, shifting of water supply pipe line, diversion of salt pan land, land acquisition and approval for rail over bridges, etc.

Extension of Panikoili Rajamunda NH in Odisha

1959. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the alternative arrangement for traffic, while the Angul Sukinda and Panikoili Lanunipada Rajamunda National Highway (NH) in Odisha are being made four lane and to whom the work has been awarded and details of the conditions; and

(b) whether there is any possibility of extending the Panikoili Rajamunda road upto Jajpur District headquarter along with a by pass road from Ragdichhak to Panikoili *via* Korai, to avoid the Vyasagar traffic?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) The stretch from Angul to Sukinda comprises of the stretches of NH-42 (Angul- Banarpal), NH 23 (Banarpal to Ballar Chak near Talcher) and NH200 (Ballarchak to Sukinda *via* Bhuban). Widening of Angul-Banarpal section is included in the project of 4 laning of Cuttack to Angul. The work has been awarded to M/s Ashoka Cuttack Angul Tollway Ltd. (M/s Ashoka Buildcon Ltd.). The stretch from Banarpal to Ballarchak section of NH 23 is presently 2 lane only and is maintained by state PWD. Ballarchak to

Bhuban is included in the list of projects to be widened to 2/4 lane under NHDP III. For 4 laning of Bhuban-Sukinda-Chandikhole Section, bids have been invited. Panikoili - Rimuli via Luhanipada has been awarded to M/s Sai Maatarim Tollway Ltd. (Gayatri Project Ltd.) and Rimuli-Rajamunda has been awarded to M/s Odisha Steel Expressway Ltd. (M/s MBL SREI Consortium). During construction, the traffic shall ply on the existing carriageway, till new two lane is constructed and after construction of new 2-lane, the traffic will be diverted on new carriageway till rehabilitation of the existing carriageway is completed.

There is no proposal to extend Panikoili - Rajamunda road upto Jajpur District alongwith bypass from Ragdichhak to Panikoili *via* Korai.

Works on Maduravoyal-Chennai Port Expressway

1960. SHRIMATI KANIMOZHI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has restarted work on the Maduravoyal-Chennai Port Expressway;
- (b) if so, the details thereof;
- (c) if not, the reasons therefor; and
- (d) the details of the expected loss, if any, to Government from delay in this project?

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

- (b) Does not arise.

(c) A writ petition no. 5934 of 2013 has been filed by National Highways Authority of India (NHAI) in the Hon'ble High Court of Madras praying to issue necessary directions to the Government of Tamil Nadu to allow NHAI to proceed with construction of the project.

- (d) No loss can be assessed this stage.

Widening work between Salem and Coimbatore

1961. SHRIMATI KANIMOZHI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the progress of the widening work between Salem and Coimbatore on the National Highway 47;

(b) by when this work would be completed; and

(c) whether the Ministry adopted surveillance mechanisms on the ongoing work to avoid delay, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) Four-laning of the stretch from Km. 0/0 to Km. 102/035 Salem-Chengappalli section of NH-47 is completed. 75% of the work of Six-laning from Km. 102/035 to 144/680 Chengappalli to start of Coimbatore bypass is completed and balance work is targeted for completion by July, 2013.

(c) Review meetings are regularly held at various levels for avoiding delay in progress of ongoing work.

Burgeoning vehicle growth

1962. SHRI PANKAJ BORA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware about the burgeoning vehicle growth in almost all the States that have alarmingly shirred road space for all categories of road users;

(b) if so, whether it is not necessary to develop a sound public transport system since tax alone cannot decongest city roads;

(c) if so, whether Government is contemplating to take necessary steps to decongest the city and the city roads; and

(d) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) Yes, Sir. As per the available information with the Ministry of Road Transport and Highways, the growth of total registered motor vehicles in the country is recorded at a Compound Annual Growth Rate (CAGR) of 9.9% in comparison to 3.4% only of road length during the last decade (2001-2011). Due to the rapid growth of motor vehicles, the road space

occupied by per vehicle per kilometer has shown declining trend from 0.061 in the year 2001 to 0.033 in the year 2011.

(b) to (d) In order to check the alarming increase of private vehicles, 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. For popularizing the public transport, the Central Government is emphasizing on providing quick, comfortable, reliable, safe, affordable and quality public transport as envisaged in the National Urban Transport Policy, 2006. Accordingly, the Central Government is supporting various public transport projects such as Metro Rail, Bus Rapid Transport System and modern city bus services as per urban bus specifications in various cities.

Fund sharing for Expressway from Delhi to Ludhiana

1963. SHRI BALWINDER SINGH BHUNDER: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government intends to construct an Expressway from Delhi to Ludhiana;
- (b) if so, the details in this regard;
- (c) by when the Expressway will be completed; and
- (d) the fund sharing pattern between the States and the Centre for this Expressway?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (d) Requests from Chief Minister of Haryana and Chief Minister of Punjab have been received in this Ministry for the Delhi - Ludhiana Expressway with connectivity to Chandigarh. Further details are not finalised.

Roads assigned for construction to private sector

1964. DR. GYAN PRAKASH PILANIA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the length of roads assigned for construction to private sector/NHAI and the quantum of actual construction carried out each year, during past five years;

(b) the reasons for private sector/NHAI not fulfilling the targets, within the stipulated period;

(c) the cost escalation due to delay; and

(d) the action taken against defaulters (private contractors/NHAI)?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) The length of National Highways (NHs) awarded/assigned for construction and actual construction carried out by National Highways Authority of India (NHAI) in the last five years and the current year are as under:

(length in kms)		
Year	Awarded length	Completed length
2007-08	1234	1682
2008-09	643	2205
2009-10	3367	2693
2010-11	5059	1781
2011-12	6491	2248
2012-13 (upto Feb, 2013)	879	2192

(b) Achievements have been adversely affected due to several problems such as land acquisition, shifting of utilities, environmental and forest clearance, approval for rail over bridges, delays in achieving financial close, shortage of skilled/semi-skilled manpower, poor performance of contractors and economic slowdown, etc.

(c) Cost escalation is applicable only in public funded contracts. In such contracts, there is a provision for payment of escalation due to delays. Actual escalation due to delays is known only after completion of the project.

(d) Contractors/concessionaires who are consistently non-performing are placed in the list of non-performers. Some of the contracts of such contractors/concessionaires have been terminated. The contractors/concessionaires placed in the list of non-

performers are not permitted to bid for works under National Highway Development Projects (NHDP). In case the project is delayed due to reasons attributable to the contractor, penal actions taken as per the provision of contract agreement.

Concessionaires to exit from tolled stretches

1965. SHRI S. THANGAVELU: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that the National Highways Authority of India (NHAI) has pushed for allowing concessionaires to exit from already constructed tolled stretches;
- (b) if so, the details thereof;
- (c) whether it is a fact that the NHAI feels such move will infuse greater equity in the highway sector; and
- (d) if so, the details thereof?

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

- (b) to (d) The matter is under examination.

Single-line highways conversion

1966. SHRI PARVEZ HASHMI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the details of single-line highways in the country State-wise;
- (b) whether it is a fact that Government proposes to convert these single-line highways to double-line highways to minimise the consumption of fuel, time and fatal accidents; and
- (c) if so, the details thereof with particular reference to tourist places, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) The State/Union Territory (UT)-wise details of single/intermediate lane National Highways (NHs) are given in the Statement (*See below*).

(b) and (c) Widening of NHs from single/intermediate lane to 2-lane is taken up based on the traffic intensity, availability of resources and *inter-se* priority of works. Connectivity to the tourist places is also one of the parameter in deciding project stretch.

Statement

*The State/Union Territory (UT)-wise details of single/
intermediate lane National Highways (NHs)*

Sl. No.	State/Union Territory	Length of single/intermediate lane NHs (km.)
1	2	3
1.	Andhra Pradesh	418
2.	Arunachal Pradesh	1,811
3.	Assam	505
4.	Bihar	1,599
5.	Chhattisgarh	370
6.	Goa	42
7.	Gujarat	357
8.	Haryana	31
9.	Himachal Pradesh	842
10.	Jammu and Kashmir	803
11.	Jharkhand	996
12.	Karnataka	1,066
13.	Kerala	298
14.	Madhya Pradesh	1,178
15.	Maharashtra	292

1	2	3
16.	Manipur	850
17.	Meghalaya	665
18.	Mizoram	784
19.	Nagaland	291
20.	Odisha	1,388
21.	Rajasthan	1,472
22.	Sikkim	149
23.	Tamil Nadu	60
24.	Tripura	362
25.	Uttarakhand	1,564
26.	Uttar Pradesh	358
27.	West Bengal	478
28.	Andaman and Nicobar Islands	300

Traffic jam on National Highway-58 near Modinagar

1967. SHRI RASHEED MASOOD: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware of the fact that due to the narrow roads in Ghaziabad and Modinagar and narrow bridge over the drain in Modinagar, huge traffic jams take place on National Highway 58 everyday;

(b) whether Government would address this problem by widening the narrow bridge over the said drain and also the narrow roads in the city; and

(c) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (c) There is a proposal of widening of NH-58 to six lane from Delhi/U.P. Border to Meerut under National

Highway Development Project (NHDP)-Phase VI, with a view to mitigate the problem of traffic jam on this stretch. The proposal is at conceptualization stage and accordingly it is premature to give any completion date.

Lanes on the national highway from Jaipur to Delhi

†1968. SHRI ASHK ALI TAK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the number of works sanctioned out of the total sanctioned works in 2012-13 under inter-State Road Scheme and the details thereof;
- (b) the number of lanes proposed to be constructed on the National Highway from Jaipur to Delhi; and
- (c) whether the service being provided is commensurate with the toll tax being charged on this stretch at present?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) During the year 2012-13, one estimate with estimated cost of Rs. 76.36 crore has been sanctioned under Inter-State Connectivity (ISC) scheme for the State of Karnataka.

- (b) 6-lane divided carriageway is proposed on NH from Jaipur to Delhi.
- (c) Yes, Sir.

Approved highway from Jetpur to Junagadh

1969. SHRI PARIMAL NATHWANI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that the Highway from Jetpur to Junagadh has been approved for four-laning under the NHDP Phase III;
- (b) if so, in which year it was approved;
- (c) the budget approved for this project;
- (d) the current progress of the project; and
- (e) by when it is expected to complete?

†Original notice of the question was received in Hindi.

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

(b) and (c) The project of four laning of Jetpur to Junagadh has been approved during the year 2010 for execution through Public Private Partnership (PPP) mode on Design Build Finance Operate and Transfer (DBFOT) pattern. Therefore, the financing of the project is the responsibility of the Concessionaire appointed for execution.

(d) and (e) The physical progress achieved till February, 2013 is to the tune of 31% and the project is scheduled for completion by 30th September, 2014.

Delay in flyovers in Kerala

1970. SHRI P. RAJEEVE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the DPR and feasibility study report for flyovers at Edappaly, Vylira, Palarivallam, Kundannur in Kerala has been submitted;

(b) if so, the details thereof;

(c) if not, the reasons for the delay in submitting the report;

(d) whether any penalty conditions are incorporated in the contract; and

(e) if so, the actions taken for the delay and if not, why the Ministry has not included that clause?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) National Highways Authority of India has appointed Consultant for preparation of Feasibility Report and Detailed Project Report (DPR) for construction of these four flyovers in Kerala. The Consultant has submitted draft DPR.

(c) Final DPR is not finalized due to pending technical issues in alignment of Edappaly and Vylira flyovers *vis-a-vis* proposed Cochin Metro Rail.

(d) Yes, Sir.

(e) Delay is not attributable on the part of Consultant and thus no penalty is imposed.

Strengthening of NH 37 in Assam

1971. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of the present status of strengthening the NH 37 from Kaliabor to Numaligarh including four-laning upto Dibrugarh, four laning of NH 52 from Baihata Chariali to Itanagar *via* Mission Chariali, Tezpur and construction of Lakhimpur by-pass in Assam; and

(b) the project-wise details of total outlay, allocation made, amount released and progress made on strengthening on NH 37 from Kaliabor to Numaligarh, NH 52 from Baihata Chariali to Itanagar *via* Mission Chariali, Tezpur and construction of Lakhimpur by-pass indicating the target set for completion of each project?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) and (b) The project-wise details are given in the Statement.

Statement*Details of present status of strengthening of NH-37 in Assam*

(Rs. in crore)

Sl. No.	Name of work	Total Outlay	Allocation Made	Amount Released upto 28/02/13	Physical Progress as on 28/02/2013
1	2	3	4	5	6
1.	Strengthening and construction of paved shoulders including rehabilitation/repairing of bridges from Km. 325.000 to 344.000, Km. 351.000 to 355.000 and from Km. 357.000 to 400.000 (Total length=66 Km.) of NH-37.	176.22	Ministry is not allocating funds Job-wise	15.15	2.60%

1	2	3	4	5	6
2.	4-laning of NH-37 from Numaligarh to Dibrugarh	About 178 km. is being implemented by NHAI on BOT (Annuity) basis under SARDP-NE Phase "A". Request for Proposals (RFP) have already been called by NHAI.			
3.	4-laning from Nagaon - Silghat - Misanchariali - Halem - Gohpur - Holongi in Assam	The Feasibility Report is under preparation by Assam PWD. The State Government is yet to finalise the acquisition of land and shifting of utilities for the 170 km. long stretch.			
4.	4-laning of Itanagar to Holongi section of NH-52A under SARDP-NE, Phase 'A'	264.16	Ministry is not allocating funds Job-wise	128.28	35%
5.	Construction of proposed North Lakhimpur Bypass from existing Km. 338/924 to Km. 349/213 of NH-52.	127.24		6.75	9%

Sironcha-Renigunta stretch from Andhra Pradesh for N.H.

1972. SHRI DEVENDER GOUD T.: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Sironcha - Mahadevpura - Parkal - Warangal - Tungaturthy - Nakrekal - Nalgonda - Chimakusthi - Macherla - Yerragondapalem - Thotapalli - Markapur - Bestavaripeta - Renigunta stretch has been sent by Government of Andhra Pradesh for declaring as National Highway;

(b) if so, the details thereof;

(c) the estimated cost that is required to complete this; and

(d) the steps that the Ministry has taken so far on the above request?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) to (d) Yes, Sir. This stretch has been identified by the Inter Ministerial Committee for declaration as new National Highway. Development of new National Highway is a continuous process and taken up from time to time depending upon, *inter-se* priority and availability of funds. It is premature to indicate any cost estimate at this stage.

Per day penalty to private developers

1973. SHRI T.M. SELVAGANAPATHI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the National Highways Authority of India (NHAI) has decided to pay per day penalty to private developers in build, operate and transfer projects;

(b) if so, the details thereof;

(c) whether it is also a fact that this move will increase the NHAI's accountability in PPP projects; 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) NHAI follows norms as envisaged in Model Concession Agreement of Government. There is a provision under Art-5 of MCA (clause 4.2) on the concession agreement for per day penalty to be paid to the concessionaire if the authority fails to fulfill its obligation within the specified period. The authority shall pay to the Concessionaire Damages in an amount calculated at the rate of 0.1% (zero point one per cent) of the Performance Security for each day's delay until the fulfilment of such Conditions Precedent, subject to a maximum of 20% (twenty percent) of the Performance Security.

(c) and (d) NHAI is accountable to fulfill certain Conditions Precedent which are pre-requisite to A- declaration of Appointed Date. Condition Precedent are procured by way of, ensuring the Right of Way at the project site in accordance with the provisions of concession agreement, approval of the Railway authorities in the form of a general arrangement drawing (GAD) that would enable the concessionaire to construct road overbridges/underbridges at level crossings on the Project Highway in accordance with the specifications and standards and subject to the terms and

conditions specified in such approval and all applicable permits and mandatory clearances relating to environmental protection, conservation of the forest and wildlife at the project site.

Toll policy on highways

†1974. SHRI KAPTAN SINGH SOLANKI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that huge inequalities and discrepancies have been found in the toll policy for collection of toll on the highways of the country;
- (b) if so, the total number of such highways in the country where incidents of non-payment of toll and protests have come to the notice; and
- (c) the measures being contemplated by Government to deal with this situation and to improve the toll policy?

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

(b) 20 Nos. of incidents of non-payment of toll and protests were reported at various toll plazas.

(c) These are dealt as per the provisions in existing rules.

Poor maintenance of State/National Highways

†1975. DR. YOGENDRA P. TRIVEDI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether poor maintenance of National/State Highways is the responsible factor for increasing road and highway accidents in which so many people are killed;
- (b) whether it has been found that contractors are not maintaining even toll highways properly;
- (c) whether any action has been taken against such contractors;
- (d) if so, the action taken against them; and
- (e) the details thereof, State-wise?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) Major factors responsible for accident are drivers' fault, fault of passengers, defect in vehicle, poor light condition, falling boulders, stray animals, weather condition, roadway condition, etc. However, it has been observed that drivers' fault is the single most important factor responsible for accidents. As regards maintenance of National Highways (NHs), the maintenance of NHs is a continuous process and all the NHs in the country are kept in traffic worthy condition from time to time within the available resources.

(b) to (e) Complaints regarding non-maintenance of toll NHs are received from time to time and actions against such contractors/concessionaires are taken as per the provision specified in the contract/concession agreement.

Abduction of 22 crew members

1976. SHRI NANDI YELLAIAH: Will the Minister of SHIPPING be pleased to state:

(a) whether the group of parents from Kerala, Uttar Pradesh, Rajasthan and Punjab appealed to the Government recently to intervene with regards to abduction of 22 crew members on board chemical tanker MT Royal Grace; which was hijacked on March 2, 2012 near Oman by Somali pirates; who are threatening to kill Indian crew members; and

(b) if so, the details of action taken in this regard on humanitarian grounds, for release of Indian crew members by the Shipping Ministry with the cooperation of External Affairs Ministry and Defence Ministry?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Yes, Sir.

(b) The vessel 'Royal Grace' is reported to have been released on 8.3.2013 and all the crew members are reported to be safe.

Roads constructed in Rajasthan during 2012-13

†1977. SHRI ASHK ALI TAK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the names of places in Rajasthan where National Highways were constructed during 2012-13 and the length thereof in kilometers; and

†Original notice of the question was received in Hindi.

(b) the number of National Highways in respect of which the work is in progress in the State and when it will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHARBHAI CHAUDHARY): (a) During the year 2012-13, so far, construction of National Highways (NHs) have been carried out for an aggregate length of 293 Km. on various NHs in different places of Rajasthan.

(b) Presently there are 73 works in different stages of progress on 20 NHs in Rajasthan and 90% of these works are scheduled to be completed by the year 2014 and remaining by the year 2015.

Security of bidders in port projects

1978. SHRI A. ELAVARASAN: Will the Minister of SHIPPING be pleased to state:

(a) whether the Ministry has framed new guidelines for processing the security clearance of bidders in respect of port projects including dredging projects;

(b) if so, the details thereof;

(c) whether in the new guidelines the practice of seeking security clearance on a project-to-project basis from the Ministries of Home, Defence, External Affairs, the IB and the Cabinet Secretariat will continue; and

(d) if so, the details thereof?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) Yes, Sir. A copy of the guidelines is given in the Statement (*See below*).

(c) and (d) Security clearance is sought on project-to-project basis from the security agencies. However, under the new guidelines once security clearance is granted to a company, it will be valid for three years unless there is any change in management control of the company or change of more than 10% in shareholding in the company by any shareholder.

Statement

Guidelines for processing the security clearance of bidders in respect of port projects including Dredging Projects

DREDGING PROJECTS:

1. In respect of Dredging projects, the Ministry of Shipping would share the list of dredging companies/bidders with the Ministry of Home Affairs, Ministry of

Defence, Intelligence Bureau, Cabinet Secretariat and Ministry of External Affairs on a case to case basis for seeking security inputs. On receipt of the details, security agencies would provide their inputs on such a list to Ministry of Shipping within 12 (twelve) weeks. Security clearance accorded to the dredging companies would be valid for three years for a particular port. However, during this period, the concerned dredging companies would communicate to the Ministry of Shipping information regarding

- (a) Any change in management control of the company and
- (b) Change of more than 10% in shareholding in the company by any shareholder.

The dredging companies will be bound to communicate information on changes in management control or shareholding to the Ministry of Shipping within two weeks and any lapse can result in withdrawing the security clearance already granted.

This information will be communicated to the security agencies by the Ministry of Shipping within one month of the change taking place. In case, as a result of any change as mentioned above, if any security concern is raised in the course of enquiry, the Ministry of Shipping would immediately take necessary action on the findings.

2. Approval for any change in equipment or vessel involving foreign origin and clearance for engagement of foreign personnel will be obtained from all security agencies. In this regard, Ministry of Shipping would share all such information with the Ministry of Home Affairs, Ministry of Defence, Ministry of External Affairs and Research and Analysis Wing. If a dredging company, which has already been cleared, wishes to bid for another Port, it would require clearance only from the Ministry of Defence/Indian Navy. However, the information regarding award of the dredging project including particulars of the vessels and the foreign personnel should be shared with MHA, MEA and R&AW. These provisions are also to be appropriately incorporated in the contract to be signed by Major Ports with the selected dredging companies so that action could be initiated on grounds of security considerations, if required.

PORT PROJECTS:

3. In respect of Port projects, the Ministry of Shipping would share the list of

companies/bidders with the Ministry of Home Affairs, Ministry of Defence, Intelligence Bureau, Cabinet Secretariat and Ministry of External Affairs on a case to case basis for seeking security inputs. The security agencies will provide the inputs within 12 weeks and price bids would not be opened till security clearance is accorded by Ministry of Shipping.

4. The Ministry of Shipping would also separately prepare and circulate a list of all Indian and Foreign companies who normally bid for Port projects to the concerned security agencies. On receipt of the details, security agencies would provide their inputs on such a list to Ministry of Shipping within 12 (twelve) weeks.
5. Once security clearance is accorded by Ministry of Shipping to any company, based on inputs from the relevant Ministries/Departments/Organizations for any Port project, such clearance in respect of the company would be valid for three years with the following conditionality:-
 - (i) During this period, the concerned companies would communicate the information to the Ministry of Shipping regarding:-
 - (a) Any change in management control of the company, and
 - (b) Change of more than 10% in shareholding in the company by any shareholder.

The concerned companies would be liable to inform the above change to the Ministry of Shipping/concerned Port within 2 weeks failing which the security clearance already accorded can be withdrawn. This information will be communicated to the security agencies by the Ministry of Shipping within one month of the change taking place. In case, as a result of any change as mentioned above, if any security concern is raised in the course of enquiry, the Ministry of Shipping would immediately take necessary action on the findings.

- (ii) Clearance for engagement of foreign personnel will be obtained from Ministry of Home Affairs and this information would be shared with Ministry of Defence, Ministry of External Affairs and Research and Analysis Wing.

6. In case of any delay in receiving security inputs from the agencies concerned, an Inter-Ministerial Committee, chaired by Secretary, Ministry of Home Affairs would ascertain the cause of delay and take necessary action. The status would be reviewed by the Empowered Committee chaired by the Cabinet Secretary at regular intervals.
7. As more than one third of India's shipping trade takes place through non major ports, security clearance is essential for non-major ports, including private ports, set up in Public Private Partnership (PPP) mode in the State sector due to the sensitiveness of the Port sector. Accordingly, all States/UTs will also have to seek necessary security inputs for new projects being developed by them as per the provisions of these guidelines. The State Maritime Boards/State Governments may apply to Ministry of Home Affairs in Government of India which will coordinate with the other security agencies to get security inputs on the bidders of the projects at non-major Ports.

Tonnage Tax Scheme

1979. SHRI C.M. RAMESH: Will the Minister of SHIPPING be pleased to state:

(a) whether Tonnage Tax Scheme (TTS) introduced is optional for the Shipping Companies; and

(b) if so, the details of the companies who had opted for this Scheme?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Yes, Sir.

(b) A list of companies which have opted for Tonnage Tax Scheme is given in the Statement.

Statement

List of companies which have opted for tonnage tax scheme

Sl.No.	Name of the Company
1	2
1.	TCI Seaways
2.	TAG Offshore Ltd.

1	2
3.	Sanmar Shipping Ltd.
4.	Tolani Shipping Co. Ltd.
5.	Seamec Ltd.
6.	Raj Shipping Agencies Ltd.
7.	SCI Forbes Ltd.
8.	Greatship (India) Ltd.
9.	Great Offshore Ltd.
10.	West Asia Maritime Ltd.
11.	Essar Shipping Ltd.
12.	Caravel Logistics Pvt. Ltd.
13.	Good Earth Maritime Ltd
14.	KC Maritime India Ltd.
15.	Shreyas Shipping and Logistics Ltd.
16.	Mercator Lines Ltd.
17.	Shipping Corp. of India Ltd.
18.	Great Eastern Shipping Co. Ltd.
19.	Arcadia Shipping Ltd.
20.	Apeejay Shipping Ltd.
21.	Ocean Sparkle Ltd.
22.	Global Offshore Services Ltd.
23.	Glory Shipmanagement Pvt. Ltd.
24.	Sealion Sparkle Maritime Services
25.	Sea Sparkle Harbour Services

1	2
26.	Sealion Sparkle Port and Terminal S. (Dahej) Ltd.
27.	Dolphin Offshore Services Pvt. Ltd.
28.	Jaisu Shipping Co. Ltd.
29.	Samson Maritime Ltd.
30.	Ocean Diving Centre Ltd.
31.	Hind Offshore P. Ltd
32.	AET Tankers India Pvt. Ltd.
33.	Pratibha Shipping Co. Ltd.
34.	Dredging Corp. Of India Ltd
35.	Van OORD India Pvt. Ltd.
36.	Rajamahendri Shipping and Oil Field Services Ltd.
37.	KEI - RSOS Maritime Ltd.
38.	Meru Shipping Lines Pvt. Ltd.
39.	Epsom Shipping (I) Pvt. Ltd.
40.	TM Harbour Services Pvt. Ltd.
41.	Five Stars Bulkcarriers (P) Ltd.
42.	Seven Islands Shipping Ltd.
43.	Castle Ships Pvt. Ltd
44.	M. Pallonji Shipping Pvt. Ltd.
45.	PFS Shipping (India) Ltd
46.	Polestar Maritime Ltd.
47.	Good Navigation Pvt. Ltd.
48.	ITT Lines (Pvt.) Ltd.

1	2
49.	Orion Offshore Services Pvt. Ltd.
50.	Chandra Maritime Pvt. Ltd.
51.	Vamsee Shipping Carrier Pvt. Ltd.
52.	Vamsee Overseas Marine Pvt. Ltd.
53.	Svitzerwijs Muller Hazira
54.	L&T Sapura Shipping Pvt. Ltd.
55.	M. Pallonji Logistics Pvt. Ltd.
56.	Essar Ports Ltd.
57.	Great United Energy
58.	Triton Maritime Pvt. Ltd.
59.	Varun Gas Infrastructure Ltd.

Road and rail connectivity with Mangalore in Karnataka

1980. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the R.R. Shah Committee has recommended minimum four-lane road connectivity and double-line rail connectivity with major ports as an integral part of port infrastructure in the country;

(b) if so, the action that Government has taken or proposes to take on this recommendation; and

(c) the present status of road and rail connectivity with Mangalore Port in Karnataka?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) Yes, Sir. The Committee of Secretaries which was set up in the year 2006 for giving a recommendations on Rail/Road connectivity to Major ports had recommended that each Major port should have four lane road connectivity and double line rail connectivity. Based on the report, National Highways Authority of India (NHAI) has

been taking up Road projects through special purpose vehicles (SPVs)/Companies of NHAI. Major ports are also joining hands with Railways and National Highways by forming SPVs for construction of Rail and Road links.

(c) In so far as New Mangalore Port is concerned, the work on Road connectivity for 4 laning of NH-66 (Surathkal - Nantur Section), Nantur to Padil (By Pass) along NH-169 and Padil to B C Road along NH-73 (Padil Bantwal Section) with 37 kms. length has been completed during December, 2012. The balance work of road over bridge is to be completed by April, 2013. Similarly the work on Rail connectivity for gauge conversion of Aresikere-Hassan-Mangalore Rail link with 183 kms. length has been completed and commissioned during May, 2006.

Indians held hostages by Somalia pirates

†1981. SHRI DHARMENDRA PRADHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that pirates of Somalia have kept many Indians captive;
- (b) if so, the details thereof;
- (c) whether Government has made any contract with the pirates; and
- (d) the efforts being made by Government to get Indians free from captivity of Somalian pirates?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) Yes, Sir. There are 10 Indians presently held captive and yet to be released by Somalian pirates as per details given below:-

Sl. No.	Name of the ship	Flag	No. of Indian crew held as hostages	Date when hijacked
1.	M.V. Iceberg I	Panama	1	29/3/2010
2.	Ex-M.T. Asphalt Venture	Panama	7	29/9/2010
3.	M.V. Albedo	Malaysia	2	26/11/2010
TOTAL:			10	

†Original notice of the question was received in Hindi.

(c) No, Sir.

(d) An Inter-Ministerial Group (IMG) set up by the Government under the Ministry of Shipping with representatives from all Ministries and Government agencies concerned, to deal with the hostage situation arising out of the hijacking at sea of merchant vessels with Indian crew on board has been regularly reviewing the situation of Indian hostages under captivity of the pirates. Ministry of External Affairs, through its concerned Missions abroad, continuously seeks the help of the concerned foreign Governments to liaise with ship owners to secure early release of Indian hostages held captive by Somali pirates. Government has also approved the Contingency Plan for dealing with piracy and hijacking of merchant ships and constituted a Committee of Secretaries on Anti-Piracy and hijack at sea (COSAPH) under the Chairmanship of Cabinet Secretary for crisis management and to advise the Government on major policy and strategy decisions. In addition to this, the following steps have been initiated by Ministry of Shipping as part of various preventing/mitigating security measures to secure the release of the Indian hostages from the pirates:

- Issuance of DGS M.S. Notice No.1 of 2011 providing for elaborate anti-piracy measures (Best Management Practices), including safe house/citadel.
- Banning of sailing vessels to ply in waters south or west of the line joining Salalah and Male *vide* DGS M.S. Notice No. 3/2010.
- Naval escort provided by Indian naval ships in the Gulf of Aden since 2008.
- Enhanced vigil by the Indian Navy in the Indian EEZ and westward upto 65 degree east longitude.
- Active participation of India in the security meetings of the International Maritime Organization, Contact Group on Piracy off the Coast of Somalia (CGPCS) and other international fora.
- Submission of Document No. 27/9/1 at the IMO Assembly meeting held at London in November, 2011 for flag states to provide information on the welfare of captive crew, efforts for their release and also on continued payment of their wages.

Vacant post of CMD, SCI

1982. SHRI MOHAMMED ADEEB: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the post of CMD, Shipping Corporation of India (SCI) has been lying vacant;

(b) if so, since when;

(c) the action so far taken to fill up the post early;

(d) whether it is a fact that in the absence of CMD, the affairs of Shipping Corporation of India are suffering; and

(e) the steps proposed to expedite appointment of CMD to the Shipping Corporation of India?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (e) The post of Chairman and Managing Director (CMD), Shipping Corporation of India (SCI) is vacant since 1st January, 2013. However, the senior most functional Director of SCI has been assigned the additional charge of the post of Chairman and Managing Director, SCI and the affairs of the company are not suffering. Action has been initiated to appoint the CMD.

Security threat for Space Centres

1983. DR. V. MAITREYAN: Will the PRIME MINISTER be pleased to state:

(a) whether Government has studied and observed that vital installations in the country like the SHAR, Sriharikota Space Centre are facing security threat from both internal and foreign attacks;

(b) if so, whether Government has taken any steps to boost adequate security and surveillance to these vital installations;

(c) if so, the details thereof;

(d) the safety and security measures taken by Government to identify and thwart any threats from the sea, air and ground; and

(e) the total funds allocated for carrying out the safety and security and surveillance of these vital and strategically very important installations in the last five years including the current year?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) The security situation at Sriharikota is being continuously observed. Security arrangements are being constantly reviewed and beefing up and necessary augmentation are being done whenever there is a alert issued by the Home Ministry or any other agency concerned. At present juncture of time, there has been no specific security threat against Sriharikota Space Centre.

(b) and (c) Sriharikota is a spindle shaped island on the east coast of Andhra Pradesh about 80 km. North of Chennai. It is situated in the backwater Pulicate lake and sandwiched by Buckingham canal on the west and Bay of Bengal on the east. Satish Dhawan Space Centre (SDSC-SHAR), Sriharikota has implemented a multilayer security system for its vital installations. The outer boundary of Sriharikota has a double layer concertina coil followed by the next layer which has power fence and Closed Circuit TV (CCTV) surveillance system. All critical installations are provided with access control system for entry. Surveillance and Monitoring of vehicles, Visitor's Management, Monitoring and Control from single platform are also in place.

(d) The safety and security cover for Satish Dhawan Space Centre (SDSC), Sriharikota is provided by armed Central Industrial Security Force (CISF). A strict authentication process is in place at all entry points on ground to prevent entry of any unauthorised person in to the island. On the sea side, CISF provides security coverage through watch tower and outpost on beach, foot and boat patrolling along the seashore. Additionally sea side security coverage is also provided by Marine police of Andhra Pradesh.

(e) The total funds allocated for safety and security and surveillance of these vital installations including the current year 2012-13 is about ₹ 136.50 Crores.

Acquisition of mines abroad

1984. SHRI S. THANGAVELU: Will the Minister of STEEL be pleased to state:

(a) whether Government has asked the steel manufacturer in the country to look for acquisition of mines abroad for increasing production and turnover;

(b) if so, the details thereof;

(c) whether some of the public sector companies are in negotiation with foreign companies for acquisition of iron ore assets in Brazil; and

(d) if so, the details thereof?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) Steel is deregulated sector. Further, a Special Purpose Vehicle (SPV) namely International Coal Ventures Limited (ICVL) has been set up by Government of India for the purpose of acquisition of coal companies, mines and assets/blocks in overseas territories.

(c) and (d) A Letter of intent has been signed recently in Feb., 2013 between Ministry of Steel, Government of India and Ministry of Mines and Energy, Federative Republic of Brazil to encourage investment opportunities in iron and steel related business by Indian and Brazilian companies.

Modernisation of Bhilai Steel Plant

†1985. SHRI MAHENDRA SINGH MAHRA: Will the Minister of STEEL be pleased to state:

(a) the time by when the modernisation of Bhilai Plant of the Steel Authority of India Limited (SAIL) is likely to be completed;

(b) whether SMSI would be closed completely after the modernisation;

(c) if not, the quantity of magnesite likely to be used by the Bhilai Plant in 2013-14, grade-wise; and

(d) the source from which this magnesite would be procured?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) Modernization and expansion of Bhilai Steel plant (BSP) is under progress, once completed the installed crude steel capacity will increase from 3.93 mtpa to 7.00 mtpa. Steel Melting Shop-I (SMS-I) is planned to be phased out after completion and stabilization of New Steel Melting Shop being installed under modernization and expansion plan.

(c) and (d) The total quantity of magnesite likely to be used by the Bhilai Steel Plant in 2013-14 would be around 10,000 tonne. There is only one grade of magnesite *i.e.* Dead Burnt Magnesite (DBM) and the sizes of DBM in the same grade are different. Bhilai Steel Plant procure magnesite in the form of DBM only. Supplies of DBM are being arranged from M/s. Almora Magnesite Ltd. (Joint Venture of UPSIDC, Tata Steel and SAIL).

†Original notice of the question was received in Hindi.

MoU with foreign partners

1986. SHRI BALWINDER SINGH BHUNDER: Will the Minister of STEEL be pleased to state:

(a) the number of Memoranda of Understanding/Joint Venture Projects that have been signed by the Public Sector Undertakings (PSUs) under the Ministry with the foreign or domestic partners;

(b) the date of signing of each of these MoUs/Joint Venture Projects and the purposes of signing;

(c) the status of each of the MoU/Joint Venture Project; and

(d) by when the MoU/Joint Venture Project would be realized/completed?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) to (d) According to available information, Steel Authority of India Limited (SAIL) has signed 31 Memoranda of Understanding (MoU)/Joint Venture (JV) Projects, Rashtriya Ispat Nigam Limited (RINL) - 07, NMDC Limited -19, MECON Limited -19, Hindustan Steelworks Construction Limited -12, MOIL Limited - 02, The Odisha Minerals Development Company-01, The Bisra Stone Lime Company Limited-01 and KIOCL Limited - 01, with the foreign or domestic partners during the period from 01.02.2001 till date. The purpose of signing MoUs/JVs relate to setting up of Ferro alloy manufacturing units, setting up of axle plant, scouting and exploration of iron ore deposits, setting up of pellet plants, operating and managing captive power generation, manufacturing, processing and selling of slag based cement etc. A Joint Venture company (JVC) called "International Coal Ventures Limited" comprising of SAIL, RINL, CIL, NTPC and NMDC has also been set up for acquisition of raw material resources abroad. These MoUs/JVs are at various stages of execution. As the number of MoUs signed by PSUs is large and MoUs are in the nature of intent, it is difficult to give their individual status and indicate the time by which they will be realized/completed.

Working capacity of Bhilai Steel Plant

†1987. DR. BHUSHAN LAL JANGDE: Will the Minister of STEEL be pleased to state:

†Original notice of the question was received in Hindi.

(a) the working capacity of the Steel Plant at the steel city Bhilai in comparison to that of the last ten years;

(b) whether a gradual decrease in production has been noticed in the Bhilai Steel Plant (BSP) during the last five years and whether the number of labourers and employees have been decreasing simultaneously and the reasons for this indifference;

(c) whether the entire country has been looking at Bhilai Steel Plant (BSP) with pride but the emptiness of BSP is not hidden from anybody at present and the reasons therefor; and

(d) whether any report could be submitted by the Government on the above facts?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) The crude steel production capacity of Bhilai Steel Plant in 2012-13 is 3.925 MT which is same in comparison to that of the last ten years.

(b) to (d) No, Sir. The production of crude steel at Bhilai Steel Plant (BSP) has always been above the rated capacity of plant.

Keeping in view the thrust towards increasing competitiveness and enhancing productivity by rationalisation and optimal utilization of manpower, a multi-pronged approach has been adopted which includes use of state-of-the-art technology, enhanced automation/process improvement, multi-skilling and use of best practices to achieve higher production targets with less manpower. Further, planning for plant-wise manpower requirement is carried out on annual basis through the system of Annual Human Resource Plan (HRP). BSP has shown consistently high level of performance year after year and has been adjudged as the Best Integrated Steel Plant under the Prime Minister's Trophy for Best Integrated Steel Plant 10 times which is the highest by any steel plant in the country.

Growth rate of steel industry

1988. DR. K.P. RAMALINGAM: Will the Minister of STEEL be pleased to state:

(a) whether the steel industry achieved a growth rate of 5.36 per cent which was the highest in the world during April-November, 2012;

- (b) if so, the details thereof;
- (c) whether Government is taking all steps to make India the second largest steel producer in the world; and
- (d) if so, the details thereof?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) Joint Plant Committee (JPC) data for April-November, 2012 (provisional) shows that India's crude steel production stood at 51.65 million tonnes (MT), a growth of 5.7% compared to April-November, 2011.

World crude steel production data, reported by the World Steel Association (WSA) is on a calendar year basis (*i.e.* from January to December). Such data, for the period January-November, 2012 (provisional) indicates that among the top ten global steel producing nations, crude steel production growth was highest for Turkey (6.6%) followed by India at 5.5%. However, in terms of volume of production, India (4th largest) was far ahead of Turkey (8th largest) during January-November, 2012.

(c) and (d) The Government has taken the following steps to support the competitive production and capacity growth of the steel industry.

- (i) The Public Sector Undertakings (PSUs) namely Steel Authority of India Ltd. (SAIL), Rashtriya Ispat Nigam Ltd. (RINL) & NMDC Ltd., are in the process of implementing significant expansion in the crude/finished steel capacities in their respective brownfield/Greenfield locations.
- (ii) An Inter Ministerial Group (IMG) has been set up by the Government for effective coordination and to expedite implementation of various investment projects in the steel sector.
- (iii) Import of critical raw materials for steel industry such as coking coal, non-coking coal, scrap etc. are subject to zero or very low levels of customs duty.
- (iv) To encourage domestic value addition and improve domestic iron ore availability, duty on export of iron ore has been increased to 30 per cent.
- (v) The Ministry of Steel routinely consults the industry to be apprised of the constraints to growth and recommends necessary corrective measures as and when necessary, to other concerned ministries.

MoU by NCHMCT with IGNOU

1989. SHRI NAND KUMAR SAI: Will the Minister of TOURISM be pleased to state:

(a) whether the National Council for Hotel Management and Catering Technology has signed any Memorandum of Understanding (MoU) with IGNOU for Degree Programs in Hospitality Education;

(b) if so, the details thereof;

(c) the details of the terms and conditions of the said MoU; and

(d) the extent to which the student community will be benefited by the implementation of said MoU?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) and (b) Yes, Sir. An MoU between National Council for Hotel Management and Catering Technology (NCHMCT) and Indira Gandhi National Open University (IGNOU) has been signed on 11-12-2012 renewing award of 3-year B.Sc. in Hospitality and Hotel Administration and 2 year M.Sc. in Hospitality Administration in joint collaboration for another period of 5 years for students studying in NCHMCT affiliated Institutes of Hotel Management (IHMs).

(c) As per the terms and conditions of the said MoU for award of Degrees in joint collaboration, there will be a Joint Co-ordination Committee (JCC) constituted of representatives from IGNOU and NCHMCT. The terms of reference of this Committee would be to plan, monitor and oversee the entire activities of the programme in accordance with statutory framework of IGNOU and NCHMCT.

(d) The student community has been benefited by getting degree in Hospitality Administration by pursuing 3-year program after 10+2. By virtue of Degree they can pursue for Post Graduate Degree Program.

Concept of Film Tourism

1990. SHRI SALIM ANSARI: Will the Minister of TOURISM be pleased to state:

(a) whether it is a fact that after Pilgrimage Tourism, Government is planning to woo tourists by introducing the concept of Film Tourism;

(b) if so, what is the potential for Film Tourism in India and how much revenue Government would generate from the new concept;

(c) whether such a concept of Film Tourism exist anywhere in the Globe; and

(d) if not, the reasons for experimenting such a project?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) and (b) Yes, Sir. Under Niche Tourism Product, the Ministry of Tourism has recognized films as a powerful tool for the development and promotion of destinations. 'Film Tourism' provides exposure and promotion to the filmed destinations, thereby bringing job creation, investment opportunities, income generation contributing to the overall economic development of the area. No separate study has been commissioned to estimate the revenue generation potential from Film Tourism.

(c) The concept of 'Film Tourism' is prevalent globally. Several destinations have gained in terms of tourist inflow by being the venue/location of shooting of popular domestic and international films. Film Tourism is a growing phenomenon worldwide, fueled by both the growth of the entertainment industry and the increase in international travel.

(d) Does not arise.

Environmental damage due to tourism activities

1991. SHRIMATI MAYA SINGH: Will the Minister of TOURISM be pleased to state:

(a) whether it is a fact that many tourist destination with fragile ecology are suffering because of huge environmental damage due to tourism activities;

(b) whether the Ministry has any data of damage occurred in higher altitude tourist destinations of Himalayan States and in the fragile beaches of coastal States due to tourism;

(c) whether the Ministry has any plans to promote only eco-tourism in these pristine areas; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) The Ministry of Tourism has a mandate to promote Tourism

in the country in a sustainable and responsible manner. There are no reports with the Ministry that tourist destinations with fragile ecology are suffering because of huge environmental damage due to tourism activities.

(b) The Ministry of Tourism has not commissioned any study to ascertain the damage occurred due to tourism in higher altitude tourist destinations of Himalayan States and in the fragile beaches of coastal States.

(c) and (d) Eco-Tourism is one of the emerging segments of Tourism in India. The Ministry of Tourism extends Central Financial Assistance to various State Governments/Union Territory Administrations including for Eco-Tourism projects on the basis of proposals received from them subject to adherence to scheme guidelines, availability of funds and *inter-se* priority. The Central Financial Assistance for Eco-Tourism projects are however, subject to the clearances obtained from the requisite regulatory agencies.

Foreign tourists victims of sexual assault

1992. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of TOURISM be pleased to state:

(a) whether it is a fact that several foreign tourists are the victims of rape and assault in different States;

(b) if so, how many cases of rape of foreign tourists have been reported during the last two years; and

(c) the steps being taken to protect the foreign tourist from assault and rape in future?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) to (c) 'Public Order' and 'Police' are State subjects as per the Seventh Schedule of the Constitution of India. As such, prevention of crime, including crime against foreign tourists is the primary responsibility of the State Governments/Union Territories. Ministry of Tourism does not compile the data on crimes, including crimes against foreign tourists.

However, in order to ensure safety and security of tourists, including foreign tourists, Ministry of Tourism has advised all the State Governments/Union Territory Administrations to deploy Tourist Police in the States/Union Territories. Some of the State Governments have deployed tourist police in one form or other.

Further, the guidelines for formation of Tourist Security Organization (s) comprising ex-servicemen, formulated by the Ministry of Tourism, Government of India in consultation with the Ministry of Defence, Home and Directorate General of Resettlements have been forwarded to the State Governments/UT Administrations.

In addition, the Union Ministry of Tourism along with stakeholders has adopted the 'Code of Conduct for Safe and Honourable Tourism' which is a set of guidelines to encourage tourism activities to be undertaken with respect for basic rights like dignity, safety and freedom from exploitation of both tourists and local residents, in particular, women and children.

Decline in number of tourists

1993. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of TOURISM be pleased to state:

(a) whether tourist arrival from various parts of world has shown decline during the last nine months;

(b) if so, the number of foreign tourists visited India during the last nine months, region-wise;

(c) whether there has been delay in granting financial support to various States for development of tourism infrastructures in India; and

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

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) No, Sir. The Foreign Tourist Arrivals (FTAs) in India has witnessed a growth of 3.53% during the period June, 2012 - February, 2013 over the same period of previous year.

(b) The month-wise number of FTAs during the period June, 2012 - February, 2013 are given below:

Month	FTAs (Provisional)
1	2
June, 2012	4,32,128
July, 2012	5,24,644
August, 2012	4,55,662
September, 2012	4,14,859

1	2
October, 2012	5,76,382
November, 2012	6,89,613
December, 2012	7,49,701
January, 2013	6,98,995
February, 2013	6,88,312

The region-wise break-up of FTAs is not available.

(c) and (d) Ministry of Tourism provides financial assistance to the State Governments/Union Territory (UT) Administrations for tourism projects based on the proposals received from them, which are complete in all respects as per the Scheme Guidelines, *inter-se* priority and subject to availability of funds. Tourism projects to be funded by Ministry of Tourism are decided in consultation with the State Governments/Union Territory (UT) Administrations in prioritization meetings held every year. Funds are released to the various States/UTs after the project is sanctioned as per scheme guidelines. However, tourism projects are not sanctioned to States/UTs if there are pending Utilization/Completion Certificate as per the latest instructions of Government of India.

Sanction of funds for eco-tourism project

1994. SHRI RAJIV PRATAP RUDY: Will the Minister of TOURISM be pleased to state:

(a) the measures taken by Government to promote tourism including eco-tourism in India particularly in Bihar;

(b) whether Government of Bihar has requested for additional sanction of Central funds to carry out various tourism projects in Bihar;

(c) if so, the details thereof and the measures taken by Government;

(d) the details on the projects proposals received and sanctioned including eco-tourism projects along with the financial assistance provided to various States including Bihar; and

(e) the details on the measures taken by Government to promote Tourism along with the revenue generated over last four years, year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM (DR. K. CHIRANJEEVI): (a) Development, promotion and implementation of tourism projects, including eco-tourism projects at identified tourism spots, are primarily the responsibility of State Governments/Union Territory (UT) Administrations concerned. However, the Ministry of Tourism, grants Central Financial Assistance (CFA) for the projects, including the projects promoting eco-tourism, to the State Governments/UT Administrations in consultation with them, subject to availability of funds, utilization of funds sanctioned earlier, *inter-se* priority, and adherence to Scheme Guidelines. The Ministry also promotes various tourism products in the country including those of Bihar, through its Incredible India campaign.

(b) and (c) The project proposals for Central Financial Assistance submitted by the State Governments/UT Administrations are finalised through a system of prioritization meetings with the concerned State Governments/UT Administrations including Bihar. The prioritization meeting for Bihar for the financial year 2013-14 was held on 9th January, 2013 and the quantum of CFA to Bihar will be based on submission of detailed project proposals by the State.

(d) The details of Central Financial Assistance to State Governments/UT Administrations including the State of Bihar during the Eleventh Five Year Plan are given in the Statement (*See* below).

(e) The Ministry of Tourism, releases print, electronic and online media campaigns, under the 'Incredible India' brand-line, to promote India as a holistic destination in the domestic and international markets. The holistic promotion includes promotion of various Indian tourism products and destinations. Besides, the Ministry through its overseas offices, organizes Road Shows, Know India Seminars, Workshops, etc. and participates in various Fairs, Exhibitions and Events to promote various Indian tourist destinations and products. The Ministry of Tourism also provides financial assistance to stakeholders for promotion of tourism in the international domestic markets under the Marketing Development Assistance (MDA) Scheme.

The Foreign Exchange Earnings through Tourism during the last four years is as given under:

Year	Amount (Rupees in crore)
2009	53,700
2010	64,889
2011	77,591
2012	94,487

Statement*Details for Central Financial Assistance to State Governments/UT Administrations during the Eleventh Plan Period***Number of Projects* and Amount Sanctioned***

(Rs. in crore)

Sl. No.	State	2007-08		2008-09		2009-10		2010-11		2011-12		Grand Total	
		No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	9	26.29	8	109.89	13	37.29	10	20.38	12	50.77	52	244.62
2.	Arunachal Pradesh	11	43.30	13	31.47	14	36.54	13	32.26	11	30.68	62	174.25
3.	Andaman and Nicobar Islands	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
4.	Assam	6	17.47	4	21.08	7	22.76	4	23.55	5	11.08	26	95.94
5.	Bihar	4	21.95	10	25.05	3	6.99	1	3.60	0	0.00	18	57.59
6.	Chandigarh	2	0.20	5	7.99	5	11.51	5	11.04	2	0.25	19	30.99
7.	Chhattisgarh	5	12.94	1	11.34	0	0.00	4	20.95	1	0.35	11	45.58

8. Dadra and Nagar Haveli	0	0.00	3	0.24	0	0.00	0	0.00	0	0.00	0	0.00	3	0.24
9. Daman and Diu	0	0.00	1	0.12	0	0.00	0	0.00	0	0.00	0	0.00	1	0.12
10. Delhi	8	20.76	1	0.15	9	44.91	5	9.75	4	2.72	27	78.29		
11. Goa	0	0.00	2	43.14	2	17.00	3	12.78	1	4.98	8	77.90		
12. Gujarat	5	5.81	7	21.33	1	7.33	1	0.14	3	51.75	17	86.36		
13. Haryana	10	22.50	7	36.70	6	12.37	6	27.41	6	0.80	35	99.78		
14. Himachal Pradesh	12	34.81	10	34.58	6	23.95	12	34.98	5	0.47	45	128.79		
15. Jammu and Kashmir	33	70.60	28	43.42	31	49.75	20	56.17	33	171.23	145	391.17		
16. Jharkhand	7	11.31	0	0.00	3	0.25	5	7.56	6	48.15	21	67.27		
17. Kerala	11	41.24	12	42.68	7	12.98	3	42.87	7	23.76	40	163.53		
18. Karnataka	6	24.79	4	42.73	13	42.42	2	8.59	6	21.95	31	140.48		
19. Lakshadweep	1	7.82	0	0.00	0	0.00	0	0.00	0	0.00	1	7.82		
20. Maharashtra	7	22.79	3	41.10	2	5.01	3	11.30	8	82.76	23	162.96		
21. Manipur	5	11.11	9	29.44	9	27.14	8	39.40	5	30.73	36	137.82		
22. Meghalaya	2	6.74	7	17.14	7	14.73	9	22.53	3	0.50	28	61.64		
23. Mizoram	6	26.93	4	3.18	7	24.06	9	11.51	7	13.91	33	79.59		

1	2	3	4	5	6	7	8	9	10	11	12	13	14
24.	Madhya Pradesh	16	39.51	11	31.41	11	60.99	13	30.85	8	40.43	59	203.19
25.	Nagaland	22	32.41	11	25.40	13	24.60	10	29.10	19	65.45	75	176.96
26.	Odisha	13	30.87	6	41.15	9	23.69	6	20.29	6	11.95	40	127.95
27.	Puducherry	6	16.10	4	2.52	3	5.57	3	50.26	4	0.30	20	74.75
28.	Punjab	2	15.98	5	24.93	3	9.48	4	11.91	2	4.39	16	66.69
29.	Rajasthan	2	15.54	9	44.31	7	19.74	7	31.32	3	14.50	28	125.41
30.	Sikkim	25	55.91	20	66.78	19	42.36	14	23.48	8	25.15	86	213.68
31.	Tamil Nadu	11	27.61	16	36.14	10	16.28	6	60.00	6	20.75	49	160.78
32.	Tripura	11	11.11	6	3.61	13	20.67	12	40.73	6	15.44	48	91.56
33.	Uttar Pradesh	7	29.24	6	38.40	6	21.90	14	27.85	11	51.00	44	168.39
34.	Uttarakhand	6	21.01	2	44.68	1	0.55	8	29.78	14	102.66	31	198.68
35.	West Bengal	12	32.41	10	37.94	7	28.37	8	22.02	11	28.80	48	149.54
GRAND TOTAL		283	757.06	245	960.04	247	671.19	228	774.36	223	927.66	1226	4090.31

*Includes Projects relating to Product/Infrastructure Development for Destinations and Circuits (PIDDC), Human Resource Development (HRD), Fairs and Festivals and Rural Tourism (A&RT)

Slash in budget of the Tribal Affairs

1995. SHRI A. ELAVARASAN: Will the Minister of TRIBAL AFFAIRS be pleased to state:

- (a) whether the Department of Expenditure has slashed the budget of the Tribal Affairs in the current financial year;
- (b) if so, the details thereof;
- (c) whether the budget cut would directly affect implementation of Welfare Programmes of Scheduled Tribes including development of primitive tribal groups; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) to (d) The Department of Expenditure has revised the budget any provision for the Ministry of Tribal Affairs for the year 2012-13 from Rs.4090.00 crore (at Budget Estimate stage) to Rs.3100 crore (at the Revised Budget Estimate State).

Because of the revision, scheme-wise allocation of the Ministry has been revised as under:

Name of scheme	BE 2012-13	RE 2012-2013
A. Special Central Assistance	2517.00	1672.54
B. Central Sector Scheme	548.00	401.18
C. Centrally Sponsored Programme	1025.00	1026.28
TOTAL:	4090.00	3100.00

Development of Particularly Vulnerable Tribal Groups (PTGs) is a Central Sector Scheme for which Budget of Rs. 240 crore was allocated at BE stage which has been revised at Rs. 174.50 crore at RE stage, after revision of the budget to the Ministry.

Irregularities in the implementation of project in Tribal States

1996. SHRI BAISHNAB PARIDA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether Government has decided to probe any kind of irregularities in the implementation of projects under Central schemes for the development of tribals;

(b) if so, the details thereof;

(c) the details of funds that had been provided to Odisha and other Tribal States under Central projects for development of SCs/STs in these States in the last five years; and

(d) whether it has brought improvement in development of tribal people in such regions?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) and (b) No irregularities in the schemes run by this Ministry and implemented through State Governments and UT Administrations for the welfare of tribal people has been brought to the notice of the Ministry of Tribal Affairs.

(c) and (d) The Ministry of Tribal Affairs is implementing Special Area Programmes/Central Sector/Centrally Sponsored Schemes for the socio-economic development of Scheduled Tribes in the country. The projects for the development of Scheduled Tribes under the schemes/programmes of the Ministry are implemented through the State/UT Governments and Non-Governmental Organisations (NGOs). Main objective of the schemes/programmes administered by the Government of India and those implemented by State/UT Government is the socio-economic development of tribals. Implementation of the schemes/programmes of the Governments for the upliftment of tribal people is an on-going process. Scheme-wise and State-wise details of fund released during the last five year and current year is given in the Statement (*See below*).

Statement*Scheme-wise and State-wise detail of Funds released for Development of STs*

Sl. No.	Name of Scheme	Funds released to all States including Odisha					Funds released to Government of Odisha					(Rs. in lakh)
		2007-08	2008-09	2009-10	2010-11	2011-12	2007-08	2008-09	2009-10	2010-11	2011-12	
1	2	3	4	5	6	7	8	9	10	11	12	
1.	Special Central Assistance to Tribal Sub Plan (SCA to TSP)	67825.82	78086.83	48124.01	93172.77	97733.77	8543.41	10290.50	8885.55	12393.00	14449.15	
2.	Grant under Article 275(I) of the Constitution of India	39027.69	33978.41	39910.00	99988.41	108483.48	4176.84	4129.73	7026.00	11144.33	11347.00	
3.	Post Matric Scholarship for ST students	20003.45	22586.31	27086.73	55602.99	86564.76	95.97	461.75	566.79	1104.03	1809.47	
4.	Upgradation of Merit for ST students	138.28	73.30	50.00	72.38	197.06	20.40	17.94	0.00	0.00	0.00	
5.	Vocational Training in Tribal Areas (State component)	675.00	697.25	0.00	600.00	600.00	0.00	0.00	0.00	0.00	0.00	

1	2	3	4	5	6	7	8	9	10	11	12
6.	Vocational Training in Tribal Areas (NGO component)	180.54	105.33	1946.00	56.74	60.96	0.00	0.00	0.00	0.00	0.00
7.	Hostels for ST Girls/Boys	3700.00	6500.00	6400.00	7800.00	7800.00	1197.00	87.60	0.00	1000.00	0.00
8.	Establishment of Ashram Schools in TSP Areas	2000.00	3000.00	4100.00	6500.00	7500.00	0.00	1020.00	1500.00	2004.00	2550.00
9.	Grant-in-Aid to Voluntary Organisation working for the Welfare of Scheduled Tribes	3314.64	3885.90	4558.27	5199.63	5235.66	468.08	447.19	614.02	487.53	1243.85
10.	Strengthening Education among Scheduled Tribe Girls in Low Literacy Districts	1975.00	4000.00	3350.00	3756.02	3123.19	159.25	1193.66	1238.83	1133.43	986.68
11.	Development of Particularly Vulnerable Tribal Groups (PTGs)	5785.89	19206.78	8361.75	23244.78	23129.30	1000.00	1243.00	1228.70	1226.68	1224.73
12.	Coaching for Scheduled Tribes	229.99	280.88	300.00	152.74	249.93	10.20	22.83	9.32	12.7	0.00

13. Grants-in-Aid to State Tribal Development Cooperative Corporations (STDCCs) etc. for Minor Forest Produce (MFP) Operations	1848.00	1600.00	1000.00	1500.00	2000.00	308.00	100.00	219.00	225.00	315.00
14. Grants-in-Aid to Tribal Research Institutes	584.12	686.71	605.34	405.78	366.52	24.83	77.25	50.31	64.83	50.34
15. Organisation of Tribal Festivals	0.00	17.30	29.90	30.00	59.59	0.00	6.00	0.00	0.00	7.50
TOTAL:	147288.42	174705.00	145822.00	298082.24	343104.22	16003.98	19097.45	21338.52	30795.53	33983.72

Funds released for Development of SCs

(Rs. in lakh)

Sl. No.	Name of Scheme	Funds released to all States including Odisha					Funds released to Government of Odisha				
		2007-08	2008-09	2009-10	2010-11	2011-12	2007-08	2008-09	2009-10	2010-11	2011-12
1	2	3	4	5	6	7	8	9	10	11	12
1.	Post matric Scholarship for SC students	87508.23	64549.50	101596.21	209720.83	271134.44	0.00	500.00	0.00	2697.51	3974.64

1	2	3	4	5	6	7	8	9	10	11	12
2.	Pre-Matric scholarship to the children of those engaged in unclean occupations	309.87	5927.28	7974.02	5847.77	6365.16	0.00	35.72	0.00	0.00	48.14
3.	Grant-in-aid to Voluntary Organisations	3095.94	2150.65	1122.79	2943.29	1935.40	281.48	288.72	155.59	392.61	240.88
4.	Special Central Assistance to SCSP	50139.99	60159.12	45896.15	58727.50	65639.94	2453.49	2832.14	2209.99	1261.37	2508.97
5.	Implementation of the protection of Civil Rights Act, 1955 and the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities)	3906.30	4306.45	6865.57	6982.91	7203.76	49.75	60.00	69.58	645.58	254.22
6.	Babu Jagjivan Ram Chhatrawas Yojana (SC Girls Hostel)	3050.00	5862.52	2536.01	4391.00	3831.41	1419.63	1914.89	0.00	0.00	0.00
7.	Babu Jagjivan Ram Chhatrawas Yojana (SC Boys Hostel)	3677.99	2573.27	620.23	3428.10	2760.00	91.58	755.93	0.00	0.00	0.00
8.	Upgradation of Merit for SC Students	119.45	175.07	200.00	289.43	156.54	0.00	0.00	0.00	0.00	0.00
TOTAL:		151807.77	145703.86	166810.98	292330.83	359026.65	4295.93	6387.40	2435.16	4997.07	7026.85

Forcibly conversion of religion in Pakistan

†1997. SHRI THAAWAR CHAND GEHLOT: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government is aware that the Hindus living in Pakistan and Bangladesh are being pressurised, bullied, allured and forced to change their religion; and

(b) if so, the action taken by Government to prevent this religious conversion in these countries?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Government has from time to time come across reports of problems being faced by members of minority communities in foreign countries including, in some countries, of Hindu minorities.

(b) It is the primary responsibility of foreign Governments to discharge their obligations towards all their citizens including those that belong to their minority communities. Though the 'Simla Agreement' with Pakistan specifically provides for non-interference in each others' internal affairs, nevertheless, based on reports of persecution of minority groups in Pakistan, Government has taken up the matter with the Government of Pakistan. The Government of Pakistan has stated that it was fully cognizant of the situation and looked after the welfare of all its citizens, particularly the minority community. The Government of Bangladesh has been reiterating its commitment to safeguarding minority rights within the legal framework of Bangladesh's constitution.

Development scheme for tribals in naxal affected districts

1998. DR. T.N. SEEMA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether Government has failed in implementing effective development schemes for tribals in naxal affected districts of various States;

(b) if not, the details of all such schemes and their outcome; and

(c) whether Government proposes to set up an institution to provide a livelihood to tribals in naxal-affected districts in various States?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) to (c) The Ministry of Tribal Affairs is implementing Special Area Programmes/Central Sector/Centrally Sponsored Schemes for the socio-economic development of Scheduled Tribes in the country. List of schemes being implemented by Ministry of Tribal Affairs showing the allocation of funds and expenditure during the current year is given in the Statement (*See below*). These schemes cover the tribal areas including the naxal affected area. In addition, Planning Commission has also started Integrated Action Plan (IAP) scheme for selected tribal and backward 82 districts *w.e.f.* 25.11.2011. As per information received from the Planning Commission, an amount of Rs. 5540.00 crore has been released till date out of which expenditure of Rs. 3944.14 crore has been incurred. Ministry of Rural Development has informed that it has also undertaken Aajeevika Skill Development Programme under National Rural Livelihood Mission in the naxal affected Districts of the country.

Statement

List of Schemes being implemented by Ministry of Tribal Affairs showing allocation of funds and expenditure during current year

(Rs. in crore)

Sl. No.	Name of the scheme	RE 2012-13	Expenditure during 2012-13 (upto 28.02.2013)
1	2	3	4
1.	Special Central Assistance to Tribal Sub Plan (SCA to TSP)	852.54	852.54
2.	Grant under Article 275(1) of the Constitution of India	820.00	761.75
3.	Support to NSTFDC	68.10	59.00
4.	Aid to Voluntary Organizations/ Exemplary Service	33.75	10.52
5.	Vocational Training Centers (NGOs)	2.22	1.23

1	2	3	4
6.	Strengthening of Educational among ST Girls	14.61	1.41
7.	Development of Particularly Vulnerable tribal Group (PTG)	178.50	162.19
8.	Vocational Training Centers (States)	2.65	2.65
9.	Rajiv Gandhi National Fellowship for ST students	45.00	45.00
10.	Institute of Excellence/Top class Institute	10.11	9.34
11.	National Overseas Scholarship	1.00	0.95
12.	PMS, Book Bank and Upgradation of Merit	749.14	618.92
13.	Pre-Matric Scholarship for ST Students	111.73	109.73
14.	Boys and Girls Hostels	78.00	75.20
15.	Ashram Schools	61.00	61.00
16.	Market Development of Tribal Products/Produce	47.24	22.00
17.	Grant-in-aid to STDCCs for MFP Operations	13.00	11.56
18.	Research Information and Mass Education, Tribal Festivals and Others	8.56	6.75
19.	Monitoring and Evaluation	1.35	0.75
20.	Information Technology	1.50	1.33
TOTAL:		3100.00	2813.82

Pre-matric scholarship for ST students

1999. SHRIMATI JHARNA DAS BAIDYA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether Government has launched pre-matric scholarship scheme for Scheduled Tribes (ST) students;

(b) if so, the details thereof; and

(c) the Central Financial Assistance provided to the State Governments and Union Territory Administrations under this scheme during 2012-13, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) Yes, Madam. The Ministry of Tribal Affairs has introduced a Centrally Sponsored Scheme of Pre-Matric Scholarship for ST students studying in classes IX and X *w.e.f.* 01-07-2012.

(b) The Scheme aims at improving participation of ST children in classes IX and X of the Pre-Matric stage, so that they perform better and have a better chance of progressing to the Post-Matric stage of education. The rates of Scholarship are Rs.150/- per month for day scholars and Rs. 350/- per month for hostellers, for a period of 10 months in a year and books and ad hoc grant of Rs.750/- per year for day scholars and Rs.1000/- per year for hostellers. Additional allowance for ST students with disabilities is also admissible to those students who are studying in private unaided recognized schools. The scholarship is, however, available to only those ST students who are not getting any other Centrally funded Pre-Matric Scholarship and whose parents'/guardian's annual income does not exceed Rs. 2.00 lakh. The Scheme is implemented through the State Governments and UT Administrations who receive 100% Central Assistance over and above the committed liability of the State Governments/UT Administrations.

(c) Details of Central Assistance released to State/UT-wise under the Scheme during 2012-13 (as on 11/03/2013) are as under:-

Sl. No.	Name of the State	Central Assistance Released (Rs. in lakh)
1	2	3
1.	Andhra Pradesh	500.00
2.	Assam	90.00
3.	Chhattisgarh	593.00

1	2	3
4.	Gujarat	500.00
5.	Himachal Pradesh	20.00
6.	Jharkhand	1472.00
7.	Karnataka	260.00
8.	Madhya Pradesh	3400.00
9.	Maharashtra	251.00
10.	Mizoram	70.00
11.	Odisha	3128.00
12.	Sikkim	4.00
13.	Tamil Nadu	26.00
14.	Tripura	340.00
15.	Uttarakhand	26.00
16.	West Bengal	260.00
17.	Dadra and Nagar Haveli	33.00
GRAND TOTAL:		10973.00

Financial assistance to NGOs for tribal welfare

2000. SHRI TARUN VIJAY: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether any survey/study has been conducted to ascertain the population of various tribes living in forest areas in the country;

(b) if so, the details thereof;

(c) the grants/financial assistance given to NGOs for tribal welfare during the last two years, year-wise, NGO-wise, State-wise and scheme-wise;

(d) whether the objectives for which above money allocated has been achieved;

(e) the details of monitoring mechanism through which Ministry ensure that money given through NGOs reaches the beneficiary; and

(f) the details of the basis/criteria adopted by Government to initiate tribal welfare activities?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) and (b) No, Sir. The Ministry of Tribal Affairs has not conducted any such survey to ascertain the population of various tribes living in forest areas in the country. The demographic details in respect of people residing in the forest areas in the country are maintained by the respective States/Union Territory Governments. Other information regarding such communities, wherever available, is collected from National Statistical Data and from relevant Ministries.

(c) The grants/financial assistance given to NGOs for tribal welfare during the last two years, year-wise, NGO-wise, State-wise and scheme-wise, is at Annexure. [See Appendix 228, Annexure No. 29]

(d) Yes, Sir. Through these projects, the Ministry has been able to reach many underserved tribal areas and fill critical gaps on important sectors.

(e) The projects are monitored through the following mechanism:

- (i) Mandatory annual inspection by District authorities.
- (ii) Scrutiny of proposals by multidisciplinary State Level Committee (SLC) for voluntary efforts every year.
- (iii) Field inspection by Minister while going on tour to State/UT.
- (iv) The Ministry has engaged a professional agency for the concurrent monitoring of NGO run projects.

(f) For the projects under the Scheme of Strengthening Education in Low Literacy Districts, the criteria for identifying the 54 low literacy Districts are:

- (i) 25 % or more ST population as per 2001 census.
- (ii) ST female literacy rate is below 35% or its fractions as per 2001 census.

Funds released for ongoing schemes in Assam

2001. SHRI BHUBANESWAR KALITA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the total amount of funds released for various ongoing schemes by the Ministry for the State of Assam in the last five years;

(b) whether Schemes under the Ministry can be taken in the sixth schedule districts of the State; and

(c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) The details of fund released to the State of Assam during the last five years under various schemes of Ministry of Tribal Affairs is given in the Statement (*See below*).

(b) and (c) Sixth schedule areas are not excluded while extending benefits of developmental schemes under this Ministry.

Statement

*Details of funds released to the State of Assam during
the last five years*

Sl.No.	Name of the scheme	2007-08	2008-09	2009-10	2010-11	2011-12
1	2	3	4	5	6	7
1.	Special Central Assistance to Tribal Sub Plan (SCA to TSP)	3220.27	8451.70	2883.00	3500.00	5475.00
2.	Grant under Article 275(1) of the Constitution of India	1192.63	1444.88	1240.77	3517.96	3419.00
3.	Post Matric Scholarship for ST students	1857.14	1696.18	2510.12	2881.26	4210.84
4.	Upgradation of Merit for ST students	9.00	0.00	0.00	0.00	0.00
5.	Vocational Training in Tribal Areas (State component)	0.00	130.74	0	150.00	0.00

1	2	3	4	5	6	7
6.	Vocational Training in Tribal Areas (NGO component)	44.46	42.06	54.00	31.20	118.60
7.	Hostels for ST Girls/Boys	0.00	601.39	0.00	0.00	0.00
8.	Grant-in-Aid to Voluntary Organisation working for the Welfare of Scheduled Tribes	85.28	74.10	96.73	61.29	112.56
9.	Grants-in-Aid to State Tribal Development Corporative Corporations (STDCCs) etc. for Minor Forest Produce (MFP) Operations	0.00	46.00	65.00	0.00	0.00
10.	Grants-in-Aid to Tribal Research Institutes	27.25	50.75	17.00	32.69	40.84
11.	Organisation of Tribal Festivals	0.00	6.00	0.00	0.00	7.50
TOTAL:		6436.03	12543.8	6866.62	10174.4	13384.34

Utilisation of funds allocated for Scheduled Tribes

2002. SHRI C.P. NARAYANAN: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the amounts allocated by Government during the last three years for Scheduled Tribes;

(b) the percentage of these amounts that were spent;

(c) whether the allocations are not spent due to lack of feasible projects or due to failure of implementing agencies; and

(d) whether the unspent amounts are reallocated in succeeding years as part of tribal plan?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) and (b) The Details of the budgetary allocations made to the Ministry of Tribal Affairs for the welfare of Scheduled Tribes in the last three financial years (2009-10 to 2011-12) and percentage of the amount utilized by the Ministry are as under:

Years	BE	RE	% of exp. w.r.t. RE
2009-10	3205.52	2000.00	99.83
2010-11	3206.50	3205.70	97.84
2011-12	3723.01	3723.01	97.33

(c) The short fall in utilization of allocation occurs because of reasons like non receipt of utilization certificates or non-submission of requisite information/documents by the concerned agencies.

(d) Amount not spent under different schemes such as Central Sector Scheme, Centrally Sponsored Scheme and Special area program within the financial year lapses after the end of the financial year. However, as per guidelines issued by the Planning Commission, funds released to State Governments under Tribal Sub-Plan are non-divertable and non-lapsable.

MSP for minor forest produce of tribals

2003. SHRI BHUPENDER YADAV: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether Union Government has received proposals from various State Governments including Chhattisgarh to fix the Minimum Support Price (MSP) for Minor Forest Produce of tribals;

(b) if so, the details thereof, along with the follow-up action taken thereon, State-wise; and

(c) the funds sanctioned and released and its utilisation reported by State Governments for procurement of Minor Forest Produce at MSP during each of the last three years and current year?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRIMATI RANEE NARAH): (a) and (b) The Government has not received any

proposal to fix the Minimum Support Price (MSP) for Minor Forest Produce (MFP).

(c) Funds are sanctioned and released by the Ministry of Tribal Affairs under the Central Sector Scheme of 'Grants-in-Aid to State Tribal Development Cooperative Corporations (STDCCs) for Minor Forest Produce (MFP) Operations'. Details of fund released by the Ministry and fund utilized by the States are given in the Statement (*See below*).

Statement

Details of fund released under the Central Sector Scheme of 'Grants-in-Aid to STDCCs etc. for Minor Forest Produce (MFP) Operations by the Ministry and fund utilized by the States are as under

(Rs. in Lakh)

Sl. No.	State	2009-10		2010-11		2011-12		2012-13
		Fund Released	Fund Utilized	Fund Released	Fund Utilized	Fund Released	Fund Utilized	Fund Released
								as on 13.3.2013
1	2	3	4	5	6	7	8	9
1	Andhra Pradesh	158.00	158.00	158.00	158.00	194.00	194.00	144.00
2	Assam	65.00	0.00	0.00	0.00	0.00	0.00	0.00
3	Chhattisgarh	87.00	87.00	0.00	0.00	200.00	0.00	189.00
4	Gujarat	146.00	146.00	130.00	130.00	150.00	150.00	160.00
5	Himachal Pradesh	5.00	5.00	33.00	33.00	10.00	7.00	7.00
6	Kerala	7.00	7.00	58.00	0.00	14.00	0.00	0.00
7	Madhya Pradesh	0.00	0.00	312.00	312.00	472.00	0.00	0.00
8	Maharashtra	168.00	168.00	234.00	234.00	330.72	245.00	245.00
9	Meghalaya	39.00	39.00	92.00	92.00	77.00	0.00	0.00

1	2	3	4	5	6	7	8	9
10	Odisha	219.00	219.00	225.00	225.00	315.00	166.00	233.00
11	Tripura	20.00	20.00	71.00	71.00	38.00	38.00	28.00
12	West Bengal	86.00	86.00	145.00	145.00	170.00	0.00	126.00
13.	Rajasthan	0.00	0.00	42.00	42.00	29.28	0.00	0.00
14.	Mizoram	0.00	0.00	0.00	0.00	0.00	0.00	24.00

Change in Rent Control Act

2004. DR. PRADEEP KUMAR BALMUCHU: Will the Minister of HOUSING AND POVERTY ALLEVIATION be pleased to state:

- (a) whether Government is planning to bring changes in the Rent Control Act and give it a industry status;
- (b) if so, the details thereof;
- (c) whether a Technical Group has also been constituted for evaluation of the conditions and to submit the Report;
- (d) whether the said Technical Group has submitted its Report to Government;
- (e) the recommendations made and the details thereof; and
- (f) the stand of Government in this regard?

THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION (SHRI AJAY MAKEN): (a) and (b) 'Land' and 'Colonisation' are State subjects and the issue of Rent Control falls within the relm of State functions. Rent control reforms were a part of optional reforms under JNNURM. The Ministry of Housing and Urban Poverty Alleviation has circulated a draft Model Rent Control Act for ascertaining the views and comments of States and Union Territories.

According infrastructure status to 'Affordable Housing' has been taken up separately by this Ministry with the Ministry of Finance.

- (c) Yes, Sir. The Ministry of Housing and Urban Poverty Alleviation has set up a "Task Force on Rental Housing" under the Chairmanship of Shri Jaithirth Rao,

Chairman of Value and Budget Housing Corporation Private Limited to recommend policy interventions to facilitate creation of additional rental housing stocks to cater to the housing needs of those who cannot afford to buy them.

(d) The report of the Task Force has not yet been received.

(e) and (f) In view of the above, the question does not arise.

Space for car parking

2005. DR. KANWAR DEEP SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Government has taken note of increasing concerns regarding limited space for car parking across major cities, which has come to a position wherein cars are being parked on roads;

(b) if so, the details thereof;

(c) the proposed plan of action to address the same, including an estimated time horizon; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) Yes, Sir.

(b) to (d) Transport is a State subject. However, considering the problem of congestion and parking on the roads, Government of India has issued an advisory to all the States and UTs for imposing congestion charges as and when considered appropriate by the States. A copy of the advisory has also been uploaded on the website of the Ministry of Urban Development.

Mithi River Development Project

2006. SHRI PIYUSH GOYAL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that the Brihanmumbai Municipal Corporation has submitted a proposal for Mithi River Development Project under Additional Central Assistance (ASA) on 23 December, 2009 and 8 September, 2010;

(b) if so, the details thereof;

- (c) whether the project has been approved;
- (d) if not, the reasons therefor;
- (e) the details of the timeline for the approval of this project; and
- (f) the reasons for the long delay in the approval of this project?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) to (f) Yes, Sir. Government of Maharashtra had sent a revised Detailed Project Report (DPR) for Mithi River Development Project to the Ministry on 8th September, 2010 and the same was sent to Ministry of Water Resources on 27.9.2010 for technical appraisal. Central Water Commission (CWC), Ministry of Water Resources on examination of the revised DPR has asked for hydrological data from the Government of Maharashtra. The project has not been technically cleared from the Ministry of Water Resources due to non-furnishing of hydrological data by the Government of Maharashtra.

Finalization of Recruitment Rules in CPWD

2007.SHRI A.A. JINNAH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

- (a) whether it is a fact that more than 50 per cent of Sanctioned posts in respect of Office Superintendent Grade-I in CPWD are lying vacant since August, 2012 due to non finalization of Recruitment Rules for the same;
- (b) whether it is also a fact that non promotion to the post of Office Superintendent Grade-I is hampering the process of promotion of lower grades also *i.e.* peon to UDC to OS, LDC to UDC and Peon to LDC;
- (c) if so, the details thereof; and
- (d) the expected time to get these Recruitment Rules finalized and subsequently vacant post of Office Superintendent Grade-I and other posts filled?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) and (b) Yes, Sir.

- (c) Out of revised strength of 162 nos. of Office Superintendent-I, 91 posts are vacant.

(d) Subsequent to Cadre Review of Ministerial Cadre, revised Recruitment Rules have been framed and forwarded to Department of Personnel and Training by Ministry of Urban Development. The same are under consideration with Department of Personnel and Training. Revision of Recruitment Rules require approval of Department of Personnel and Training, Union Public Service Commission and Ministry of Law and Justice before notification in the Gazette. Therefore no time line for publishing of Recruitment Rules can be committed.

Roadmap for improving public transport system in Mumbai

2008. SHRI RAJKUMAR DHOOT: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Government has put in place a roadmap for improving public transport system in Mumbai and other Capital cities of the country during the Twelfth Plan period;

(b) if so, the details thereof; and

(c) the efforts so far been made by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) Yes, Sir.

(b) and (c) A Working Group was set up to submit a report on Urban Transport for the Twelfth Five Year Plan. The detailed report as submitted by the Working Group is hosted on Ministry's website www.urbanindia.nic.in. The Government is continuously supporting various public transport projects such as Metro Rail, Bus Rapid Transit System (BRTS) and modern city bus services as per urban bus specifications in various cities including Capital cities of the country like Mumbai as suggested in the Twelfth Five Year Plan. Government has approved 21 Bus Rapid Transit System (BRTS) of which, 3 projects have been completed and remaining projects are under completion. Total 15260 buses have already been sanctioned to all 61 mission mode cities under Jawaharlal Nehru National Urban Renewal Mission (JNNURM). The details of approved metro rail proposals, details of ongoing metro rail projects, details of delivery of buses to cities of the States and details of Bus Rapid Transit System (BRTS) for cities of the States are given in Statement-I, II, III and IV respectively (*See below*). The projects already sanctioned during Eleventh Five Year Plan being continuously implemented during Twelfth Five Year Plan till their completion.

Statement-I*Details of the approved metro rail projects*

Sl. No	Name of State	Proposals received	Date of Approval
1	2	3	4
1.	Delhi and National Capital Region (NCR)	Delhi MRTS Phase-I	17.09.1996
		Delhi MRTS Phase-II	30.03.2006
			4.12.2006
		Central Secretariat to Badarpur	17.05.2007
		Dwarka Sector-9 to Dwarka Sector-21	26.04.2008
		New Delhi Railway Station to IGI Airport to Dwarka Sector-21	17.5.2007
			29.01.2009
		Extension of Delhi Metro to Gurgaon (Haryana)	4.12.2006
		Extension of Delhi Metro to Noida (Uttar Pradesh)	19.3.2008
		Extension of Delhi Metro from Anand Vihar ISBT to Vaishali, Ghaziabad (Uttar Pradesh)	5.9.2011
		Delhi Metro Phase-III	26.09.2011
		Extension of Delhi Metro from Badarpur to YMCA Chowk, Faridabad (Haryana)	13.09.2011
		Extension from Dwarka to Najafgarh	11.09.2012
		Extension from Yamuna Vihar to Shiv Vihar	11.09.2012

1	2	3	4
		Extension of Delhi Metro from Mundka to Bahadurgarh (Haryana)	11.09.2012
2.	Tamil Nadu	Chennai Metro	Approved in 2009
3.	Karnataka	Bangalore- Phase I	Approved in 2011
4.	West Bengal	Kolkata East - West Metro	30.07.2008
5.	Rajasthan	Jaipur Metro Stage-I	21.01.2011
6.	Maharashtra	Mumbai-Line II	Approved in 2009
7.	Andhra Pradesh	Hyderabad Metro Project	Approved in 2010
8.	Kerala	Kochi Metro Project	Approved in July, 2012

Statement-II*Details of progress of ongoing projects*

Sl. No.	State	Proposals received	Length (in km.)	Total Cost (in crore)	Date of completion
1	2	3	4	5	6
1	Delhi and National Capital Region (NCR)	Delhi MRTS Phase III	103.05	35,242	March, 2016
		Dwarka to Najafgarh	5.50	1070	2015
		Yamuna Vihar to Shiv Vihar	2.717	282	March, 2016
		Mundaka to Bahadurgarh (Haryana)	11.5	1990	March, 2016

1	2	3	4	5	6
		Badarpur-YMCA Chowk, Faridabad (Haryana)	13.875	2494	September, 2014
2.	Karnataka	Bangalore Metro-I (JV of GoI and State)	42.3	11609	March, 2015
3.	West Bengal	Kolkata East - West Metro	14.67	4874.58	September, 2016
4.	Rajasthan	Jaipur Metro Rail Project Stage-I	9.25	1250	Latter half of 2013.
5.	Tamil Nadu	Chennai Metro	45.046	14600	2014-15
6.	Maharashtra	Mumbai Metro Line-1 (PPP) Versova-Andheri-Ghatkopar	11.07	2356	Latter half of 2013.
		Mumbai Metro Line-2 (PPP) Charkop-Bandra-Mankurd	31.87	7660	2015
7.	Andhra Pradesh	Hyderabad Metro	71.16	12132	2016
8.	Kerala	Kochi Metro	25.612	5181.79	2016

Statement-III*Details of delivery of buses to cities of the States*

Sl. No.	State	City	Total Fleet sanctioned	Supply Status upto 31-1-2013
1	2	3	4	5
1.	Andhra Pradesh	Hyderabad	1000	1000
2.	Andhra Pradesh	Tirupati	50	50
3.	Andhra Pradesh	Vijaywada	240	239

1	2	3	4	5
4.	Andhra Pradesh	Visakhapatnam	250	250
5.	Arunachal Pradesh	Itanagar	25	23
6.	Assam	Guwahati	200	182
7.	Bihar	Bodhgaya	25	0
8.	Bihar	Patna	100	0
9.	Chhattisgarh	Raipur	100	60
10.	Delhi	Delhi	1500	1500
	Delhi	DMRC Feeder	100	0
11.	Goa	Panaji	50	50
12.	Gujarat	Ahmedabad	730	585
13.	Haryana	Faridabad	150	150
14.	Himachal Pradesh	Shimla	75	75
15.	Jammu and Kashmir	Jammu	75	75
16.	Jammu and Kashmir	Srinagar	75	74
17.	Jharkhand	Dhanbad	100	50
18.	Jharkhand	Jamshedpur	50	50
19.	Jharkhand	Ranchi	100	70
20.	Karnataka	Bangalore	1000	1000
21.	Karnataka	Mysore	150	150
22.	Kerala	Kochi	200	162
23.	Kerala	Trivendrum	150	150
24.	Madhya Pradesh	Bhopal	225	125
25.	Madhya Pradesh	Indore	175	125

1	2	3	4	5
26.	Madhya Pradesh	Jabalpur	75	25
27.	Madhya Pradesh	Ujjain	50	39
28.	Maharashtra	MMR-BEST	1000	1000
	Maharashtra	MMR-Navi Mumbai	150	150
	Maharashtra	MMR-Thane	200	200
	Maharashtra	MMR-Mirabhayandar	50	50
	Maharashtra	MMR-Kalyan Dombivili	50	30
29.	Maharashtra	Nagpur	300	240
30.	Maharashtra	Nanded	30	30
31.	Maharashtra	PMPML-Pune	650	602
	Maharashtra	PMPML-Pimpri Chinchwad		
32.	Maharashtra	Nashik	100	100
33.	Manipur	Imphal	25	14
34.	Meghalaya	Shillong	120	60
35.	Mizoram	Aizwal	25	14
36.	Nagaland	Kohima	25	25
37.	Odisha	Bhubaneswar	100	105
38.	Odisha	Puri	25	
39.	Punjab	Amritsar	150	0
40.	Punjab	Ludhiana	200	10
41.	Rajasthan	Ajmer	35	35
42.	Rajasthan	Jaipur	400	270
43.	Sikkim	Gangtok	25	25

1	2	3	4	5
44	Tamil Nadu	Chennai	1000	1000
45	Tamil Nadu	Coimbatore	300	300
46	Tamil Nadu	Madurai	300	300
47	Tripura	Agartala	75	53
48	Uttar Pradesh	Agra	200	170
49	Uttar Pradesh	Allahabad	150	130
50	Uttar Pradesh	Kanpur	304	270
51	Uttar Pradesh	Lucknow	300	260
52	Uttar Pradesh	Mathura	60	60
53	Uttar Pradesh	Meerut	150	120
54	Uttar Pradesh	Varanasi	146	130
55	UT	Chandigarh	100	100
56	UT	Puducherry	50	26
57	Uttarakhand	Dehradun	60	60
58	Uttarakhand	Haridwar	60	60
59	Uttarakhand	Nainital	25	25
60	West Bengal	Asansol	100	93
61	West Bengal	Kolkata	1200	1096
TOTAL:			15260	13472

Statement-IV
Details of Bus Rapid Transit System (BRTS) for cities of the States

Sl. No.	Name of the State	Name of the City	Project Title	Date of Project Approval	Date of Completion
1	2	3	4	5	6
1	Andhra Pradesh	Vijayawada	Bus Rapid Transport System for Vijayawada (i) MG Road (II) Nujiveedu Road (iii) Eluru Road (iv) Route No. 5 (v) S.N. Puram Road (vi) Loop Road - 15.18 Km.	26-Mar-07	Dec-13
2	Andhra Pradesh	Vishakhapatnam	Bus Rapid Transit System for Vishakhapatnam (i) Simhachalam Transit corridor including tunnel (ii) Pendurthi Transit Corridor -45.20 Km.	18-May-07	Jun-13
3	Gujarat	Ahmedabad	Bus Rapid Transport System- Construction of 12 Km. long stretch (Stretch-I of first phase) BRT Roadway and Carrying out detailed studies and engineering of remaining stretches	11-Aug-06	Completed
4	Gujarat	Ahmedabad	Bus Rapid Transit System - 46 Km.	6-Oct-06	Completed
5	Gujarat	Ahmedabad	BRTS Phase-II for Ahmedabad Municipal Corporation - 30.50 Km.	19-Aug-08	Mar-14

1	2	3	4	5	6
6.	Gujarat	Rajkot	Bus Rapid Transit System Phase I (Development of Blue Corridor Part I) - 29.00 Km.	20-Jul-07	Completed
7.	Gujarat	Surat	Development of BRTS for Surat - 29.90 Km.	7-Mar-08	Dec-13
8.	Madhya Pradesh	Bhopal	Pilot Corridor (New Market to University) for Bus Rapid Transit System (42.19 Km. long)	10-Nov-06	Jun-13
9.	Madhya Pradesh	Indore	Bus Rapid Transport System-PILOT PROJECT - 11.65 Km.	11-Aug-06	Feb-14
10..	Madhya Pradesh	Indore	Reverside corridor of Indore BRTS Phase-I -14.30 Km.	12-Nov-10	Feb-14
11.	Maharashtra	Pune	BRT Pilot project for Pune city (Katraj Swargate Hadapsar Route 17.00 Km.)	11-Aug-06	Completed
12.	Maharashtra	Pune	Bus Rapid Transit (Phase I) for Pune city -48.77 Km.	25-Oct-06	Dec-13
13.	Maharashtra	Pune	Bus Rapid Transport system (Development of Infrastructure for Commonwealth Youth Games, 2008) - 36.00 Km.	5-Mar-07	Dec-13
14.	Maharashtra	Pune	BRTS Corridor for Mumbai Pune Highway (8.5 Kms) and Audh Rawet Road (14.5 Kms) Total (23 Kms)	28-Dec-07	Mar-14

15. Maharashtra	Pune	Improvement and Strengthening of New Alandi Road as BRT corridor for Pune (13.9 Km. from Vikrantwadi to Dighi-Octroi Naka)	19-Aug-08	Completed
16. Maharashtra	Pune	BRTS Corridor-Kalewadi-KSB Chowk to Dehu-Alandi Road (Trunk Route 7)-PCMC-11.20 Km.	21-Nov-08	Dec-13
17. Maharashtra	Pune	BRTS Corridor-Nashik Phata to Wakad (Trunk Route No.9)-PCMC - 7.08 Km	21-Nov-08	Jun-13
18. Rajasthan	Jaipur	BRTS project proposal (Package IB) from C zone Bypass crossing to Panipecth via Sikar Road - 39.45 Km. (for all 3 projects)	20-Jul-07	Completed
19. Rajasthan	Jaipur	Construction of Bus Rapid Transit System (Package 2) -39.45 Km. (for all 3 projects)	28-Dec-07	Mar-14
20. Rajasthan	Jaipur	BRTS (Package - IIIA & IIIB), Jaipur - 39.45 Km. (for all 3 projects)	14-Jan-09	Not Available
21. West Bengal	Kolkata	BRTS from Ultadanga to Gorla in Kolkata Metropolitan Area -15.50 Km	16-Jun-10	Sep-13

Projects under UIDSSMT for Maharashtra

2009. SHRI RAJKUMAR DHOOT: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that State Government of Maharashtra has recently submitted 40 proposals under the Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) to Government;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) to (c) Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT), State Government of Maharashtra has submitted 35 proposals which are under technical examination in the Ministry. The details of projects is given in the Statement.

Statement***Details of proposal received from State of Maharashtra***

(As on 11.03.2013)

(Rs. in Crore)				
Sl. No.	State	Town	Name of Component	Cost
1	2	3	4	5
1.	Maharashtra	Kamleshwar	UGD	23.51
2.	Maharashtra	Ichalkaranju	UGD	61.45
3.	Maharashtra	Aurangabad	UGD	394.70
4.	Maharashtra	Katol	UGD	32.33
5.	Maharashtra	Amravati	UGD	115.55
6.	Maharashtra	Ambajogai	UGD	62.12
7.	Maharashtra	Chopda	Water Supply	15.95

1	2	3	4	5
8.	Maharashtra	Rahuri	Water Supply	20.40
9.	Maharashtra	Dhule	Water Supply	110.07
10.	Maharashtra	Hingoli	UGD	72.14
11.	Maharashtra	Baramati	UGD	21.49
12.	Maharashtra	Islampur	UGD	54.86
13.	Maharashtra	Talegaon	UGD	37.09
14.	Maharashtra	Shrigonda	Water Supply	44.74
15.	Maharashtra	Shirpur	Water Supply	34.97
16.	Maharashtra	Mahabaleshwar	ROAD	34.94
17.	Maharashtra	Kopargaon	Water Supply	32.93
18.	Maharashtra	Sinner	Water Supply	89.84
19.	Maharashtra	Karad	Road	120.00
20.	Maharashtra	Ahmednagar	Water Supply	30.19
21.	Maharashtra	Gangapur	Water Supply	17.27
22.	Maharashtra	Amalner	UGD	66.76
23.	Maharashtra	Kolhapur	Water Supply	342.58
24.	Maharashtra	Malakapur (Kara)	UGD	47.80
25.	Maharashtra	Shrirampur	UGD	50.59
26.	Maharashtra	Khopali	Sewerage	41.36
27.	Maharashtra	Malegaon	UGD	191.07
28.	Maharashtra	Satara	UGD	79.42
29..	Maharashtra	Junner	UGD	21.70
30.	Maharashtra	Mahaswad	UGD	15.38

1	2	3	4	5
31.	Maharashtra	Kedagaon/Saras	UGD	82.28
32.	Maharashtra	Sawedi	UGD	100.49
33.	Maharashtra	Chopda	Water Supply	23.97
34.	Maharashtra	Samgamner	UGD	64.91
35.	Maharashtra	Rahata	Water Supply	13.62
Maharashtra TOTAL:			35	2568.47

UGD-Under Ground Drainage

Changed land use of Netaji Subhash Chandra Park in Delhi

‡2010. SHRI RAM JETHMALANI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that Netaji Subhash Chandra Park situated in front of Lal Quila in the Chandni Chowk area of Delhi State has been in existence since 1973;

(b) if so, the details thereof;

(c) whether it is also a fact that recently the land of this park is being used for religious purposes by changing its type of land use;

(d) if so, the details thereof; and

(e) when the order to change in the type of land use in respect of the above land was issued?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) and (b) Sir, the North Delhi Municipal Corporation has informed that the existence of Netaji Subhash Chandra Park is mentioned in the Wilson Survey Sheet, prepared in the year 1910-11 and the same is available in the Immovable Property Register (records) of Land and Estate Department of North, Delhi Municipal Corporation.

‡Original notice of the question was received in Hindi.

(c) to (e) As per Master Plan of Delhi-2021, the land use of the site is 'Recreational/Neighbourhood Park' which is regulated by local authorities as per rules. No change of land use of the area has taken place.

Complaints for vibrations in CPWD quarters

†2011. SHRI BASHISTHA NARAIN SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the details of vibrations being felt in around 500 quarters of 33 blocks of CPWD in Phase-I and II situated on Baba Kharak Singh Marg due to Metro Airport Express Line;

(b) whether there is a danger to these houses of getting damaged on account of this vibration;

(c) the complaints lodged by citizens/MPs, Ministers in this regard till date and the details of action taken thereon; and

(d) the steps taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) Vibration felt, in block 4-House No. 655 and Block 14-House No. 810 in phase I and Block 27-house no 1037 of Phase II of Baba Kharak Singh Marg. In this regard a letter has been written to Chief Manager of Delhi Metro Rail Corporation (DMRC).

(b) Yes, Sir. The conditions of the houses were precarious and repair work of staircase and roofs have already been carried out. Vibrations can be dangerous.

(c) and (d) Complaints were received from residents of the colony in this regard and based on the same letters were written to the Chief Manager, DMRC on 19.11.11, 15.02.12 and 04.10.12. DMRC *vide* their letter dated 03.10.2012 have intimated that the location of Train cross has been changed from the vicinity of occupied houses, so that the vibrations can be reduced.

Delhi Cooperative Societies Rules

2012. DR. JANARDHAN WAGHMARE: Will the Minister of URBAN

†Original notice of the question was received in Hindi.

DEVELOPMENT be pleased to refer to answer to Unstarred Question 3388 given in Rajya Sabha on 9 December, 2010 and state:

(a) whether Registrar of Delhi Cooperative Societies, Government of NCT of Delhi has issued Notices U/S 94 of DCS Act, 2003 to certain Co-operative House Building Societies and initiated Windingup proceedings as per DCS Act and Rules;

(b) whether some Member of Parliament *vide* his letters dated 10 January, 2013 has also apprised the Registrar on the aforesaid 'Issue'; and

(c) the details of logic conclusion derived in each case mentioning the specific reasons with complete justification where action U/S 94 could not be completed as yet?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) Yes, Sir. The Registrar Cooperative Societies (RCS), Government of National Capital Territory of Delhi (GNCTD), has informed that it has issued notice under section 94 of DCS Act, 2003 for winding-up of 57 Cooperative House Building Societies, where all the plots have been allotted to its members and thus the societies have achieved their objectives for which they came into existence.

(b) Yes, Sir. The RCS, GNCTD has stated that a letter dated 10.01.2013 has been received from Hon'ble Member of Parliament Shri Om Prakash Yadav regarding Sarva Priya Cooperative House Building Society Ltd., on several matters such as winding-up of the society under Section 94 of DCS Act, 2003.

(c) The RCS, GNCTD has informed that the final decision under Section 94 of DCS Act, 2003 is taken after receipt of detailed information from concerned society as well as consent from DDA (*i.e.* lessor), L&DO, Delhi Jal Board, etc. Action under Section 94 cannot be completed without ascertaining whether all the plots have been allotted to its members, the basic services transferred to the local civic bodies, 60 days notice is given to the Managing Committee of the society by the Registrar and examining the resolution of the General Body Meeting of the society to this effect. Only on completion of these formalities, the process under Section 94 can be logically concluded.

Registration of DDA flats purchased on power of attorney

2013. SHRI P. BHATTACHARYA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Government has issued any notification banning the sale and purchase of the property on the basis of power of attorney in Delhi;

(b) if so, whether Government is contemplating to make registration mandatory for the DDA flat owners, who had purchased the same on the basis of power of attorney prior to the issue of such notification; and

(c) if so, by when the same would commence and the details of modalities to be adopted in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) No, Sir.

(b) and (c) Does not arise in view of above reply. However Section 17 of the Registration Act, 1908 lays down the documents which are to be compulsorily registrable under the Act.

UIG schemes under JNNURM in Andhra Pradesh

2014.SHRI PALVAI GOVARDHAN REDDY: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that six proposals from Andhra Pradesh Government have been received in the Ministry under Urban Infrastructure and Governance Sub-Mission of Jawaharlal Nehru National Urban Renewal Mission (JNNURM) in 2010-11 and 2011-12;

(b) if so, the reasons that only two projects have been approved;

(c) whether it is also a fact that some proposals are not as per the prescribed parameters;

(d) if so, the details of each deficiency that the Ministry found in each of the unconsidered proposals; and

(e) the details of project proposals so far been undertaken and completed under UIG during the Mission period?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) to (d) Yes, Sir. The total allocation for the State of Andhra Pradesh under Urban Infrastructure and Governance (UIG) Sub-Mission of Jawaharlal Nehru National Urban Renewal Mission (JnNURM) is Rs. 2118.45

crore, out of which 52 projects have been approved for various Mission cities in the State with the Additional Central Assistance (ACA) commitment of Rs.2097.91 crore. In addition, Rs. 176.50 crore has been committed for sanctioning of buses under economic stimulus package for the State. Thus the State has exhausted its allocation.

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

(e) Twenty (20) projects have so far been reported physically completed out of 52 projects sanctioned under UIG Sub-Mission of JnNURM in the State of Andhra Pradesh.

Traffic congestion

2015. SHRI SANJAY RAUT: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Ministry has asked all States to identify sites of traffic congestion in their cities;

(b) whether the Centre has asked the States to adopt congestion clearing charges; and

(c) if so, the action Government is taking to upgrade double-quick public transport and road infrastructure before levying congestion clearing charges?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) to (c) No, Sir. However, an advisory letter has been issued to all the States and Union Territories in this regard. A copy of the advisory has been uploaded on the website of the Ministry of Urban Development.

PAPERS LAID ON THE TABLE

Outcome Budget (2013-14) of Ministry of Health and Family Welfare

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI S. GANDHISELVAN): Sir, I lay on the Table, a copy (in English

and Hindi) of the Outcome Budget, for the year 2013-14, of the Ministry of Health and Family Welfare.

[Placed in Library. *See* No. L.T. 8597/15/13]

Report and Accounts (2011-12) of various corporations and related papers

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): Sir, I lay on the Table—

(1) A copy each (in English and Hindi) of the following papers, under sub-section (1) of Section 619A of the Companies Act, 1956:—

- (i) (a) Thirty-sixth Annual Report and Accounts of the Dredging Corporation of India Limited (DCI), Vishakhapatnam, 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 Corporation.

[Placed in Library. *See* No. L.T. 8652/15/13]

- (ii) (a) Sixty-second Annual Report of the Shipping Corporation of India Limited, Mumbai, 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) Annexure to the Annual Report of the Shipping Corporation of India Limited, Mumbai, for the year 2011-12.
- (c) Review by Government on the working of the above Corporation.

[Placed in Library. *See* No. L.T. 8653/15/13]

(2) Statements (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) above.

I. Notifications of the Ministry of Personnel, Public Grievances and Pensions

II. Statement regarding rejection of the Awards given by BOA

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 —

[Shri V. Narayanasamy]

I. A copy each (in English and Hindi) of the following Notifications of the Ministry of Personnel, Public Grievances and Pensions (Department of Personnel and Training), under subsection (2) of Section 3 of the All India Services Act, 1951:—

(1) G.S.R. 940 (E), dated the 28th December, 2012, publishing the Indian Administrative Service (Fixation of cadre Strength) Third Amendment Regulations, 2012.

(2) G.S.R. 941 (E), dated the 28th December, 2012, publishing the Indian Administrative Service (Pay) Third Amendment Rules, 2012.

[Placed in Library. *See* No. L.T. 8566/15/13]

(3) G.S.R. 18 (E), dated the 10th January, 2013, rescinding Notification No. G.S.R. 649 (E), dated the 18th October, 1977.

[Placed in Library. *See* No. L.T. 8471/15/13]

(4) G.S.R. 54 (E), dated the 30th January, 2013, publishing the Indian Administrative Service (Fixation of cadre Strength) Amendment Regulations, 2013.

[Placed in Library. *See* No. L.T. 8566/15/13]

(5) G.S.R. 55 (E), dated the 30th January, 2013, publishing the Indian Administrative Service (Pay) Amendment Rules, 2013.

(6) G.S.R. 103 (E), dated the 18th February, 2013, publishing the Indian Administrative Service (Fixation of cadre Strength) Second Amendment Regulations, 2013.

(7) G.S.R. 104 (E), dated the 18th February, 2013, publishing the Indian Administrative Service (Pay) Second Amendment Rules, 2013.

[Placed in Library. *See* No. L.T. 8566/15/13]

II. A copy (in English and Hindi) of the Statement regarding rejection of the Awards given by the Board of Arbitration (BoA) under the scheme for

Joint Consultative Machinery (JCM) and Compulsory Arbitration for the Central Government Employees.

[Placed in Library. *See* No. L.T. 8567/15/13]

I. Notification of the Ministry of Communications and Information Technology

II. Report and Accounts (2011-12) of NICS, New Delhi and related papers.

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY AND THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MILIND DEORA): Sir, I lay on the Table—

- I. A copy (in English and Hindi) of the Ministry of Communications and Information Technology (Department of Information Technology) Notification No. G.S.R.689, dated the 14th September, 2012, publishing the Semiconductor Integrated Circuits Layout-Design (Amendment) Rules, 2012, under sub-section (2) of Section 95 of the Semiconductor Integrated Circuits Layout-Design Act, 2000.

[Placed in Library. *See* No. L.T. 8672/15/13]

- II. A copy each (in English and Hindi) of the following papers, under sub-section (1) of Section 619A of the Companies Act, 1956:—
- (a) Annual Report and Accounts of the National Informatics Centre Services Inc. (NICS), 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 Centre.

[Placed in Library. *See* No. L.T. 8673/15/13]

I. Report and Accounts (2011-12) of various Institute/Council and related papers.

II. Statements showing action taken by Government on various assurances/promises/undertakings.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers:—

[Shri Rajeev Shukla]

- (i) (a) Forty-ninth Annual Report and Accounts of the Institute of Applied Manpower Research (IAMR), Narela, Delhi, for the year 2011-12, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Institute.
- (c) Progress Report on the Research and Training Programme of the above Institute, for the year 2011-12.
- (d) Statement giving reasons for the delay in laying the papers mentioned at (i) (a) above.

[Placed in Library. *See* No. L.T. 8742/15/13]

- (ii) (a) Sixteenth Annual Report and Accounts of the Construction Industry Development Council (CIDC), New Delhi, for the year 2011-12, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Council.

[Placed in Library. *See* No. L.T. 8591/15/13]

- (iii) Statements showing action taken by Government on the various assurances, promises and undertakings given during the Session shown against each:—

- 1. Statement No. XXV Hundred and Eighty-second Session, 1997

[Placed in Library. *See* No. L.T. 8830/15/13]

- 2. Statement No. XXXIV Hundred and Eighty-fifth Session, 1998

[Placed in Library. *See* No. L.T. 8831/15/13]

- 3. Statement No. XXXIII Hundred and Ninety-fifth Session, 2002

[Placed in Library. *See* No. L.T. 8832/15/13]

- 4. Statement No XXXIII Hundred and Ninety-sixth Session, 2002

[Placed in Library. *See* No. L.T. 8833/15/13]

- 5. Statement No. XXVII Two hundred and Second Session, 2004

[Placed in Library. *See* No. L.T. 8834/15/13]

- 6. Statement No. XXI Two hundred and Third Session, 2004

[Placed in Library. *See* No. L.T. 8835/15/13]

7. Statement No. XXII Two hundred and Fourth Session, 2005
[Placed in Library. *See* No. L.T. 8836/15/13]
8. Statement No. XXIX Two hundred and Fifth Session, 2005
[Placed in Library. *See* No. L.T. 8837/15/13]
9. Statement No. XXIII Two hundred and Sixth Session, 2005
[Placed in Library. *See* No. L.T. 8839/15/13]
10. Statement No. XXV Two hundred and Seventh Session, 2006
[Placed in Library. *See* No. L.T. 8840/15/13]
11. Statement No. XXV Two hundred and Eighth Session, 2006
[Placed in Library. *See* No. L.T. 8841/15/13]
12. Statement No. XX Two hundred and Tenth Session, 2007
[Placed in Library. *See* No. L.T. 8842/15/13]
13. Statement No. XX Two hundred and Eleventh Session, 2007
[Placed in Library. *See* No. L.T. 8843/15/13]
14. Statement No. XX Two hundred and Twelfth Session, 2007
[Placed in Library. *See* No. L.T. 8844/15/13]
15. Statement No. XVIII Two hundred and Thirteenth Session, 2008
[Placed in Library. *See* No. L.T. 8845/15/13]
16. Statement No. XVI Two hundred and Fourteenth Session, 2008
[Placed in Library. *See* No. L.T. 8846/15/13]
17. Statement No. XIV Two hundred and Fifteenth Session, 2009
[Placed in Library. *See* No. L.T. 8847/15/13]
18. Statement No. XIII Two hundred and Seventeenth Session, 2009
[Placed in Library. *See* No. L.T. 8848/15/13]

[Shri Rajeev Shukla]

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| 19. Statement No. XII | Two hundred and Eighteenth Session, 2009
[Placed in Library. <i>See</i> No. L.T. 8849/15/13] |
| 20. Statement No. XI | Two hundred and Nineteenth Session, 2010
[Placed in Library. <i>See</i> No. L.T. 8850/15/13] |
| 21. Statement No. IX | Two hundred and Twentieth Session, 2010
[Placed in Library. <i>See</i> No. L.T. 8851/15/13] |
| 22. Statement No. VIII | Two hundred and Twenty-first Session, 2010
[Placed in Library. <i>See</i> No. L.T. 8852/15/13] |
| 23. Statement No. VII | Two hundred and Twenty-second Session, 2011
[Placed in Library. <i>See</i> No. L.T. 8853/15/13] |
| 24. Statement No. VI | Two hundred and Twenty-third Session, 2011
[Placed in Library. <i>See</i> No. L.T. 8854/15/13] |
| 25. Statement No. V | Two hundred and Twenty-fourth Session, 2011
[Placed in Library. <i>See</i> No. L.T. 8855/15/13] |
| 26. Statement No. IV | Two hundred and Twenty-fifth Session, 2012
[Placed in Library. <i>See</i> No. L.T. 8856/15/13] |
| 27. Statement No. II | Two hundred and Twenty-sixth Session 2012
[Placed in Library. <i>See</i> No. L.T. 8857/15/13] |
| 28. Statement No. I | Two hundred and Twenty-seventh Session 2012
[Placed in Library. <i>See</i> No. L.T. 8858/15/13] |

Notifications of the Ministry of Road Transport and Highways

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATHYANARAYANA): Sir, I lay on the Table —

- (I) A copy each (in English and Hindi) of the following Notifications of the Ministry of Road Transport and Highways, under Section 10 of the National Highways Act, 1956:—

S.O. 801 (E), dated the 11th April, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 949 (E), dated the 30th April, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 1053 (E), dated the 11th May, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 1055 (E), dated the 11th May, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 1056 (E), dated the 11th May, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 1360 (E), dated the 18th June, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification.

S.O. 1362 (E), dated the 18th June, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

[Placed in Library. *See* No. L.T. 8677/15/13]

S.O. 1366 (E), dated the 18th June, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 1563 (E), dated the 12th July, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

[Shri Sarvey Sathyanarayana]

S.O. 1572 (E), dated the 12th July, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 1666 (E), dated the 24th July, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 1831 (E), dated the 14th August, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 1832 (E), dated the 14th August, 2012, declaring certain highways as the new National Highways by inserting them in the Schedule to the National Highways Act, 1956, along with delay statement.

[Placed in Library. *See* No. L.T. 8677/15/13]

S.O. 2004 (E), dated the 30th August, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 2007 (E), dated the 30th August, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 2309 (E), dated the 26th September, 2012, omitting new National Highway Nos. 947 and 360 from the Schedule of the National Highways Act, 1956, along with delay statement.

S.O. 2310 (E), dated the 26th September, 2012, omitting new National Highway Nos. 160 and 953 from the Schedule of the National Highways Act, 1956, along with delay statement.

S.O. 2311 (E), dated the 26th September, 2012, amending Notification No. S.O. 689 (E), dated the 4th April, 2011, to substitute certain entries in the original Notification, along with delay statement.

S.O. 2312 (E), dated the 26th September, 2012, declaring certain highways

as the new National Highways by inserting them in the Schedule to the National Highways Act, 1956, along with delay statement.

S.O. 2372 (E), dated the 5th October, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

[Placed in Library. *See* No. L.T. 8677/15/13]

S.O. 2757 (E), dated the 22nd November, 2012, amending Notification No. S.O. 1096 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 2 (E), dated the 1st January, 2013, regarding acquisition of land, with or without structure, from K.M. 400.100 to K.M. 421.775 (Bhopal - Biaora Section) on National Highway No. 12 in Rajgarh District in the State of Madhya Pradesh.

S.O. 44 (E), dated the 4th January, 2013, regarding acquisition of land, with or without structure, from K.M. 155.000 to K.M. 172.900 (Satna - Bela Section) on National Highway No. 75 in Satna District in the State of Madhya Pradesh.

S.O. 45 (E), dated the 4th January, 2013, regarding acquisition of land, with or without structure, from K.M. 117.800 to K.M. 268.475 (Kerala-Kollegal Section) on National Highway No. 212 in Chamarajanagar and Mysore Districts in the State of Karnataka.

S.O. 85 (E), dated the 8th January, 2013, regarding acquisition of land, with or without structure, from K.M. 223.400 to K.M. 267.325 and Nokha Bypass on National Highway No. 89 in Bikaner District in the State of Rajasthan.

S.O. 86 (E), dated the 8th January, 2013, regarding acquisition of land, with or without structure, from K.M. 171.000 to K.M. 202.380 and Nagaur bypass on National Highway No. 89 in Nagaur District in the State of Rajasthan.

S.O. 217 (E), dated the 21st January, 2013, amending Notification No. S.O. 48 (E), dated 5th January, 2012, to substitute certain entries in the original Notification.

[Shri Sarvey Sathyanarayana]

S.O. 385 (E), dated the 15th February, 2013, regarding acquisition of land, with or without structure, from K.M. 89.020 to K.M. 103.410 and K.M. 105.750 to K.M. 147.750 (Beawar - Baghana Section) on National Highway No. 8 in Rajsamand District in the State of Rajasthan.

[Placed in Library. *See* No. L.T. 8677/15/13]

- (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:—

S.O. 1667 (E), dated the 24th July, 2011, regarding entrustment of the stretch from K.M. 211.200 to K.M. 336.815 (Birmitrapur-Barkote Section) on National Highway No. 23 and from K.M. 0.000 to K.M. 265.00 (Cuttack-Sambalpur Section) on National Highway No. 42 in the State of Odisha to National Highways Authority of India, along with delay statement.

S.O. 800 (E), dated the 11th April, 2012, regarding entrustment of certain stretches of National Highway Nos. 659, 65, 50 and 67 to National Highways Authority of India, along with delay statement.

S.O. 948 (E), dated the 30th April, 2012, amending Notification No. S.O. 910 (E), dated the 21st April, 2010, to omit certain entries in the original Notification, along with delay statement.

[Placed in Library. *See* No. L.T. 8678/15/13]

S.O. 1052 (E), dated the 11th May, 2012, amending Notification No. S.O. 1035 (E), dated the 7th May, 2010, to omit certain entries in the original Notification, along with delay statement.

S.O. 1054 (E), dated the 11th May, 2012, regarding entrustment of certain stretches of National Highway Nos. 49 and 18 to National Highways Authority of India, along with delay statement.

S.O. 1361 (E), dated the 18th June, 2012, regarding entrustment of certain stretches of National Highway Nos. 66 and 648 to National Highways Authority of India, along with delay statement.

S.O. 1363 (E), dated the 18th June, 2012, regarding entrustment of the

stretch from K.M. 520.000 to K.M. 627.000 (Muzaffarpur- Barauni Section) on National Highway No. 122 in the State of Bihar to National Highways Authority of India, along with delay statement.

S.O. 1364 (E), dated the 18th June, 2012, amending Notification No. S.O. 1097 (E), dated the 4th August, 2005, to substitute certain entries in the original Notification, along with delay statement.

S.O. 1365 (E), dated the 18th June, 2012, amending Notification No. S.O. 465 (E), dated the 26th April, 2002, to substitute certain entries in the original Notification, along with delay statement.

[Placed in Library. *See* No. L.T. 8678/15/13]

S.O. 1564 (E), dated the 12th July, 2012, regarding entrustment of certain stretches of National Highway No. 527 C in the State of Bihar to National Highway Authority of India, along with delay statement.

S.O. 1830 (E), dated the 14th August, 2012, regarding entrustment of the stretch from K.M. 69.200 to K.M. 173.200 (Jowai - Meghalaya and Assam Border Section) on National Highway No. 44 to National Highways Authority of India, along with delay statement.

S.O. 2006 (E), dated the 30th August, 2012, regarding entrustment of the stretch from K.M. 73.200 to K.M. 190.000 (Kiratpur Chowk Section) on National Highway No. 21 in the State of Himachal Pradesh to National Highways Authority of India, along with delay statement.

S.O. 2371 (E), dated the 5th October, 2012, amending Notification No. S.O. 1205 (E), dated the 29th October, 2004, to omit certain entries in the original Notification, along with delay statement.

S.O. 2756 (E), dated the 22nd November, 2012, regarding entrustment of the stretch from K.M. 0.000 to K.M. 65.000 (Vijayawada-Machilipatnam Section), from K.M. 266.400 to K.M. 271.740 (Hyderabad-Vijayawada Section) on National Highway No. 9 and from K.M. 41.700 to K.M. 58.850 (Thandavada to KLM Hospital Junction) on National Highway No. 18A in the State of Andhra Pradesh to National Highways Authority of India, along with delay statement.

[Placed in Library. *See* No. L.T. 8678/15/13]

[Shri Sarvey Sathyanarayana]

No.NHAI/11011/17/2012-HR.I(Vol.V), dated the 23rd November, 2012, publishing the National Highways Authority of India (Recruitment, Seniority and Promotion) Sixth Amendment Regulations, 2012.

No.NHAI/11011/17/2012-HR.I(Vol.IX), dated the 24th January, 2013, publishing the National Highways Authority of India (Recruitment, Seniority and Promotion) Amendment Regulations, 2013.

[Placed in Library. *See* No. L.T. 8678/15/13]

- (III) A copy each (in English and Hindi) of the following Notifications of the Ministry of Road Transport and Highways, under sub-section (4) of Section 212 of the Motor Vehicles Act, 1988 , along with Explanatory Memoranda:—

G.S.R. 514 (E), dated the 29th June, 2012, publishing the Central Motor Vehicles (Amendment) Rules, 2012.

[Placed in Library. *See* No. L.T. 8529/15/13]

S.O. 1574 (E), dated the 13th July, 2012, notifying the details of the National Permit Account and the Share of the States and Union Territories out of the consolidated fee deposited in the National Permit Account.

[Placed in Library. *See* No. L.T. 8529/15/13]

G.S.R. 943 (E), dated the 31st December, 2012, publishing the Central Motor Vehicles (Fourth Amendment) Rules, 2012.

[Placed in Library. *See* No. L.T. 8679/15/13]

**Report and Accounts (2011-12) of DUAC, New Delhi and
related papers**

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT
(SHRIMATI DEEPA DASMUNSI): Sir, I lay on the Table —

- (1) A copy each (in English and Hindi) of the following papers, under Section 19 and sub-section (4) of Section 20 of the Delhi Urban Art Commission Act, 1973:—

- (a) Annual Report of the Delhi Urban Art Commission (DUAC), New Delhi, for the year 2011-12.
- (b) Annual Accounts of the Delhi Urban Art Commission (DUAC), New Delhi, for the year 2011-12, and the Audit Report thereon.
- (c) Review by Government on the working of the above Commission.
 - Statement (in English and Hindi) giving reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. *See* No. L.T. 8225/15/13]

MESSAGES FROM THE LOK SABHA

(I) The Appropriation (Railways) Bill, 2013.

(II) The Appropriation (Railways) No.2 Bill, 2013.

(III) The Appropriation (Railways) Vote on Account 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) Bill, 2013, as passed by Lok Sabha at its sitting held on the 13th March, 2013.

The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India.”

(II)

“In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Appropriation (Railways) No.2 Bill, 2013, as passed by Lok Sabha at its sitting held on the 13th March, 2013.

[Secretary-General]

The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India.”

(III)

“In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Appropriation (Railways) Vote on Account Bill, 2013, as passed by Lok Sabha at its sitting held on the 13th March, 2013.

The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India.”

**REPORT OF THE DEPARTMENT-RELATED PARLIAMENTARY
STANDING COMMITTEE ON AGRICULTURE**

श्री सत्यव्रत चतुर्वेदी (मध्य प्रदेश) : महोदय, मैं "रानी लक्ष्मी बाई केन्द्रीय कृषि विश्वविद्यालय विधेयक, 2012" के संबंध में विभाग संबंधित कृषि संबंधी संसदीय स्थायी समिति के चवालीसवें प्रतिवेदन की एक प्रति (अंग्रेजी तथा हिन्दी में) सभा पटल पर रखता हूँ।

**REPORT OF THE DEPARTMENT-RELATED PARLIAMENTARY
STANDING COMMITTEE ON EXTERNAL AFFAIRS**

DR. NAJMA A. HEPTULLA (Madhya Pradesh): Sir, I lay on the Table, a copy (in English and Hindi) of the Eighteenth Report of the Department-related Parliamentary Standing Committee on External Affairs on Action Taken by the Government on the recommendations contained in the Thirteenth Report (Fifteenth Lok Sabha) on 'Demands for Grants (2012-13)' of the Ministry of Overseas Indian Affairs.

THE BUDGET (JHARKHAND), 2013-14

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): Sir, I lay on the Table, a statement (in English and Hindi)

of the estimated receipts and expenditure of the State of Jharkhand, for the year 2013-14.

**SUPPLEMENTARY DEMANDS FOR GRANTS (JHARKHAND),
2012-13**

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): Sir, I lay on the Table, a statement (in English and Hindi) showing the Supplementary Demands for Grants (Jharkhand), for the year 2012-13.

STATEMENTS BY MINISTER

**Status of implementation of recommendations contained in the
One Hundred and Seventieth Report of the Department-related
Parliamentary Standing Committee on Transport, Tourism and
Culture on Modernisation of Major ports**

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY AND THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MILIND DEORA): Sir, I beg to make a statement regarding Status of implementation of recommendations contained in the One Hundred and Seventieth Report of the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture on 'Modernization of Major Ports' pertaining to the Ministry of Shipping.

MR. DEPUTY CHAIRMAN: Now we will take up the Readjustment of Representation of Scheduled Castes and Scheduled Tribes in Parliamentary and Assembly Constituency Bill, 2013. ...*(Interruptions)*...

SHRI M. VENKAIAH NAIDU (Karnataka): Sir, what has happened to the statement to be made by the Home Minister? ...*(Interruptions)*... Sir, I would like to bring to your kind notice that when we raised the issue during the Question Hour, the Parliamentary Affairs Minister assured the House that after the Question Hour, the Home Minister would come and make a statement. My request to you, Sir, is, kindly allow us to raise the issue now, and then the Minister can come and make a statement. After that, clarifications can be sought. It is a very important issue.

MR. DEPUTY CHAIRMAN: Hon. Members, here is the note from the Home Minister to the hon. Chairman, Rajya Sabha. I will read it out.

“I may kindly be permitted to make a *suo motu* statement, on terrorist attack on the CRPF camp on 13th March, on the floor of the Rajya Sabha at 12.30 p.m.”

Since he is busy in the Lok Sabha, he will make the statement at 12.30 p.m.

SHRI M. VENKAIAH NAIDU: As soon as he finishes the business in the Lok Sabha, he can come here.

MR. DEPUTY CHAIRMAN: It is at 12.30 p.m. or earlier. Now, we will move on to the Bill. He will make a statement at 12.30 p.m. or earlier. Shri Rajeev Shukla, I hope you will kindly inform the Minister to make a statement at 12.30 p.m. or earlier.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): Okay, Sir.

MR. DEPUTY CHAIRMAN: Now, we will take up the Bill. Shri Ashwani Kumar.

GOVERNMENT BILL

The Readjustment of Representation of Scheduled Castes and Scheduled Tribes in Parliamentary and Assembly Constituencies Bill, 2013

THE MINISTER OF LAW AND JUSTICE (SHRI ASHWANI KUMAR): Mr. Deputy Chairman, Sir, this is a Bill that seeks to replace...

SHRI SATISH CHANDRA MISRA (Uttar Pradesh): Mr. Deputy Chairman, Sir, before the hon. Law Minister speaks, I would like to submit that this is such a serious issue on which an Ordinance has been issued straightaway and now they want to convert it into an Act. It is going to affect the elections of the entire country, including the 2014 elections and the Assembly elections. You are changing the Constitution. You want to give the powers to the Election Commission for delimitation on the basis of the Census. This matter should have been first referred to the Standing Committee and the parties also should have been taken into confidence. What is

the material? Why was the Supreme Court order only with respect to certain Scheduled Tribes?

MR. DEPUTY CHAIRMAN: I got your point. Let us first...

SHRI SATISH CHANDRA MISRA: We would request that it should first go to the Standing Committee and then it should come here.

MR. DEPUTY CHAIRMAN: Satishji, since the Minister has started, let him respond to this point also. Mr. Ashwani Kumar, you may kindly respond to that point also.

SHRI ASHWANI KUMAR: Sir, in the first five minutes of my presentation, I am sure I would be able to address the concerns of hon. Satish Misraji. I understand why this objection has been raised.

SOME HON. MEMBERS: It is the concern of all of us.

SHRI ASHWANI KUMAR: Yes, of all. Since it was raised specifically by him, I mentioned his name. But, now, I say the entire House.

MR. DEPUTY CHAIRMAN: The House is supreme. Let us first hear him.

SHRI ASHWANI KUMAR: Mr. Chairman, Sir, essentially, the Ordinance was promulgated to give effect to the judgment of the Supreme Court in Virendra Pratap's case. There is a Constitutional requirement for that Ordinance to be translated into a Bill when the Houses are in Session. The genesis of the Ordinance and Bill now lies in a very small compass. A Public Interest Litigation was filed between the hon. Supreme Court of India named as Virendra Pratap's case. In that, after hearing the parties, the hon. Supreme Court was pleased to say and direct that there is a need for the Government to comply with the Constitutional obligations of giving proportionate representations to Scheduled Castes and Scheduled Tribes in terms of Articles 330, 332 and Article 243D of the Constitution.

Fundamentally, therefore, what I was seeking to do today is to give effect to the judgment of the Supreme Court, which is another major Constitutional obligation of the Government.

Sir, it is common knowledge and it is factually irrefutable that although the Census froze the figures as on 2001, subsequent to 2001 — from 2002 to 2012 —

[Shri Ashwani Kumar]

eleven distinct orders under the Scheduled Castes and Scheduled Tribes Bills were passed making certain castes a part of the Scheduled Tribes, thereby significantly increasing the numbers of the Scheduled Tribes in certain parts of the country. The petition was filed, limited to what had to be done in UP, but as far as the law is concerned, it applies to the entire country because there were similar petitions in Goa and Sikkim pending in the Supreme Court and the Election Commission was of the view that other States may also come up with similar demands. Therefore, consequent upon the principle enunciated by the Supreme Court in Virendra Pratap's case, the Government, in consultation with the Election Commission and the Registrar General of Survey, came to the conclusion that we needed, as was done in 1976. And the hon. Leader of the Opposition had also, in 2000, moved a similar proposal to translate into reality what had actually happened on the ground in terms of the shifting of certain castes into tribes and *vice versa*.

That is the gravamen of the case. Now, what had happened, Mr. Deputy Chairman, Sir, was, when the petition was filed, it took time for the petition to be decided. Once it was decided, there were extensive consultations between the Law Ministry, the Election Commission of India, the Registrar General of Survey and the Home Minister of how effectively we could give shape to the directions of the Supreme Court. Then, on 15th February, 2012, the Election Commission of India wrote to us a detailed letter stating what was required to be done. The Election Commission of India was of the view that neither the Delimitation Act, 2002, nor the Representation of People Act gives power to the Election Commission to reopen the de-limitation which had done its work in 2008 and has become *functus officio*. Therefore, the Election Commission suggested to the Government to bring out standalone legislation, as was done earlier, with a view to give effect to the Supreme Court judgment.

In view of the urgency in the matter, also because of significant time had already been lapsed in between January, 2012, and when the Ordinance was issued, and the directions of the hon. Supreme Court were that this must be effectuated, we thought it was necessary to bring an Ordinance. The Ordinance was, therefore, promulgated.

Now, the Bill is for consideration of this august House in order to convert this Ordinance into an Act. Therefore, the sum and substance of my case is: It is no

longer open for us to differ on any aspect on which the Supreme Court has pronounced. All that remains to be done is to give effect to the judgment of the Supreme Court.

In view of the urgency of the matter and consequent upon the directions of the Supreme Court, we have brought in an Ordinance and, now, as per the Constitutional requirements, I am introducing the Bill.

I, therefore, would like to commend the Bill to this House. The House, in its wisdom, may consider the Bill for passage, because it is a Bill to give effect to the Constitutional requirement to give proportionate representation to the SC and ST as is envisaged in articles which I read out with Articles 80 and 170 of the Constitution. Therefore, in terms of Articles 82, 172, 330, 332, 243D and in terms of the suggestions received from the Election Commission of India, we need to convert the Ordinance into an Act.

This is the long and short of the Bill.

SHRI SITARAM YECHURY (West Bengal): Sir, I have a point to make.

MR. DEPUTY CHAIRMAN: One second, Mr. Yechury. I will come to you. The Minister has introduced and already moved it and is slated for discussion. So, are we not to take it up? ...*(Interruptions)*...Mr. Yechury, are you on procedural point, or, are you on the merit of the Bill? If you are on the merit of the Bill, then we can discuss that during the course of the consideration of the Bill ...*(Interruptions)*...

SHRI SITARAM YECHURY: Sir, I am on the procedural aspect.

MR. DEPUTY CHAIRMAN: If you are on the procedural aspect, it is okay. If you are on a procedural point, I have no problem. You can raise it. But, if you are on the merit, we can discuss that during the course of the discussion.

SHRI SITARAM YECHURY: Sir, I am on a procedural point. My procedural point is as follows.

We heard the hon. Minister. And very rightly, we also agree and I don't think that anybody can dispute that the Supreme Court order has not been given effect to and it has not been legislated. But, the procedural point is that it refers to a question of de-limitation of constituencies for political parties to contest elections. So, an important element of consideration of this Bill would also be the consultation with political parties.

MR. DEPUTY CHAIRMAN: But, you have to comply with the Supreme Court directions as well. What do you say about that?

SHRI SITARAM YECHURY: Listen to me. You have to comply. But, the point is, Parliament is supreme. The sovereignty in our country, ultimately, rests with the people — WE, THE PEOPLE ...(*Interruptions*)... We begin our Constitution by saying “WE, THE PEOPLE.” The sovereignty of people is exercised by the people by electing Members to this House of Parliament. And this is supreme in terms of the supreme sovereignty of the country and is vested by our Constitution in the Parliament. So, the Supreme Court has given its order. We will consider it. We have complete respect for it. And, we should do it.

MR. DEPUTY CHAIRMAN: What is your suggestion?

SHRI SITARAM YECHURY: But, let there be time for consideration. Let the political parties be involved. Let them be consulted. Therefore, refer this Bill to the Standing Committee and let it come out with its Report. We are completely in agreement that, according to changes in the population, there should be reservation of seats for Scheduled Tribes and Scheduled Castes. This Order pertains to Scheduled Tribes only. The Bill includes Scheduled Castes as well. This is the point, Sir, that the Order of the Supreme Court pertains to Scheduled Tribes, but you have included Scheduled Castes in this Bill; we have no objection. But we would like to consider it properly. To consider it properly, please refer it to the Standing Committee.

MR. DEPUTY CHAIRMAN: In the meantime, the Ordinance will lapse.

SHRI SITARAM YECHURY: No, there will be an interregnum. ...(*Interruptions*)... There is no election immediately.

MR. DEPUTY CHAIRMAN: All right. Shri Ram Gopal Yadav.

प्रो. राम गोपाल यादव (उत्तर प्रदेश) : श्रीमन्, श्री सीताराम येचुरी जी ने जो कहा, मैं उनसे पूरी तरह से सहमत हूँ। मैं परिसीमन आयोग का असोशीएट मेंबर रहा हूँ। मैं जानता हूँ कि यह जो आ रहा है, इसके कितने दूरगामी परिणाम होंगे। जनसंख्या का .001 परसेंट भी इधर-उधर होने से, मैं जानता हूँ कि उत्तर प्रदेश में अगर ईमानदारी से कमीशन के जरिए हुआ, तो सबसे पहले एक जनरल सीट होगी और उसकी जगह जो रिज़र्व सीट होगी, वह रायबरेली होगी। ...(*व्यवधान*)... I know. मैं उसका मेंबर रहा हूँ। जब लखनऊ के आस-पास 9 पार्लियामेंटरी कॉन्स्टिट्यूएन्सीज रिज़र्व हो रही थीं, उनमें अमेठी और रायबरेली दोनों थीं। तब यह तय हुआ

कि क्लस्टर नहीं होना चाहिए और हर डिवीजन से करना चाहिए। तो डिवीजन 14 परसेंट वाली रिजर्व हो गयीं, 16 परसेंट वाली रिजर्व हो गयीं और 25 परसेंट वाली जनरल हो गयीं। ...*(व्यवधान)*...

SHRI JESUDASU SEELAM (Andhra Pradesh): That is a wrong statement, Sir. Let me clarify it. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay. You conclude what you are saying.

श्री नरेश अग्रवाल (उत्तर प्रदेश) : क्या रॉग है? ...*(व्यवधान)*... क्या बात है? ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: All right. Shri Ravi Shankar Prasad. ...*(Interruptions)*...

प्रो. राम गोपाल यादव : महोदय, मैं यह तथ्यों के आधार पर कह रहा हूँ। ...*(व्यवधान)*...

श्री उपसभापति : आप सम अप करें।

प्रो. राम गोपाल यादव : महोदय, मैं यह इसलिए कह रहा हूँ। ...*(व्यवधान)*... मैं यह कह रहा हूँ कि यह परिसीमन आयोग को न देकर इलेक्शन कमीशन को देंगे तो उसका परिणाम यह होगा कि शुरू कि जो ऊपर वाली सीटें होंगी, वे रिजर्व होंगी। उसमें नई सीटें रिजर्व हो जाएंगी। ...*(व्यवधान)*...

श्री उपसभापति : ठीक है। श्री रवि शंकर प्रसाद।...*(व्यवधान)*...

प्रो. राम गोपाल यादव : इसलिए इसको पहले विचार-विमर्श करने के लिए स्टैंडिंग कमेटी को दिया जाना चाहिए। इसको सीधे इस तरह से पास नहीं करना चाहिए।

SHRI JESUDASU SEELAM: What is this, Sir? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Your Minister is here. Why do you worry? ...*(Interruptions)*... Okay, I will allow you. Sit down.

SHRI RAVI SHANKAR PRASAD (Bihar): Sir, this is a very important and very sensitive issue, having very long-term implications. ...*(Interruptions)*...

I have seen the Statement of Objects and Reasons where the Government itself says that the Supreme Court Order was confined to STs and STs alone, namely, those Scheduled Tribes which had been included in the Scheduled Tribe Order of 1950 and not given representation, must be given representation. What has happened is, under Sections 3, 4, 5 and 6, you have added Scheduled Castes. Again, there is no problem with that. But there is a lot of clarity needed. At one stage, you say 'Census' means 'the Census of 2001', 'estimation after the Census of 2012';

[Shri Ravi Shankar Prasad]

all these require to be filtered, to be considered, and its implications gone into. I think the Standing Committee will be the instrument to have an elaborate consideration of this entire Bill. It has come in Ordinance. Therefore, we respectfully suggest to the hon. Minister. Let us fix a time-frame for it. All of us will sit there and clarify it completely. ...(*Interruptions*)...

SHRI JESUDASU SEELAM: Sir, I want to clarify it. ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: What is this? The Minister is here.

श्री शिवानन्द तिवारी (बिहार) : हम लोग भी चाहते हैं कि इसको स्टैंडिंग कमेटी को भेजा जाए। ...(*व्यवधान*)...

SHRI N.K. SINGH (Bihar): Sir, what Shri Ravi Shankar Prasad has said needs to be taken very seriously. ...(*Interruptions*)...

SHRI JESUDASU SEELAM: Let me clarify it, Sir. I was involved in the delimitation exercise which went from 2002 to 2008. The Delimitation Act has two main aspects; this is for the Scheduled Castes and the Scheduled Tribes with regard to reserved seats. I agree with Ram Gopalji that it leaves a question that though the population of the Scheduled Castes and the Scheduled Tribes is more, why were the seats not reserved? There is a section in the Delimitation Act which applies to everybody, which applies to all the 545 constituencies. The Scheduled Castes' seats should be redistributed whereas the Scheduled Tribes' seats shall be continuing because, predominantly, their population would be there itself. ...(*Interruptions*)... Sir, please allow me to clarify. There is a distinct and clear indication. There are 17 revenue divisions in Uttar Pradesh. So, 17 constituencies were reserved for the Scheduled Castes. Seats were redistributed in 17 divisions. ...(*Interruptions*)... This is the point I wanted to clarify. I agree with you. But, you should not be misleading the House. ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: Okay, Mr. Minister, please. ...(*Interruptions*)... Let us hear the Minister, please.

SHRI SITARAM YECHURY: This discussion vindicates my position. Please send it to the Standing Committee. We already have had a taste of what it is. ...(*Interruptions*)...

श्री विनय कटियार (उत्तर प्रदेश) : उसमें रायबरेली और अमेठी है। ...(व्यवधान)...

श्री नरेश अग्रवाल : उपसभापति महोदय, जो रायबरेली की सीट बचाने के लिए सीलम भाई कह रहे हैं ...(व्यवधान)...

MR. DEPUTY CHAIRMAN: See, I have given the floor to the Minister to speak. ...(Interruptions)... नरेश अग्रवाल जी, आप बैठ जाइए। ...(व्यवधान)...

श्री नरेश अग्रवाल : यह सही बात है। ...(व्यवधान)... रायबरेली को बचाने के लिए ...(व्यवधान)...

श्री उपसभापति : नरेश अग्रवाल जी, आप बैठिए। ...(व्यवधान)... नरेश जी, आप बैठिए। ...(व्यवधान)... I have not allowed you. ...(Interruptions)... Nareshji, I have not allowed you. ...(Interruptions)... Let us now listen to the Minister.

SHRI ASHWANI KUMAR: Sir, I have heard the hon. Members with great respect. I have heard Shri Sitaram Yechury talk about the supremacy of Parliament. We know that in this country it is the Constitution which is supreme. All the three organs envisaged in the Constitution are supreme within the limit of their Constitutionally-delineated jurisdiction. I would humbly ask and submit to my esteemed friend, Mr. Yechury, not to introduce the element of Parliamentary supremacy to sit in judgment over the Supreme Court's decision. ...(Interruptions)...

SHRI SITARAM YECHURY: I am sorry to interrupt. Will you yield for a minute? ...(Interruptions)...

SHRI ASHWANI KUMAR: Let me complete, please. I am only saying, Sir, that today we are Constitutionally obliged to implement the decision of the Supreme Court in letter and spirit. The decision of the Supreme Court is predicated. ...(Interruptions)...

श्री प्रकाश जावडेकर (महाराष्ट्र) : सर, ...(व्यवधान)... सर, जो इलेक्शन कंडक्ट करेगा ...(व्यवधान)...

SHRI ASHWANI KUMAR: The decision of the Supreme Court is predicated on articles 330 and 322 which refer to the Scheduled Castes and the Scheduled Tribes. The petition before the Supreme Court made a grievance about the Scheduled Tribes. That is true. But, when a principle is laid down by the Supreme Court, it is to be implemented as a matter of law; it is the principle of the Constitution that needs to be implemented. And, the principle, with which no Member would disagree, is that the Scheduled Castes and the Scheduled Tribes need to be given proportionate representation.

श्री प्रकाश जावडेकर : सर, जो इलेक्शन कंडक्ट करेगा ...(व्यवधान)...

SHRI ASHWANI KUMAR: Therefore, my respectful submission is that already a lot of time has elapsed in giving effect to the judgment. We had brought in an Ordinance. The law is before you. We now have to substitute the Ordinance by a Bill. I am only saying that there is no issue of principle; the matter is not open, the matter is closed by an order of the Supreme Court. The Ordinance is in place. ...(Interruptions)... We only need to convert it into a Bill. That is the only solution that I am making for the consideration of this House. After all, Sir, irrespective of...(Interruptions)...

MR. DEPUTY CHAIRMAN: Please, ...(Interruptions)... Let us hear what the Minister is saying.

SHRI ASHWANI KUMAR: Sir, irrespective of the politics of the issue, we now have to accept the Constitutional principle. Sitaramji, just a minute. ...(Interruptions)... I am saying, irrespective of the politics of it, the constitutional principle should be vindicated. All I am asking is, permit me to implement the judgement and the provisions of the Constitution. I am asking... ...(Interruptions)...

DR. V. MAITREYAN (Tamil Nadu): No; no. ...(Interruptions)...

SHRI SITARAM YECHURY: Sir,...

MR. DEPUTY CHAIRMAN: I will allow you; I will allow you. ...(Interruptions)... I will call you. See, the Chair has to... ...(Interruptions)... Before that, I just want to say that the Chair is limited by one factor. The Business Advisory Committee, where all parties are represented, discussed this and allotted time of one hour.

SHRI SITARAM YECHURY: This was not there. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Let me say.....(Interruptions)... Let me say.....(Interruptions)... I am only informing... ...(Interruptions)... You see, I am only... ...(Interruptions)... No, no; please. Let me say that. ...(Interruptions)... I am only sharing an information with you. ...(Interruptions)... Misraji, Chair is not imposing anything on you. I am sharing an information with you. So, when you make your points, keep in mind this also. Now, hon. LoP. ...(Interruptions)...

SHRI SITARAM YECHURY: Sir, before that, if the hon. LoP permits, I would like to say something, since my name has been invoked by the hon. Minister, and

he asked me a certain question. Sir, all of us, I believe, are well-versed with our Constitution, and we have complete respect, and we are under oath of it here. Since we are under oath of it here, nobody is questioning the remit of the three organs which the Constitution gives and the authority for the three organs within their remit. But I would like to respectfully submit, Sir, within this Constitution, the Supreme Court or the Judiciary does not have the right to make law. The law-making is only the right of the Parliament. You please understand that. Nobody else can make the law, ...(Interruptions)... neither can the civil society near the Jantar Mantar nor the Supreme Court. Nobody can make the law, except these august Houses. This is the essence of the Constitution. The essence of the Constitution is the supreme sovereignty in our country rests with the people. That is exercised by their elected representatives. So, let us not try and misinterpret the Constitution. The hon. Court has given its opinion; we completely respect it. I personally would want the delimitation to be happening as promptly as possible after every census. But the fact that why it did not happen — I am not entering into the merits of the case now — the fact that it did not happen needs to be corrected. Yes, we fully support it. There are implications which need to be studied. Law-making is not saying that the Parliament should make so and so law. The Supreme Court has full right to opine; we have the full right to deliberate.

MR. DEPUTY CHAIRMAN: Okay, Yechuryji.

SHRI SITARAM YECHURY: We have the full right to deliberate before making that law. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Okay, Yechuryji, you have made your point. ...(Interruptions)...

SHRI SITARAM YECHURY: That is the clarification we want... ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Okay; Yechuryji, you have made your point. ...(Interruptions)... Now, the hon. LoP.

श्री रणवीर सिंह प्रजापति (हरियाणा) : सर, मैंने एक नोटिस दिया था। ...(व्यवधान)...

श्री उपसभापति : आप बैठिए। ...(व्यवधान)... The LoP is on his legs. ...(Interruptions)... आप बैठिए। ...(व्यवधान)... बैठिए, बैठिए। ...(व्यवधान)... You take your seat. ...(Interruptions)... Yes, the LoP.

THE LEADER OF THE OPPOSITION (SHRI ARUN JAITLEY): Sir, the judgement of the Supreme Court is of 10th January, 2012. Ordinances are brought under exceptional circumstances, when an urgency has arisen and Parliament is not in session. Ordinances are not brought because the Government went into slumber, and there is laxity on the part of the Government. The Supreme Court can at best tell you that this is a provision of law; comply with the provision of the law. In what procedure and process the Parliament is to make law, and what is the content of the law – that is what the hon. Member, Shri Yechury, has been saying – that is the jurisdiction of the Parliament itself. The Supreme Court never told you, bypass the normal legislative process and bring an Ordinance. The Supreme Court never told you what should be the content of that law; what are the expanded horizons of that law. Now, if a very large section of the Members today feels that the normal legislative process should apply, then, why bypass that process of consultation? Delimitation *per se*, Sir, just as the hon. Minister's experience is, we have also experienced it, is a very complicated process. Now, there is a Delimitation Commission which is headed by a retired judge. The delimitation process has very wide consultations. There are associate members in every State, they move from State to State. One of the principles that the Delimitation Commission last time followed was, and that is a part of the law that why did we freeze the number of constituencies. We froze the number of constituencies within a State on the principle that in relation to family planning, those States which are performing States must not lose the representation in this House, the number of seats in this House, and those which are non-performing States must not benefit because of their own non-performance. These are all principles which were borne in mind. Is not the Standing Committee a right forum to go into all these questions? The Standing Committee can be expedited. Therefore, when the Parliament meets after the break, we can have the benefit of the parliamentary wisdom and a consultation process. To insist that we must bypass all those processes because the Government has been lacking for the last thirteen months, it did not bring a proper legislation, and now time is not left, still sufficient time is there. We have still over a year to go for the next elections. In the next two or three months, the whole process can be completed. Therefore, the Minister should not insist on an Ordinance and should go by the consultation process.

SHRI ASHWANI KUMAR: What the Leader of the Opposition said, I need to respond to and then whatever the Chair decides and the House decides in its

wisdom, we will follow. There are two points. We must be clear; we must be intellectually honest as far as the scheme of the Constitution is concerned. It is nobody's case that the Supreme Court or any other court makes the law. But it is its remit to declare what the law is. The Supreme Court has interpreted the provisions of the Constitution which this august body approved. It did not legislate. Let us, therefore, not confuse the issue by saying that the Supreme Court is making law. The Supreme Court is declaring law. ...*(Interruptions)*... I am sorry. ...*(Interruptions)*... Mr. Yechury, I never interrupted. ...*(Interruptions)*... You owe me that courtesy. ...*(Interruptions)*... You owe me the courtesy. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Let the Minister speak. ...*(Interruptions)*... Listen to the Minister. ...*(Interruptions)*...

SHRI ASHWANI KUMAR: What is it that the Supreme Court has stated? The Supreme Court has invoked articles 330, 332 and 243 of the Constitution. Now, the hon. Leader of the Opposition spoke about the need to freeze the census at a given point of time and he himself, when he was a Minister in 2000, made a very eloquent speech on the basis of the Statement of Objects and Reasons. I have it before me. He had then said and rightly so, "There have been consistent demands both for and against undertaking the exercise of fresh delimitation keeping in view the progress of the planning programmes which we have brought in different parts of the country. The Government as part of the National Population Policy Strategy recently decided to extend the current freeze on undertaking of fresh delimitation upto the year 2026 and the first census after 2026. Now the problem arose that between 2002 and 2012, eleven orders passed under these provisions of the Constitution have altered the proportionate representation. Is it not — I ask this question — our bounden duty? ...*(Interruptions)*... It is consistently the state of the Constitution to give them proportionate representation. ...*(Interruptions)*... Now the problem is that when you do not want to hear an argument, you rise in to interdict an argument. ...*(Interruptions)*... The argument is that we now need to convert the Ordinance into a law because that is also a Constitutional requirement. ...*(Interruptions)*... I have stated what I needed to state in response to what the Leader of the Opposition says. Now it is left to the wisdom of the House either to let me pilot the Bill or what the Chair decides ...*(Interruptions)*... I leave it to the House. ...*(Interruptions)*...

श्री नरेश अग्रवाल : आप वोट करवा लीजिए...(व्यवधान)...

SHRI RAVI SHANKAR PRASAD: There is a profound sense of the House...(Interruptions)... Hon. Law Minister, ...(Interruptions)...

SHRI ASHWANI KUMAR: In the Standing Committee I thought they wanted a reasonable law. This is a very strange suggestion. One section of the august House says that you want a further discussion in the Standing Committee and another section says that you...(Interruptions)... The point is...(Interruptions)...

SHRI RAVI SHANKAR PRASAD: I don't think hon. Law Minister. ...(Interruptions)...

SHRI ASHWANI KUMAR: If the Chair wants the Standing Committee or any other procedure, let it be. ...(Interruptions)...

MR. CHAIRMAN: Okay.

SHRI RAVI SHANKAR PRASAD: Sir, it is not a prestige issue. I think all of us are concerned. The issue is, ...(Interruptions)... to have consultation and consideration. That is all.

MR. DEPUTY CHAIRMAN: There is no prestige. The Minister has already made it very clear that the House can take any decision. He said the Chair can take any decision. Yes; do you wish to say something?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): Sir, there is so much of discussion and with emotion it comes. I have to make a suggestion to Deputy Chairperson. Can you have a discussion with the Leaders of the groups for five minutes or ten minutes? Then, we can come to a conclusion. ...(Interruptions)...

DR. V. MAITREYAN: No question of *in camera* discussion, Sir.

MR. DEPUTY CHAIRMAN: Okay. There are two suggestions. Of course, one suggestion is from this side, which, of course, many of you supported, that this may be referred to the Standing Committee. The hon. Minister has said that he is willing to accept any decision that this House wants. Now, Mr. Vayalar Ravi has made a suggestion that it may be discussed among the Leaders.

SHRI ASHWANI KUMAR: Let the Parliamentary Affairs Minister come, discuss it and take a view. ...(Interruptions).. Let the Parliamentary Affairs Minister come. He might have a view. It is only fair that we ask him. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: The Parliamentary Affairs Minister is not there. ...*(Interruptions)*... Okay. I have noted the views of all the Members who have already represented. In that case, I have to give a ruling on this. We will defer this for a ruling from the Chair. ...*(Interruptions)*...

DR. V. MAITREYAN: Defer the Bill, Sir. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Since the Parliamentary Affairs Minister is also not here, it is for me to take the views of the Parliamentary Affairs Minister also. ...*(Interruptions)*... I can take the sense of the House, but before taking the sense of the House, there is a technical point that the Chair is also obliged to listen to the views of the Parliamentary Affairs Minister.

SHRI RAVI SHANKAR PRASAD: Sir, the Law Minister is here. The Law Minister represents the Government. ...*(Interruptions)*...

SHRI SITARAM YECHURY: Sir, the House has expressed its opinion. From what I can understand, the majority in the House, while entirely, agreeing, in principle, with the content of the Bill, is only talking of the procedure for proper deliberation. For that proper deliberation – it is not a question of opposition—refer it to the Standing Committee is the general opinion.

MR. DEPUTY CHAIRMAN: Would the law Minister like to say something?

SHRI ASHWANI KUMAR: Sir, I am not here to deny anyone the right to either reflect further on it or debate an issue, if that is the consensus of the House. All I am saying is that it is a matter of some importance with reference to the Constitution. The Chair may take a view. If the general view is to refer it to the Standing Committee, a time-frame may be fixed within which the Standing Committee will return it.

MR. DEPUTY CHAIRMAN: Okay. I think we will go by the suggestion made by the Law Minister now that it may be referred to the Standing Committee but with a time-frame. So, I will convey the consensus of the House to the Chairman, because it is the Chairman who has to refer to the Standing Committee. I will do that and I will come back to you. Before that, if you have really moved the Motion, then, I have to take the consent of the House for that. Have you said that you are moving it?

SHRI ASHWANI KUMAR: No, Sir.

MR. DEPUTY CHAIRMAN: Okay. He has not moved it. Therefore, there is no technical problem about that. So, I will be conveying to the hon. Chairman and request him to refer it to the Standing Committee with a limited time-frame.

SHRI M. VENKAIAH NAIDU (Karnataka): Mr. Deputy Chairman, Sir, it is 12.40 p.m. where is the Home Minister? Where is the Parliamentary Affairs Minister?

श्री मुख्तार अब्बास नकवी (उत्तर प्रदेश) : सर, आपने 12.30 बजे का बोला था, होम मिनिस्टर कहां हैं? ...(Interruptions)... Where is he? ...(Interruptions)...

श्री उपसभापति : आप बैठिए, बैठिए ...(व्यवधान)... आप लोग बैठिए ...(व्यवधान)... There is no problem for the Home Minister to make a statement. He has given in writing. The only problem is that he has to make the statement there and come. Due to some reason, perhaps, it is not done there. Mr. Bansal, Mr. Parliamentary Affairs Minister, do you know anything about the Home Minister's statement? ...(Interruptions)...

SOME HON. MEMBERS: Sir, he is now the Railway Minister. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Oh! I am sorry. I stand corrected. I am sorry. ...(Interruptions)...

SHRI VAYALAR RAVI: Sir, the House is good enough. It has just now given its suggestions regarding the Bill, and the Minister also agreed on that. Everything is done in a proper atmosphere in the House. So, Sir, I appeal, through you, to the Members to wait for, at least, five minutes more. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: See, it is an assurance from the Home Minister that he will come as soon as that statement is over there. ...(Interruptions)... So, we will now start the discussion on the Railway Budget, and the moment the Home Minister comes ...(Interruptions)...

श्री नरेश अग्रवाल : वे वहां वक्तव्य नहीं दे रहे हैं। ...(व्यवधान)... यह बात गलत है। ...(व्यवधान)... वे लोक सभा में नहीं हैं। ...(व्यवधान)...

SOME HON. MEMBERS: Then adjourn the House till then. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: No, I can't. ...(Interruptions)... No, please. ...(Interruptions)...

SHRI M. VENKAIAH NAIDU: Please hear us. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Please listen to me. ...(Interruptions)... I am saying that we can start the Railway discussion, and the moment the Home Minister comes, we will suspend the discussion and listen to the statement. ...(Interruptions)...

SHRI M. VENKAIAH NAIDU: Will you give me a minute?

MR. DEPUTY CHAIRMAN: Yes, yes.

SHRI M. VENKAIAH NAIDU: Sir, this is not an ordinary issue. The entire country is agitated. That is why the House is also agitated. Even the Chairman, during the Question Hour, had allowed us to raise the issue and the Parliamentary Affairs Minister told us that the Home Minister will come and make a statement. Sir, I may recall, the Chair, you yourself, said that it will be done either at 12.30 or earlier. I am not at technicalities. My point is, we must send a message. This is not an ordinary incident, a routine accident or something which has taken place here and there. Our five CRPF people have been killed and 17 people are injured. Please understand the seriousness of the situation. Send a word to the Home Minister. Even the Chair is not aware where is he and what exactly is he doing. Is he making a statement there? ...(Interruptions)...

MR. DEPUTY CHAIRMAN: The Parliamentary Affairs Minister is coming. He will react to that. ...(Interruptions)... Please. आप सुनिए। ...(व्यवधान)...

श्री रणवीर सिंह प्रजापति (हरियाणा) : सर, मैंने कल नोटिस दिया था ...(व्यवधान)... मुझे बोलने नहीं दिया जा रहा है। ...(व्यवधान)... चौटाला साहब से हमें मिलने नहीं दिया जा रहा है। ...(व्यवधान)...

श्री नरेश अग्रवाल : यह बिल्कुल सही बात है। ...(व्यवधान)...

श्री उपसभापति : आप किसके बारे में कह रहे हैं? ...(व्यवधान)...

श्री रणवीर सिंह प्रजापति : चौटाला साहब जेल में हैं। ...(व्यवधान)... वह मुख्य मंत्री रहे हैं। ...(व्यवधान)...

श्री उपसभापति : आप अपनी सीट पर बैठिए। ...(व्यवधान)... आप उधर बैठिए, उसके बाद मैं आपको बुलाऊंगा ...(व्यवधान)... मंत्री जी के बाद मैं आपको बुलाऊंगा। ...(व्यवधान)...

SHRI PIYUSH GOYAL (Maharashtra): Sir, I want to talk about that notice. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: No, no. Please.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): Sir, I fully agree that it is a very serious issue which has been raised by hon. Venkaiah Naiduji and other hon. Members. The Home Minister is on his way. He will be here any moment and then he will be making the statement. He is on his way. ...*(Interruptions)*...

श्री नरेश अग्रवाल : यह बात गलत है, वे उस हाऊस में नहीं है। ...*(व्यवधान)*...

श्री राजीव शुक्ल : क्या यह जरूरी है कि आप हर चीज में बोलें। ...*(व्यवधान)*... आप आराम से बैठिए। ...*(व्यवधान)*...

श्री नरेश अग्रवाल : वे उस हाऊस में नहीं है। ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: No. Zero Hour is for tomorrow. It is decided that Zero Hour mentions will be taken up tomorrow. ...*(Interruptions)*... No, it has been already decided. ...*(Interruptions)*... The Chairman has said it. ...*(Interruptions)*...

DR. V. MAITREYAN: Sir, tomorrow is the Calling Attention Day.

MR. DEPUTY CHAIRMAN: Even then it is possible. ...*(Interruptions)*... Zero Hour mentions will be taken up tomorrow. ...*(Interruptions)*...

श्री नरेश अग्रवाल : सर, मेरा एक प्वाइंट ऑफ ऑर्डर है। ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: You always say, 'Point of Order!'

श्री नरेश अग्रवाल : सर, मेरा एक प्वाइंट ऑफ ऑर्डर है। ...*(व्यवधान)*...

श्री उपसभापति : ठीक है, बोलिए। ...*(व्यवधान)*... रूल क्या है? ...*(व्यवधान)*... रूल क्या है? ...*(व्यवधान)*...

कुछ माननीय सदस्य : यूपीए रूल है। ...*(व्यवधान)*...

श्री नरेश अग्रवाल : नहीं, यह यूपीए रूल नहीं है। ...*(व्यवधान)*... सर, संविधान में हर व्यक्ति को बोलने की स्वतंत्रता दी गई है। नियमावली में भी आप नियम देख लीजिए, जो नियम हमारे लिए दिया गया है, उस नियम के अंतर्गत हम अपनी बात को सदन में रख सकते हैं। इसके लिए हमें पूर्ण स्वतंत्रता है। इसके लिए चेयर भी हमको नहीं रोकेगी, जब हम निम्नानुसार बोलेंगे।

श्रीमन्, अगर हमने कोई विचार व्यक्त किया, तो पार्लियामेंट्री अफेयर्स मिनिस्टर यह कहें कि

आप हर बात में नहीं बोल सकते हैं, यह किस नियम में आता है? उनकी यह बात सही है या गलत? ...*(व्यवधान)*... उस नियम के अंतर्गत इस तरह की व्यवस्था करें। ...*(व्यवधान)*...

श्री उपसभापति : ठीक है, धन्यवाद। ...*(व्यवधान)*...

Now, please listen. ...*(Interruptions)*... Please, Venkaiah ji, I would allow you. ...*(Interruptions)*...

SHRI M. VENKAIAH NAIDU: Sir, please try to understand. We have not fixed the time. The Government has fixed the time. The Chair has confirmed it. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: The Minister would be making a statement there and then he would be coming here. ...*(Interruptions)*...

SHRI M. VENKAIAH NAIDU: Is he making a statement there? ...*(Interruptions)*... Where is he now? He is not there in the Lok Sabha. That is the information with us.....*(Interruptions)*...

DR. V. MAITREYAN: He is not there in the Lok Sabha. ...*(Interruptions)*...

THE MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL): Sir, Members could take up the discussion on the Railway Budget. ...*(Interruptions)*... Government is ...*(Interruptions)*... The discussion on the Railway Budget has started. ...*(Interruptions)*...

SHRI M. VENKAIAH NAIDU: Sir, how is the Railway Minister concerned with this? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please....*(Interruptions)*... Mr. Venkaiah Naidu, you are a very senior Member. The Home Minister has given in writing to the Chairman that the moment he finishes making a Statement in the other House, he would be back here. ...*(Interruptions)*...

DR. V. MAITREYAN: Sir, he is not there.. .*(Interruptions)*...

SHRI M. VENKAIAH NAIDU: Sir, he is not there. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: I cannot say anything on that. That is not ...*(Interruptions)*... Therefore, we would take up the discussion on the Railway Budget. As soon as the Home Minister comes, we will....*(Interruptions)*...

SHRI M. VENKAIAH NAIDU: No, Sir. That has never been the practice. Please try to understand. The Notice had been given earlier and then the Government had assured us. *...(Interruptions)...* Please read your own statement. My request to the Chair is, on such a sensitive matter concerning the security of the country, let there not be any trouble. Where is the Home Minister right now? Is he there in the Lok Sabha? Is he making a statement there? *...(Interruptions)...* Please read your own announcement.

MR. DEPUTY CHAIRMAN: Mr. Minister, what is the delay? *...(Interruptions)...* Please *...(Interruptions)...*

SHRI RAJEEV SHUKLA: Sir, he is in the Lok Sabha. He has just finished making the statement. *...(Interruptions)...*

श्री मुख्तार अब्बास नकवी : सर, *...(व्यवधान)...* लेकिन, वे अभी तक नहीं आए हैं। *...(व्यवधान)...* पार्लियामेंटरी अफेयर्स मिनिस्टर बताएं कि वे अभी कहाँ हैं? *...(व्यवधान)...*

MR. DEPUTY CHAIRMAN: Please. *...(Interruptions)...* Let me say. *...(Interruptions)...*

श्री रणवीर सिंह प्रजापति : सर, *...(व्यवधान)...*

MR. DEPUTY CHAIRMAN: Please sit down. आप बैठिए। *...(व्यवधान)...* आप बैठिए। *...(व्यवधान)...* प्रजापति जी, आप बैठिए। *...(व्यवधान)...* The hon. Minister has written that he would come here and make a statement at 12.30 p.m. Now, there has been a delay. Tell us what the reason is.

SHRI RAJEEV SHUKLA: Sir, he made a statement in the Lok Sabha at 12.30 p.m. He has just finished making the statement. He would be coming here any moment now. *...(Interruptions)...*

SHRI M. VENKAIAH NAIDU: Sir, then you must adjourn the House. *...(Interruptions)...*

SHRI SITARAM YECHURY: Sir, I had suggested at the outset. *...(Interruptions)...*

SHRI M. VENKAIAH NAIDU: Sir, adjourn the House for five minutes. *...(Interruptions)...*

THE MINISTER OF URBAN DEVELOPMENT AND THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI KAMAL NATH): Sir, let me *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Let us hear the Minister, Mr. Kamal Nath, now. Mr. Minister, let me explain the position. Here is a letter addressed to the Chair that the Home Minister would be coming here and making a statement at 12.30 p.m. There can be a technical delay, but tell us, what the reason for the delay is and when he would be coming...*(Interruptions)*...

श्री रणवीर सिंह प्रजापति : *

MR. DEPUTY CHAIRMAN: Please.. ...*(Interruptions)*... That will not go on record. Please sit down. ...*(Interruptions)*...

SHRI KAMAL NATH: Sir, I am coming to the House just now from the Lok Sabha. The Home Minister was there at 12 o'clock to make the statement. However, some Members, across the House, wanted to say a few words, and because they wanted to do so, the Speaker permitted them. It is that which has caused the delay. The Home Minister is sitting there, waiting to make the statement while the Members finish their three-four minutes' submissions. And as soon as he makes the statement, he is going to come straight here. So, I would appeal to the Members of the House, through you, Sir, that since he is in the Lok Sabha, he may be...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: That is clear. ...*(Interruptions)*...

SHRI SITARAM YECHURY: That is fair enough. So, Sir, you may adjourn the House.

MR. DEPUTY CHAIRMAN: The matter is clear now. ...*(Interruptions)*... The matter is over. ...*(Interruptions)*...

SHRI M. VENKAIAH NAIDU: Sir, if that is a fact, we have no problem. Let him confirm it. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: He has said it already. ...*(Interruptions)*... I have no reason to disbelieve the Minister. ...*(Interruptions)*...

डा. वी. मैत्रेयन (तमिलनाडु) : सर, गृह मंत्री जी सदन में आ गए हैं। ...*(व्यवधान)*...

श्री रणवीर सिंह प्रजापति : *

MR. DEPUTY CHAIRMAN: That is not going on record. ...(*Interruptions*)...

श्री रणवीर सिंह प्रजापति : *

MR. DEPUTY CHAIRMAN: That is not going on record. ...(*Interruptions*)...

श्री रणवीर सिंह प्रजापति : *

MR. DEPUTY CHAIRMAN: That is not going on record. ...(*Interruptions*)... Sit down. ...(*Interruptions*)... I have called the Home Minister. ...(*Interruptions*)... What are you doing? ...(*Interruptions*)...

STATEMENTS BY MINISTER – *Contd.*

Terrorist Attack in Srinagar on 13th March, 2013

THE MINISTER OF HOME AFFAIRS (SHRI SUSHILKUMAR SHINDE): Sir, there was a terrorist attack in Srinagar. The attack was made by the militants who have taken shelter in the State. They made a fidayeen attack on CRPF personnel at Bemina within Parimpora Police Station in Srinagar at about 1050 hours yesterday, that is, 13.3.2013. About 50 CRPF personnel of 73rd battalion had assembled in the Police Public School ground at Bemina for further deployment for law and order duties. Adjacent to the Police Public School is the Headquarters of the 73rd battalion of CRPF where a component of 44th battalion is also deployed. At that time, some youth of the neighbouring area were playing cricket in the ground. Taking advantage of the small gap in the fencing, which is generally used by the local youth for their access to the ground, two unidentified armed terrorists in civilian clothes carrying arms, ammunitions and grenades hidden in their kit bags entered the playground and mingled with the local youth. The terrorists took out their gear, and lobbed the grenades and opened indiscriminate firing on the CRPF personnel.

The armed officers of CRPF in the group and those from a nearby sentry post, about 70-80 metres away, opened fire on the terrorists. In the ensuing encounter, 5 CRPF personnel lost their lives and another 6 sustained injuries in which one is said to be critical. Besides, casualties and injuries to the CRPF personnel, 4 civilians playing cricket suffered splinter injuries due to grenades used by terrorists.

*Not recorded.

Both the terrorists were killed in the encounter. From the encounter site, the recoveries include two AK rifles, five AK magazines, two pistol magazines, four grenades, three Under Barrel Grenade Launcher (UBGL) grenades, UBGL 62 ammunition and two pouches.

From the bodies of terrorists killed two diaries one each from containing numbers suspected to be of Pakistani, tube of betnovate, a skin ointment were recovered. Further investigations reveal that this tube was manufactured in Glaxo Smithkline Pak Ltd., at 35 Dockyard, Karachi. The name of the tube mentioned in Urdu and the numbers mentioned in the diaries appears to be of Pakistani origin. Their bodies were shaven, which confirms them to be fidayeens. The killed terrorists are suspected to be of foreign origin.

Although the responsibility for the incident was owned by an agent of Hizb-ul-Mujahideen, the authenticity of the claim is yet to be ascertained.

MR. DEPUTY CHAIRMAN: For clarifications, we can fix a time later. ...*(Interruptions)*...

SHRI M. VENKAIAH NAIDU (Karnataka): The entire country is agitated. ...*(Interruptions)*... We gave a notice for raising the issue; you don't allow us to raise the issue. ...*(Interruptions)*...

And, you give precedence to the Minister and he makes a statement without circulating copies also. Now, you deny us from seeking clarifications.

MR. DEPUTY CHAIRMAN: We can take up clarifications later. We can fix a time for that. ...*(Interruptions)*...

SHRI M. VENKAIAH NAIDU: What else is more important than this? Please, guide us. Please, try to understand emotions.

MR. DEPUTY CHAIRMAN: It is very important. That is why, we will fix time.

SHRI M. VENKAIAH NAIDU: Why? At what time? Please, explain.

MR. DEPUTY CHAIRMAN: No, in this way...*(Interruptions)*... We will fix time for that.

SHRI M. VENKAIAH NAIDU: That is the practice. When an important issue is raised, we seek clarifications. You have allowed the Minister to make a statement. He has made a statement. We need to discuss it. We need to raise issues and get response from the Government.

DR. NAJMA A. HEPTULLA (Madhya Pradesh): Sir, according to the Rajya Sabha convention, after a *suo motu* statement is made, the Minister has to answer clarifications.

MR. DEPUTY CHAIRMAN: I am not denying that. I also know that it is a very serious issue. That is why, I have said that we will fix time and take up clarifications.

DR. NAJMA A. HEPTULLA: When is the time? This is the time, Sir.

SHRI M. VENKAIAH NAIDU: Sir, it is not the Minister who gave the notice; it is the Members who first gave the notice for discussion. Subsequently, the Minister gave a notice for making a *suo motu* statement. We have agreed because the Minister is Minister. But, at the same time, after making a statement, we need to ask certain questions.

MR. DEPUTY CHAIRMAN: I know that.

SHRI M. VENKAIAH NAIDU: The country wants the Parliament to discuss this issue.

MR. DEPUTY CHAIRMAN: I am not denying that at all. I do agree with that. I have only said that we will fix a time and do it.

SHRI RAVI SHANKAR PRASAD (Bihar): Mr. Deputy Chairman, Sir, let me suggest a way out. The way out is that we still have time because the Bill has been referred to the Standing Committee. Venkaiahji is very right. This is an issue impinging upon national security. Let certain Members seek clarifications. Within twenty minutes, it will be over. Thereafter, we are ready to co-operate in the discussion on the Railway Budget.

MR. DEPUTY CHAIRMAN: Okay, what does the Minister of Parliamentary Affairs has to say? Do you agree?

SHRI SUSHILKUMAR SHINDE: It's alright.

MR. DEPUTY CHAIRMAN: Okay. Shri Venkaiah Naidu.

SHRI M. VENKAIAH NAIDU: Sir, it is a very serious issue. Each time, I find it really — I don't know what to say — that we have to argue and then express our anguish and then get time. Sir, on a matter of national security, the

1.00 P.M.

entire House must speak with one voice. I am not here to find fault with the Home Minister on this issue. I am raising a larger issue. Please, try to understand that the enemy is at it again. Once again, it's an act of the enemy. Don't take it as a localised act or the handiwork of some people. So, the enemy is at work and then, they have done it again. This sort of an attack in the capital of Jammu and Kashmir, Srinagar, within the city on a CRPF camp speaks of the seriousness of the situation.

Sir, they want to subvert India. They want to cripple our economy. They want to divert our attention from development to this issue. Please, try to understand as to why this deployment of CRPF is there. It is because some people there are unnecessarily creating problem and trying to make it a law and order issue on Afzal Guru who was a dreaded terrorist, who was the mastermind behind the attack on Parliament. They want to divert our attention. Now, another section of the same group conducted this attack on our *jawans* and also on our civilian people. So, this is a very serious issue. My point is that the Government should understand the serious dimension of the entire issue. This is the handiwork of our neighbour. I have been saying it. I am saying it again. Even in Hyderabad or even in Srinagar, this is the handiwork of our neighbour, our enemy. Pakistan is aiding, abetting, funding and training terrorists. It is very clear. If anybody still lies in doubt, I can only sympathise with them because the entire country understands this. Secondly, Sir, Hizb-ul-Mujahideen has already accepted it. What is there to make inquiry and then find out the authenticity of the same?

Sir, these incidents are happening time and again. It happened in Hyderabad the other day. It happened in Srinagar today. And, this may not be the last case. Should these things go on? What is the approach of the Government towards such incidents? What is our approach *vis-a-vis* Pakistan? What is our approach towards terrorism? We talk of zero tolerance. What is zero tolerance? Last time also, I said it and I am saying it again that condolence for the dead, compensation for the survivors cannot be a policy at all. So, please, try to understand that the entire country is agitated. The security of the country is involved in this and our enemy, our neighbour, is indulging in all these sorts of activities.

And, we are not able to have a proper response on this issue. Mr. Deputy

[Shri M. Venkaiah Naidu]

Chairman, I would urge upon the Government to tell us as to what is the approach of the Government on this entire larger issue of Pakistan aiding, abetting and funding terrorism.

Secondly, what are the steps the Government of India proposes to take to see that such incidents do not reoccur anywhere in the country, not only in Sri Nagar?

My third point is related to the jawans who lost their lives. We express our condolences to their families. At the same time, I would like to appreciate those jawans who fought with those terrorists and killed two of them there. From the floor of the House, I salute them for showing the courage. The Government should also show the courage and evolve a long-term policy. The Government should discuss it in detail with the Opposition parties also, and, then evolve a proper response to this. Please put an end to this. I agree that it cannot be done in one day or in one night. But, at the same time, there has to be some approach, some clarity. I request the Government to please come up with some concrete proposals. Take the Opposition Parties and the country into confidence and evolve proper response.

SHRI SITARAM YECHURY (West Bengal): Mr. Deputy Chairman, Sir, at the outset, we would like to express our heartfelt condolences and sympathies to the families of those jawans who lost their lives, and, as has been done, and, I think, this is the general sentiment of the entire House, we salute those jawans, who heroically fought with and killed the terrorists.

Sir, I want to seek a clarification from the hon. Home Minister but I am feeling handicapped because, unfortunately, the written text has not been circulated so far. Normally, when the Minister makes a Statement, it is circulated amongst us but I do not know what happened today. You please get it enquired.

Sir, after the Mumbai attacks, when we passed new legislation and established the NIA, we were informed that these new institutions and new laws were necessary in order to combat terrorism. At that point of time, during the discussion, I remember raising this point, and, I would like the hon. Minister to tell us as to what is the state of affairs on that. It is not only a question of doing a post-mortem after the attack but the issue is to prevent such attacks. Now, in order to prevent such attacks, we require coordination between our intelligence agencies. There are various arms

of the Government at work but this coordination of the Intelligence agencies, these inputs, are not put together. The Government admitted then that it was something that needs to be corrected. But, I would like to know from the Home Minister, what have you done in order to coordinate the information that you are getting so that you are properly alerted. You had said that a general alert was issued before the Hyderabad incident. What does a general alert mean? The country is on a general alert. We are already on a general alert in the country. The point is what is being done in order to coordinate the inputs to prevent such incidents from happening.

You talk of zero tolerance for terrorism. It does not behove of any one particular religion, one particular region, all that, we have been continuously repeating. I don't think, anybody in this House or anywhere in the country, would have a different opinion with regard to fighting terrorism but the point is how effectively will you do it. Please tell us, please inform the House. If you do not want to share a piece of information for the sake of security, you are welcome to do so, but give us the assurance that you are coordinating the intelligence inputs so that such incidents do not happen in the future. Thank you.

श्री नरेश अग्रवाल (उत्तर प्रदेश) : माननीय उपसभापति जी, माननीय गृह मंत्री जी जो अपना वक्तव्य दे रहे थे, मुझे फिर तकलीफ है गृह मंत्री जी कि आप कह रहे हैं कि उनके पास से जो आर्म्स बरामद हुए, वे सब पाकिस्तान के बने हुए थे। आपने कम्पनी का नाम भी बताया और कराची का भी जिक्र किया। यह भी बताया था कि ऑइंटमेंट कराची की एक कम्पनी का था। लेकिन आपने यह नहीं बताया कि टेरेरिस्ट कहां के रहने वाले थे। श्रीमन्, मैं यह नहीं समझ पा रहा हूं कि हमारे देश कि सरकार यह कहने में क्यों संकोच कर रही है कि पाकिस्तान हमारी एनिमी कन्ट्री है और हिन्दुस्तान में जितना भी आतंकवाद है, सब पाकिस्तान में पनप रहा है। हमको मालूम है कि गुलाम कश्मीर में खुलेआम आतंकवादी अड्डे हैं, वहां पर से आतंकवाद हो रहा है। लेकिन सरकार क्यों नहीं हिम्मत कर रही है। माननीय मंत्री जी, रोज सदन में चर्चा होती है कि कहीं श्रीलंका वाले हिन्दुस्तान के लोगों को मार रहे हैं, इटली वाले चले ही गए हमारी कन्ट्री से, बंगला देश में लोगों के तमाम घर जला दिए गए। आज ही हम पढ़ रहे थे, नेपाल के साथ हमारे देश की जो हालत है, हम लोग रोज देख ही लेते हैं।

माननीय गृह मंत्री जी, जब उनका टारगेट मिलिटरी और पैरा-मिलिटरी है, इसका मतलब उनका सीधा मकसद है कि देश की सेना और पैरा-मिलिटरी फोर्सेस को हतोत्साहित कर दो और इस देश को तहस-नहस कर दो। मंत्री जी, आप रोज वक्तव्य मत दीजिए कि इतने लोग मर गए, रेड अलर्ट कर दिया और हम ऐसा करने जा रहे हैं, आप एक स्पष्ट नीति बताइए, आप

[श्री नरेश अग्रवाल]

स्पष्ट घोषणा कीजिए। अगर यह सरकार कमजोर है, तो कह दीजिए कि हमारी सरकार कमजोर है, हम निर्णय नहीं ले सकते हैं और अगर मजबूत सरकार है तो आप यहां स्पष्ट क्यों नहीं बोलते कि हम कठोर निर्णय लेंगे और आप क्या कदम उठाएंगे, उनके बारे में भी सदन को बताइए। हम सब इस मामले में आपके साथ हैं।

MR. DEPUTY CHAIRMAN: Now, Shri Derek O'Brien. Please only put the questions; no explanations.

SHRI DEREK O'BRIEN (West Bengal): Yes, Sir. I will make just two observations very quickly, in thirty seconds.

Sir, the first one is, of course, the sense of the House has been conveyed that everyone is in deep sadness. The funerals of these *jawans* took place about ninety minutes ago, and as we condole with their families, there was not a single person from any major political party who went and stood by the side of the families who had these lives lost. The other thing which causes concern is we are talking about solving these big issues of Kashmir and Sri Lanka *

MR. DEPUTY CHAIRMAN: No, no. *...(Interruptions)...* Don't make such remarks. *...(Interruptions)...* What is this? He was in the Lok Sabha. It is very clear. *...(Interruptions)...*

SHRI DEREK O'BRIEN: And, Sir, the last thing *...(Interruptions)...* The last thing *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: No, no, that will not go on record.

SHRI DEREK O'BRIEN: The last thing which is causing me concern as we are discussing this whole thing about Kashmir is that the news has just come in that in Sri Lanka, sixty Tamils have been arrested *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: No, no *...(Interruptions)...* You can't ask question on some other subject.

DR. V. MAITREYAN (Tamil Nadu): He is talking about internal security, Sir. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: No, no, that is not right. *...(Interruptions)...* Yes, Mr. Trivedi. *...(Interruptions)...*

*Not recorded.

DR. YOGENDRA P. TRIVEDI (Maharashtra): Sir, we have heard the Statement made by the hon. Home Minister. It is a factual statement. Even though we had not received the copy of the statement, he was very audible and clearly understandable. Sir, what we are saying is this. These are routine things which are happening and what has to be decided is this. Now, this is the time when tourism season starts in Kashmir. These attacks were very motivated in order to see that tourism doesn't flourish in Kashmir. I think this is happening day in and day out. We have to take a firm stand. We are showing our anguish. We are protesting and after a while everything dies out. This House also makes a little uproar and thereafter everything becomes calm. It is of no use. We must take action in order to see that not merely the people who had come had been shot, but the people behind them, who are sitting in Pakistan, should be brought to book. Something should be done like what Israel would have done in these circumstances.

SHRI TIRUCHI SIVA (Tamil Nadu): While joining other Members in expressing our condolence to the bereaved family, I would like to know only one thing from the hon. Minister. It is learnt that the CRPF camp was short of ammunitions. Is it a fact?

श्री के.सी. त्यागी (बिहार) : उपसभापति महोदय, आपका धन्यवाद कि पिछली सीटों पर बैठे सदस्यों की तरफ भी आपका ध्यान गया।

महोदय, इनसे पहले के दो गृह मंत्रियों के साथ मुझे ऑल पार्टी डेलीगेशन में कश्मीर जाने का मौका मिला है और अब तीसरे गृह मंत्री आए हैं। सर, 9 फरवरी को जब अफज़ल गुरु को फांसी हुई, तो गृह मंत्री महोदय का बयान था कि हम कुछ रिटालिएशन की घटनाओं को एक्सेप्ट कर रहे हैं, जिसमें हैदराबाद का नाम पहला था। उसके बाद गृह मंत्री महोदय ने माना कि इस तरह की घटनाएं होंगी। तो आपकी तैयारी थी कि वहां पर लगभग 25,000 की संख्या में सीआरपीएफ के जवान तैनात थे और सदन को सूचित करते हुए मुझे कष्ट हो रहा है कि उनमें से सिर्फ 8,000 जवानों के पास हथियार थे, बाकी सी.आर.पी.एफ. के जवानों को निहत्था कर दिया गया। महोदय, जो जवान मरे हैं, उनमें से सिर्फ एक के पास हथियार थे, बाकी चार बगैर हथियार के थे। कश्मीर के मामले में इस सरकार का नजरिया अब से नहीं, बल्कि 1947 से, जिस दिन से कश्मीर की बात चली है, तब से इस तरह का रहा है। मैं आपसे फिर कहना चाहता हूं कि यह दस-पांच मिनट की बात नहीं है।

श्री उपसभापति : आप प्रश्न पूछिए।

श्री के.सी. त्यागी : सर, कश्मीर पर नए तरीके से जो इनीशिएटिव होने चाहिए थे, वैसे नहीं हुए। गृह मंत्री ने इससे पहले तीन लोगों की टास्क फोर्स बनाई थी। जब उसकी रिपोर्ट

[श्री के.सी. त्यागी]

आई तो हमारे भाजपा के साथियों ने अपने तरीके से उसे रिजेक्ट किया और इन लोगों ने कहा कि इससे हमारा कोई लेना-देना नहीं है।

श्री उपसभापति : आप अपना क्लैरिफिकेशन पूछिए।

श्री के.सी. त्यागी : सर, मेरा क्लैरिफिकेशन यह है कि कश्मीर जैसे सवाल पर ...(व्यवधान)... सर, तीन साल से वहां कश्मीर में शांति थी, सरकार की आदत है, खासकर गृह मंत्री जी की कि जब तक वहां कर्फ्यू न लगे, दस-बीस, पचास आदमी ने मरें, पाकिस्तान द्वारा वहां फर्टाइल लैंड तैयार न हो, उससे पहले सरकार के कान पर कोई जूं तक नहीं रेंगती। जब 2010 में इस तरह के हादसे हुए थे, तब सरकार हरकत में आई और ऑल पार्टी डेलीगेशन वहां गया। आजकल कश्मीर के अंदर एक मजाक चल रहा है कि थोड़े दिन बाद गृह मंत्री जी ऑल पार्टी डेलीगेशन लेकर आएंगे। ...(व्यवधान)...

MR. DEPUTY CHAIRMAN: Okay, conclude.

श्री के.सी. त्यागी : सर, मेरा आखिरी निवेदन यह है कि कश्मीर के सवाल पर पहले एक दर्जन बार ऑल पार्टी मीटिंग हुई हैं। मैं गृह मंत्री जी से कहना चाहता हूं कि आज सारा कश्मीर जल रहा है, 9 तारीख से लेकर आज तक एक दिन भी विद्यालय नहीं खुले हैं, बच्चे स्कूल नहीं जा रहे हैं, आखिर हम लोग यहां बैठे क्या कर रहे हैं? क्या बातचीत का कोई नतीजा निकल रहा है?

श्री उपसभापति : ठीक है, आप बैठिए। ...(व्यवधान)... बैठिए। मिस्टर नकवी।

श्री के.सी. त्यागी : इसलिए इस पर ऑल पार्टी मीटिंग बुलाई जाए। ऑल पार्टी मीटिंग बुलाकर पूरी सिचुएशन को रिव्यू किया जाए और इन्हीं गृह मंत्री के रहते हुए कुछ न कुछ पोजिटिव इनीशिएटिव वहां पर लिए जाएं। मैं आपसे यही मांग करता हूं। धन्यवाद।

श्री मुख्तार अब्बास नकवी (उत्तर प्रदेश) : उपसभापति महोदय, मैं आपके माध्यम से माननीय गृह मंत्री जी से इसमें दो क्लैरिफिकेशन चाहता हूं। यह सबसे दुखद बात है कि हमारे वे जवान, जिनके सिर काटे गए थे, जो उन्हीं पाकिस्तानी आतंकवादियों, पाकिस्तान की फौज, आईएसआई ने काटे थे, उनकी चिताएं अभी ठंडी भी नहीं हुई थीं कि हमारे पांच जवानों की हत्याएं कर दी जाती हैं, उन्हें शहीद कर दिया जाता है। मैं चाहूंगा कि माननीय गृह मंत्री जी इस बारे में जरूर बताएं, आतंकवादी जब हत्याएं करते हैं तो कहा जाता है कि फिदाइन थे, उसके 15-20 मिनट के बाद गृह सचिव का बयान आता है कि हमें मालूम था ये फिदाइन थे, ये फलां संगठन के व्यक्ति थे, ये यहां से आए थे और उसके आधे घंटे बाद हम टेलीविजन पर गृह मंत्री जी का बयान देखते हैं, गृह मंत्री जी कहते हैं कि हम जांच कर रहे हैं, पता लगा रहे हैं और कार्रवाई करेंगे। ऐसे संवेदनशील मुद्दे पर गृह सचिव कुछ बयान देते

हैं और गृह मंत्री जी कुछ बयान देते हैं। इससे अहसास होता है कि सरकार की आतंकवाद के प्रति, राष्ट्रीय सुरक्षा के प्रति क्या गंभीरता है, क्या जिम्मेदारी है? अगर आपको सारी चीजें मालूम थी कि ये लश्कर-ए-तैयबा के थे, ये यहां से आने वाले हैं, ये यहां रुकने वाले हैं, तो आप क्या कर रहे थे? क्या आप खड़े हुए इंतजार कर रहे थे कि आप आओ, हमारे जवानों को मार जाओ, फिर हम अपना बयान देकर के अपना काम पूरा कर लेंगे? ऐसा लगातार चल रहा है।

सर, दूसरी चीज, गृह मंत्री जी को यह जानकारी होगी कि वहां की एक कंस्टीट्यूशनल बॉडी है।

MR. DEPUTY CHAIRMAN: Yes, okay. Okay.

श्री मुख्तार अब्बास नकवी : सर, यह बहुत इम्पोर्टेंट है, इसकी इनको जानकारी होगी। गृह मंत्री जी, पाकिस्तान की एक कंस्टीट्यूशनल बॉडी है - "काउंसिल ऑफ इस्लामिक आइडोलोजी", जिसके एक सदस्य है अशरफी, उन्होंने अफगानिस्तान टेलीविजन के चैनल "तोलो समाचार" में इंटरव्यू दिया, जो यह छपा हुआ है, यह आपको भी मिला होगा। इसमें उन्होंने कहा है कि भारत में फिदाइन बन कर जाओ, न केवल कश्मीर में बल्कि भारत के अलग-अलग हिस्सों में बम लेकर तुम नहीं जा सकते, फिदाइन बनकर जाओ और भारत को बर्बाद करो। यह कौन कह रहा है? यह खाली हाफिज सईद नहीं कह रहा है, यह पाकिस्तान की एक कंस्टीट्यूशनल बॉडी है, उस बॉडी का सदस्य कह रहा है और टेलीविजन चैनल पर कह रहा है। क्या गृह मंत्री जी को यह मालूम है?

MR. DEPUTY CHAIRMAN : Now conclude. Now, Mr. Minister.

श्री मुख्तार अब्बास नकवी : सर, आखिरी है। गृह मंत्री जी, वहां पर गृह मंत्रालय ने, जम्मू-कश्मीर सरकार ने क्या लिखित रूप में हमारे केन्द्रीय सुरक्षा बलों को आदेश दिया है कि वे अपनी बंदूकें छोड़ कर लाठियां देकर वहां खड़े हों? ...(व्यवधान)...

श्री राम कृपाल यादव (बिहार) : सर, हम लोग भी सदस्य हैं। क्या हम लोगों के बोलने का अधिकार आपने समाप्त कर दिया है? ...(व्यवधान)...

MR. DEPUTY CHAIRMAN: Put one question. One minute only.

SHRI RAM KRIPAL YADAV: It is not fair. ...(Interruptions).... यह कोई मतलब नहीं है। ...(व्यवधान)...

MR. DEPUTY CHAIRMAN: You just put one question. I am allowing you. I am allowing you to put one question.

श्री राम कृपाल यादव : सब लोगों के लिए चार घंटे और मेरे लिए केवल एक मिनट दे रहे हैं।...(व्यवधान)...

श्री उपसभापति : मुझे मालूम है।...(व्यवधान)...

श्री राम कृपाल यादव : सर, आप हमारा संरक्षण क्यों नहीं करते हैं?... (व्यवधान)...

श्री उपसभापति : आप बोलिए। एक मिनट में समाप्त कीजिए और जो प्रश्न पूछना है, वह पूछिए।...(व्यवधान)...

श्री राम कृपाल यादव : उपसभापति महोदय, माननीय गृह मंत्री जी ने कल कश्मीर में जो घटना हुई, उसका जिक्र किया। महोदय, यह देश आतंकवाद के दंश से लगातार त्रस्त है और हम सब लोग बहुत दुखी हैं। केवल कल की घटना नहीं, उसके पहले भी घटनाएं होती रही हैं। पांच जवान शहीद हो गये और जो जख्मी हैं, वे जीवन और मौत से संघर्ष कर रहे हैं। सबसे पहले हम उनको सेल्यूट करना चाहते हैं। मैं माननीय मंत्री जी से पूछना चाहता हूं कि जब हमें श्रेष्ठ था, अफजल गुरु की फांसी के बाद आपने स्वयं स्वीकार किया था कि किसी तरह की घटना हो सकती है तो क्यों नहीं लगातार, आपके सुरक्षा के जो दृष्टिकोण हैं, जिनको आप अपने स्तर पर देखते हैं, उन्हें दुरुस्त किया गया? उनमें जो कमियां आयीं, जिनकी वजह से यह हमला हुआ, पाकिस्तानी आतंकवादियों ने हमला करके हमारे लोगों की जान ली, उस पर आपने रोक लगाने का काम क्यों नहीं किया? सर, मैं कोई राजनीतिकरण नहीं करना चाहता। यह देश की सुरक्षा और अस्मिता का सवाल है। क्या हम पाकिस्तान के आतंकवाद के दंश को झेलते रहेंगे? क्या ऐसे ही हमारे जवान मरते रहेंगे और हम चुपचाप बैठे रहेंगे? ... (व्यवधान)...

श्री उपसभापति : आप प्रश्न पूछिए।

श्री राम कृपाल यादव : आपने सुरक्षा व्यवस्था को मजबूत करने का काम क्यों नहीं किया? आपकी जो इंटेलिजेंस एजेंसी है, इन्होंने सख्त रहने का काम क्यों नहीं किया और यह मौका क्यों दिया? मैं नहीं समझता कि आपकी इंटेलिजेंस एजेंसी बिल्कुल फेल हो चुकी है। निश्चित तौर पर आप ... (व्यवधान)...

श्री उपसभापति : ठीक है। श्री संजय राउत।

श्री राम कृपाल यादव : क्या भविष्य में हम यही आशा करें कि इसी तरह से सुरक्षा में कमी होती रहेगी, हमारे जवान मरते रहेंगे और पूरा देश मूक दर्शक बना रहेगा? ... (व्यवधान)...

श्री उपसभापति : आप बैठिए। Mr. Raut, just put your question.

श्री राम कृपाल यादव : क्या यह हमारा नैतिक दायित्व नहीं बनता है कि हम अपने देश के जवानों को सुरक्षा देने का काम करें? ... (व्यवधान)...

MR. DEPUTY CHAIRMAN: It is not going on record.

श्री राम कृपाल यादव : *

MR. DEPUTY CHAIRMAN: Mr. Raut, please put your question. ...*(Interruptions)*...

श्री संजय राउत (महाराष्ट्र) : सर, मैं क्वेश्चन नहीं पूछूंगा...*(व्यवधान)*...

श्री जी.एन. रतनपुरी (जम्मू और कश्मीर) : सर...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: I cannot allow everybody. ...*(Interruptions)*... No, it is not possible. Mr. Raut, just put your question.

श्री संजय राउत : महोदय, यह सिर्फ श्रीनगर पर टेररिस्ट अटैक नहीं है, यह देश के ऊपर हमला है। जब इस प्रकार का हमला होता है तो उसे टेररिस्ट अटैक कहना, यह बात नहीं चलेगी। इस प्रकार का हमला कहीं भी हो, यह पाकिस्तान द्वारा देश पर किया हुआ हमला है, ऐसा हमें मानकर चलना चाहिए। दूसरा, जब पाकिस्तानी हमारे दो जवानों का सिर काटकर पाकिस्तान लेकर गए थे, तब वे जवान आर्मी के थे और बॉर्डर पर फायरिंग की रेंज में थे। हम मान सकते हैं कि वे फायरिंग रेंज में थे, लेकिन श्रीनगर में जो कुछ हुआ, उन टेररिस्ट्स ने उन आतंकवादियों ने हमारे घर में आकर हमारे जवानों पर हमला किया, तब आप क्या कर रहे थे? ...*(समय की घंटी)*...

MR. DEPUTY CHAIRMAN: Just put your question.

श्री संजय राउत : सर, आप मेरी बात सुनिए। हर बार यह कहा जाता है कि फिदाइन हमला हुआ, आत्मघाती हमला हुआ। जब आत्मघाती हमला हो रहा था तो आप क्या कर रहे थे? अगर आपके पास आत्मघाती हमला रोकने के लिए इंतजाम नहीं है तो आप हमें बताइए। आपको कितने फिदाइन पाकिस्तान के ऊपर हमला करने के लिए चाहिए? आप बताइए। आपके पास आर्मी है, आपके पास जवान हैं, आपके पास गोलियां हैं, आपके पास बम हैं, उसके बावजूद आप क्या कर रहे हैं? अगर आपके पास फिदाइन हमले करने की यंत्रणा नहीं है तो आप हमें बताइए। आपको कितने राष्ट्रभक्त चाहिए, जो देश के लिए मरने के लिए तैयार हों? अगर उनके पास हैं तो हमारे देश के पास भी हैं। ...*(व्यवधान)*... आपके पास उन हमलों को रोकने की हिम्मत नहीं है...*(व्यवधान)*... सर, आज सरकार ने ** , इसलिए बार-बार इस तरह के हमले होते हैं।

श्री जी.एन. रतनपुरी : सर, मैं होम मिनिस्टर से यह जानना चाहता हूँ कि हमें मालूम था कि * ...*(व्यवधान)*...

SHRI M. VENKAIAH NAIDU: Sir, is this an occasion for this? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Ratanpuri, you should only seek clarifications on the statement. Other things will not go on record. ...*(Interruptions)*...

*Not recorded.

**Expunged as ordered by the Chair.

श्री जी.एम. रतनपुरी : मुझे बात कहने दें। ...(व्यवधान)...

MR. DEPUTY CHAIRMAN: Any other subject will not go on record. ...*(Interruptions)*... No other subject will go on record. You should only seek clarifications. ...*(Interruptions)*...

श्री नरेश अग्रवाल : सर, एक आतंकवादी के लिए ये क्या बोल रहे हैं? ...(व्यवधान)...

श्री जी.एन. रतनपुरी : मुझे बात कहने दें। ...(व्यवधान)...

श्री मुख्तार अब्बास नकवी : सर, ये क्या कह रहे हैं? क्या ये आतंकवादियों के समर्थन में बोल रहे हैं? ...(व्यवधान)... सर, ऐसे नहीं चलेगा। ...(व्यवधान)...

श्री जी.एन. रतनपुरी : आप मेरी बात भी नहीं सुनेंगे। ...(व्यवधान)... उसके बाद क्या जरूरत थी यह कहने की कि ...(व्यवधान)...

श्री मुख्तार अब्बास नकवी : सर, इसको रिकार्ड से निकाला जाए। ...(व्यवधान)...

श्री उपसभापति : आप लोग बैठ जाइए। ...(व्यवधान)... आप बैठ जाइए। ...(व्यवधान)... Mr. Ratanpuri, I have allowed you to only seek clarifications on this subject. Whatever you have said, other than this subject, is expunged from the record. If you want, you can seek clarifications. Otherwise, please sit down. ...*(Interruptions)*...

श्री जी.एन. रतनपुरी : * ...(व्यवधान)...

MR. DEPUTY CHAIRMAN: I will only allow clarifications. ...*(Interruptions)*... It is not going on record. ...*(Interruptions)*... Now, Mr. Minister. ...*(Interruptions)*...

श्री मुख्तार अब्बास नकवी : सर, यह क्या हो रहा है? ...(व्यवधान)... इसको रिकार्ड से निकाला जाए। ...(व्यवधान)...

श्री उपसभापति : रिकार्ड से निकाल दिया। ...(व्यवधान)... That has been removed. ...*(Interruptions)*... Now, Mr. Minister. ...*(Interruptions)*... You cannot use this time for making allegations. You should understand that. ...*(Interruptions)*... This is an opportunity for seeking clarifications. You are making allegations. It is all expunged. Now, please sit down. Now, Mr. Minister.

श्री सुशीलकुमार शिंदे : उपसभापति महोदय, कल जो घटना हो गई, उसके बारे में मैंने सभी कुछ बताया है और इतना ही नहीं, उनके साथ क्या betnovate ट्यूब पर किस तरह का

एड्रेस है, किसका एड्रेस है, यह भी मैंने बताया ताकि उसका आईडेंटिटीफिकेशन करने में हमें लिक मिल जाए, मैंने यह बताया। मैंने यह नहीं बताया कि वे पाकिस्तानी थे या कहां के थे। मैं कह रहा हूं कि वे फारेनर्स थे। ...*(व्यवधान)*...

श्री मुख्तार अब्बास नकवी : आपके होम सेक्रेटरी ने कहा है।

श्री सुशीलकुमार शिंदे : ठीक है। मैं जो हाउस में कह रहा हूं, the statement made in the House is greater than the statement made outside. Whatever statement I have made in the House should be taken in that way.

उपसभापति महोदय, यह बात सही है कि वेंकैया नायडु जी ने हैदराबाद के बारे में कहा है। हमने भी अलर्ट दिया था। यह सही बात है कि हमें रोज अलर्ट देना पड़ता था। आप भी सरकार में थे, जो भी हमें इन्फॉर्मेशन मिलती है, इंटेलिजेंस से मिलती है, वह हम शेयर करते हैं, स्टेट के साथ शेयर करते हैं, हमारी जो दूसरी इंटेलिजेंस एजेंसी है, वह बहुत ही सीक्रेट एजेंसी होती है, वह भी हमारे से शेयर करती है, हम भी उससे शेयर करते हैं और वही इन्फॉर्मेशन पूरे राष्ट्र को देते हैं, लेकिन एक अलर्ट उस वक्त सबको दिया था जब हैदराबाद का केस हो गया था। यह विशेष था, जहां तक इस तरह की घटना बड़े शहरों में होने का सवाल है। उपसभापति महोदय, इसमें पार्टी का सवाल नहीं है। हमने यह अलर्ट दिया था, यह मुम्बई को दिया था, यह पूना को दिया था, चेन्नई को दे दिया था, कोलकाता को दे दिया था, वैसे ही हैदराबाद को भी दे दिया था। दुखदाई केस हो गया है। अभी भी, हम उस केस की ज्वाइंटली इन्वेस्टिगेशन कर रहे हैं, क्योंकि लोकल पुलिस भी इस इन्वेस्टिगेशन में रास्ता बताने के लिए बहुत महत्वपूर्ण होती है। एकदम NIA में हम उसे लेना नहीं चाहते थे, हम उसे ले सकते हैं, कई केसों में डायरेक्टली NIA में ले सकते हैं, उसमें कोई दिक्कत नहीं है। लेकिन इस केस को हैदराबाद के बारे में हम थोड़ा और भी एक उपलब्धि दे रहे हैं और कुछ मालूमात हो गई है, हम उसके लिए थोड़ा रुके हुए हैं।

दूसरी बात, हमारे साथी येचुरी साहब ने कही है कि क्या इंटेलिजेंस एजेंसी का एक्सचेंज होता है? उन्होंने यह भी कह दिया कि एक-दूसरे में को-ऑर्डिनेशन नहीं है। यह को-ऑर्डिनेशन अवश्य है, मैं आपको बताऊंगा कि ये कुछ बातें हैं, जो ऐसी घटनाएं मालूम होती हैं, लेकिन जो इंटेलिजेंस का को-ऑर्डिनेट होता है और जो घटना नहीं घटती है, हम उसके बारे में तो कुछ बताते नहीं हैं। ...*(व्यवधान)*...

श्री सीताराम येचुरी : आप बताइये।

श्री सुशीलकुमार शिंदे : ऐसी बहुत सी घटनाएं हैं, मैं उनके बारे में थोड़ा सा बताऊंगा और मैं आखिरी में थोड़ा सा बताऊंगा कि क्या हो गया है। हम यह सब कुछ रोजाना नहीं बताते हैं। हमने यह इन्फिल्ट्रेशन बचाया है। वहां हमारी श्री फेज़ की फेन्सिंग है, वे लोग उसमें से आ रहे थे और उनको मार डाला। इसमें रोज बताने की क्या है? जो पुलिस का प्रोफेशनल

[श्री सुशीलकुमार शिंदे]

काम है, वह प्रोफेशनल काम पुलिस करती रहेगी। लेकिन जो आपने इंटेलिजेंस की बात कही है कि एक्सपीरिएन्स लोग हैं, मैं भी यह चाहता हूँ कि हमारा इंटेलिजेंस और पावरफुल होना चाहिए। हमारे पास जो बहुत सी बातें आती हैं, तो हम उनके बारे में पुलिस स्टेशन्स को भी बताते हैं और देश को भी बताते हैं। हमारे कई साथियों ने कहा है कि वहां पर सी.आर.पी.एफ. के पास हथियार ही नहीं थे। हमारे एक साथी ने तो यह कहा है कि 50 प्रतिशत लोगों के पास हथियार थे और 50 प्रतिशत लोगों के पास नहीं थे। देखिए, जम्मू-कश्मीर का मामला और प्रदेशों से अलग है। हम वहां पर सभी लोगों को कॉन्फिडेंस में लेकर काम करना चाहते हैं। वहां पर जो एक शांति की बहाली हो रही है, हम उसमें डिस्टर्ब भी नहीं करना चाहते हैं। हम उस पर बंदूक लेकर प्वाइंट आउट नहीं करना चाहते हैं। कभी-कभी हाथ में लाठी भी होती है, तो हम उससे भी कंट्रोल करते हैं। हम वहां से बंदूके ...**(व्यवधान)**... **Let me speak now.** ऐसा बहुत बार होता है। यह आप बोल रहे हैं, लेकिन मैं बहुत सालों के बाद 1993 के बाद, बिना सेक्युरिटी के लाल चौक पर गया था। हमने वहां पर कुछ खरीदा था। उस वक्त चीफ मिनिस्टर भी मेरे साथ थे। हम वहां प्राइवेट कार में गए थे। हम चाहते थे कि हम यह सब वहां शांति से करें। जो वहां का जवान है, आज भी वह हम सब की तरफ देखता है कि उसको कोई न कोई नौकरी मिले। राहुल गांधी जी इन्डस्ट्रिअलिस्ट को साथ लेकर गए थे। ...**(व्यवधान)**... अभी क्यों नहीं सुनते हो? ...**(व्यवधान)**... तो वहां इन्डस्ट्रिअलिस्ट लेकर गए।

उपसभापति महोदय, हमने वहां के युवकों को बड़ी-बड़ी फैक्ट्रीज में ट्रेनिंग देकर, वहीं पर उनको सर्विस देने की योजना बनाई है। हमारे डिपार्टमेंट में वह काम अभी चल रहा है। मुझे पूरा विश्वास है कि जब कश्मीर के जवान दूसरी जगहों पर जाएंगे, बेंगलूरु जाएंगे, हैदराबाद जाएंगे, मुम्बई जाएंगे या कोलकाता जाएंगे तो सबके साथ मिक्स-अप होंगे। वे एक नए क्लचर से ...**(व्यवधान)**... **Don't disturb me now.** आपने तो बोला है कि * यहां तो किसी के * सबके हाथों में ताकत है। आप ऐसा मत समझिए। ...**(व्यवधान)**...

SHRI SANJAY RAUT: **

MR. DEPUTY CHAIRMAN: Mr. Sanjay Raut, please take your seat. Don't interrupt. It is not going on record.

श्री सुशीलकुमार शिंदे : संजय जी भी महाराष्ट्र से हैं। उनको भी मुझे उसी लैंग्वेज में उत्तर देना पड़ता है, क्या करें। ...**(व्यवधान)**... महोदय, यह एक महत्वपूर्ण सब्जेक्ट है, मैं आपको यह बताना चाहूंगा कि जम्मू और कश्मीर में टेररिस्ट का जो वॉयलेंस करने का ट्रेंड है, अभी सदस्य बोल रहे थे कि सरकार ने क्या किया? मैं बताना चाहूंगा कि 2005 से कितने इंसिडेंट्स

*Expunged as ordered by the Chair.

**Not recorded.

हुए हैं और कितने सिक्योरिटी फोर्सज के जवान मारे गए हैं, कितने सिविलियन्स मारे गए हैं और टेररिस्ट कितने मारे गए हैं? ...(व्यवधान)...

श्री मुख्तार अब्बास नकवी : आप यह भी बता दीजिए कि कार्यवाही क्या हुई?

श्री सुशीलकुमार शिंदे : सुनिए, 2005 में 1,900 इंसिडेन्ट्स हुए हैं। उसमें सिक्योरिटी फोर्सज के 189 मारे गए।

इनमें सिविलियन्स 557 मारे गए थे और 917 टेररिस्ट किल्ड थी, 2006 में 1667 इंसिडेन्ट्स हुए थे, जो कि पहले से कम हो गए, सिक्योरिटी फोर्सज किल्ड 151 थी, यह भी कम हो गई, सिविलियन्स किल्ड 389 थी, कम हो गई और टेररिस्ट किल्ड 591 थी, यह भी कम हो गई। ...(व्यवधान)... वह भी कम हो गया। मैं आपको सब बताता हूं कि 2007 में 1092 इंसिडेन्ट्स हुए, 110 सिक्योरिटी के लोग मारे गए, सिविलियन्स 158 और टेररिस्ट किल्ड 472 थी, 2008 में 708 इंसिडेन्ट्स हुए, सिक्योरिटी फोर्सज में 75 किल्ड थी, सिविलियन्स किल्ड 91 और टेररिस्ट किल्ड 339 थी, 2009 में 499 इंसिडेन्ट्स हुए, सिक्योरिटी फोर्सज किल्ड 79, सिविलियन्स किल्ड 71 और टेररिस्ट किल्ड 239 थी, 2010 में 488 इंसिडेन्ट्स हुए थे, एस.एफज. किल्ड 69 थी, सिविलियन्स किल्ड 47 और टेररिस्ट किल्ड 232 थी, 2011 में 340 इंसिडेन्ट्स हुए, एस.एफज. किल्ड 33, सिविलियन्स किल्ड 31 और टेररिस्ट किल्ड 100 थी। 2012 में 220 इंसिडेन्ट्स हुए, एस.एफज. किल्ड सिर्फ 15 थी, सिविलियन्स किल्ड 15 और टेररिस्ट किल्ड 72 थी, 2012, upto Feb. 2012 में 25 इंसिडेन्ट्स हो गए, उसमें 4 सिविलियन्स मारे और 6 टेररिस्ट मार दिए गए, अभी 2013 में 13 इंसिडेन्ट्स हो गए हैं, 3 सिविलियन्स और 1 टेररिस्ट मारा गया है।

उपसभापति महोदय, मैं बताना चाहूंगा कि 2005 में 1990 इंसिडेन्ट्स हो गए थे और आज 250 इंसिडेन्ट्स हैं। मैं आज की फिगर नहीं ले रहा हूं, मैं 2012, जो खत्म हो गया है, उसकी फिगर ले रहा हूं। इसमें सिक्योरिटी फोर्सज किल्ड 0 है और कल तक 6 टेररिस्ट मारे गए हैं। यह फिगर 1990 से 220 तक आ गई है। सिक्योरिटी किल्ड, जो उस वक्त 189 थी, वह आज 15 हो गई है, सिविलियन्स किल्ड भी 557 से 15 हो गई है, टेररिस्ट 72 मारे गए हैं, as compared to 917. आपने सही बोला कि सब कुछ डिसक्लोज करना ठीक नहीं है, क्योंकि यह जो इन्फिल्ट्रेशन हो रहा है और आपने जो बताया है, उसमें हमारी जो एजेन्सीज हैं, उस संदर्भ में मैं आपको बताऊंगा कि किस तरह से काम हो गया है। हमने पूरे पाकिस्तान बॉर्डर के ऊपर श्री टियर फेंसिंग की है। मैं वेस्ट बंगाल भी गया था और अभी 25 तारीख को गुजरात के बॉर्डर पर भी जा रहा हूं। मैं ये सभी बॉर्डर देख रहा हूं। मैं सभी तरफ से बॉर्डर इसलिए देख रहा हूं, क्योंकि हम चाहते हैं कि जहां तक हो सके हमारे यहां से इन्फिल्ट्रेशन कम हो जाए, ताकि हमारी इंटरनल सुरक्षा बहुत ही ताकतवर हो सके। इसके लिए सभी लोगों ने प्रयास किया है। इस तरह की बात नहीं है कि मैं ही बहुत कुछ नया बदलाव लाऊंगा, लेकिन मेरा भी काम में थोड़ा योगदान होना चाहिए, नहीं तो मुझे लाल चौक में जाने की क्या जरूरत थी? आप कभी तो लोगों में एक कांफिडेंस क्रिएट

[श्री सुशीलकुमार शिंदे]

करेंगे कि नहीं करेंगे? ...**(व्यवधान)**... ठीक है। ...**(व्यवधान)**... उपसभापति जी, मैं जब इन्फिल्ट्रेशन की बात कह रहा हूँ, तो मैं आपको बताऊंगा कि 2005 से इन्फिल्ट्रेशन भी किस तरह से रहा है। 2005 में वैली में 406 अटेम्प्ट्स हुए थे, जिनमें से 255 सक्सेसफुल हुए थे, जम्मू में 191 अटेम्प्ट्स हुए और 81 सक्सेसफुल हुए, 2006 में 355 अटेम्प्ट्स हुए और 251 सक्सेसफुल हुए, जम्मू में 218 अटेम्प्ट्स हुए और 92 सक्सेसफुल हुए, 2007 में 446 अटेम्प्ट्स हुए और 285 सक्सेसफुल हुए थे, जम्मू में 89 अटेम्प्ट्स हुए थे और 26 सक्सेसफुल हुए थे। 2008 में वैली में 198 अटेम्प्ट्स हुए, 27 सक्सेसफुल हुए और जम्मू में 144 अटेम्प्ट्स हुए, 30 सक्सेसफुल हुए। 2009 में वैली में 427 अटेम्प्ट्स हुए, 99 सक्सेसफुल हुए और जम्मू में 58 अटेम्प्ट्स हुए, 14 सक्सेसफुल हुए। 2010 में वैली में 288 अटेम्प्ट्स हुए, 82 सक्सेसफुल हुए और जम्मू में 201 अटेम्प्ट्स हुए, उनमें से 13 सक्सेसफुल हुए। 2011 में वैली में 188 अटेम्प्ट्स हुए, 52 सक्सेसफुल हुए और जम्मू में 59 अटेम्प्ट्स हुए और जो सक्सेसफुल हुए, उनकी फिगर अभी नहीं है। 2012 में वैली में 222 अटेम्प्ट्स हुए, उनमें से 121 सक्सेसफुल हुए। यह कम होता आ रहा है, लेकिन अभी 2012 में उसमें थोड़ा बदलाव हुआ है।

हम भी यह देख रहे हैं, जिस तरह से आपने पीओके की बात कही, हमारी नजर पीओके के ऊपर है। वहां जो कैम्प्स चले हुए हैं, उन पर भी हमारी नजर है। ...**(व्यवधान)**... वहां हैं, अभी कैम्प्स के बारे में लोगों ने भी मुझे तकलीफ दे दी है, उनकी बात मैं नहीं कहता हूँ। इसके बारे में भी हम बहुत विजिलेंट हैं। मैं आपको आश्वस्त करता हूँ कि यह जो फिगर कम होती आ रही है, कश्मीर के बारे में विशेष पैकेज देकर हम वहां शान्ति लाना चाहते हैं, क्योंकि यह बात सही है कि वहां हम भी ज्यादा दिन मिलिटरी नहीं रखना चाहते हैं। इसीलिए तो मिलिटरी के हाथ में लाठी देकर प्रयत्न किया गया था, लेकिन कभी-कभी उसको भी अलग तरीके से देखा जाता है, तो शान्ति बहाली करने के लिए कभी शस्त्र लेना पड़ता है।

उपसभापति महोदय, मुझे मालूम है कि ये दो एक्सक्लूशंस होने के बाद गड़बड़ी होगी। आप ही चाहते थे कि हम कुछ-न-कुछ एक्शन ले लें। अगर हम एक्शन नहीं लेते, तो वहां भी कहते कि सरकार हाथ पर हाथ रख कर बैठी है। ...**(व्यवधान)**... महोदय, मैं सदन को इतना ही आश्वासन दे रहा हूँ कि भारत सरकार इन सब सिक्योरिटी के मामले में और जनता की सुरक्षा में अधिक सक्षम बनेगी, अधिक कार्यक्षम बनेगी और हमारी इंटेलीजेंस एजेंसीज़ अधिक कोऑर्डिनेटेड बनेंगी। मैं यहां यही बताना चाहता हूँ।

MR. DEPUTY CHAIRMAN: The House is adjourned to meet after 45 minutes.

The House then adjourned for lunch at thirty-eight minutes
past one of the clock.

The House re-assembled after lunch at twenty-three minutes past two of the clock, MR. DEPUTY CHAIRMAN in the Chair.

GOVERNMENT RESOLUTION

Approval of recommendations contained in Third Report of Railway Convention Committee (2009)

and

The Budget (Railways) 2013-14 – (contd.)

MR. DEPUTY CHAIRMAN: Now, we will have further discussion on the Government Resolution and the Budget (Railways) 2013-14. Shri Bashistha Narain Singh, now.

श्री बशिष्ठ नारायण सिंह (बिहार) : उपसभापति महोदय, आज मुझे प्रसन्नता हो रही है कि मुझे देश के सबसे बड़े महकमे या इंस्टीट्यूशन - रेल मंत्रालय पर चल रही बहस में शरीक होने के लिए मौका मिला है। इसके लिए मैं आसन को धन्यवाद देता हूँ।

महोदय, यह एक ऐसा विभाग है जो देश की एकता को और देश को एक जगह से दूसरी जगह जोड़ने का काम करता है। पूरब से पश्चिम और उत्तर से दक्षिण के भारतवासियों को एक जगह से दूसरी जगह ले जाकर उनके इच्छित स्थानों पर पहुंचाने का काम करता है। सबसे बड़ी बात यह है कि भाषा के संवर्द्धन में भी इस विभाग का बड़ा ही महत्व है। एक भाषा बोलने वाले रेलवे कर्मचारी दूसरी जगह पर जाकर वहां की भाषा भी सीखते हैं। इससे देश की एकता को बल मिलता है।

उपसभापति महोदय, इतने बड़े मंत्रालय पर जब आज बहस चल रही है, तो मैं एक बहुत गम्भीर बात से अपनी चर्चा शुरू करना चाहता हूँ। आज से कुछ समय पूर्व एक पूर्व रेल मंत्री, श्री दिनेश त्रिवेदी जी का सदन में और सदन के बाहर भी एक ऐसा वक्तव्य आया, जिससे सारे देश में चिन्ता की लकीरें और रेलवे की एक भयावह तरवीर दिखाई पड़ने लगीं। दिनेश त्रिवेदी जी ने वह वक्तव्य एक सांसद के रूप में नहीं दिया था, बल्कि वह वक्तव्य उन्होंने भारत के रेल मंत्री के रूप में दिया था। महोदय, भारत का रेल मंत्री ही जब यह कहता हो कि रेलवे आई.सी.यू. में चली गई है, यानी रेलवे इंटेसिव केयर युनिट में पहुंच गई है, तो इससे बड़ी भयावह स्थिति और क्या हो सकती है? आज बंसल जी भले ही रेल मंत्री हों, लेकिन इनके पूर्ववर्ती मंत्री ने रेलवे की व्यवस्था के ऊपर जो वक्तव्य दिया, उससे सारे लोगों की चिन्ताएं बढ़ गई हैं। इसके अलावा, आंकड़ों की बाजीगरी से यदि यह दिखाया जाए कि रेलवे की व्यवस्था को सुधारने के लिए अथक प्रयास किए जा रहे हैं, ठोस कदम उठाए जा रहे हैं, तो इससे स्पष्ट जवाब नहीं मिलता है। महोदय, उन्होंने जो वक्तव्य दिया था, तो

[श्री बशिष्ठ नारायण सिंह]

मेरे जैसे हजारों लोग ऐसे होंगे, जो उनके वक्तव्य से इस आधार पर सहमत होंगे कि उन्होंने वह वक्तव्य पंकजुअलिटी के आधार पर नहीं दिया होगा, उन्होंने सेफ्टी और सिक्युरिटी के आधार पर वह वक्तव्य नहीं दिया होगा और उन्होंने सर्विस सेक्टर के आधार पर भी वह वक्तव्य नहीं दिया होगा, बल्कि उन्होंने वह वक्तव्य रेलवे की खस्ता हालत के ऊपर दिया होगा, उन्होंने वह वक्तव्य रेल की आर्थिक स्थिति के आधार पर दिया होगा और उन्होंने यह वक्तव्य इसलिए दिया होगा क्योंकि देश का सबसे बड़ा महकमा आज संकटग्रस्त हो गया है। महोदय, यदि देश का सबसे बड़ा महकमा आज संकटग्रस्त हो गया है। महोदय, यदि देश का सबसे बड़ा महकमा और वह भी सार्वजनिक क्षेत्र का महकमा संकटग्रस्त हो जाए, तो सारे देश के लिए चिन्तित होना स्वाभाविक है। मुझे यह शंका हो रही है कि क्या रेलवे विभाग इस स्थिति में पहुंचने जा रहा है कि यह सार्वजनिक क्षेत्र का सबसे बड़ा इंस्टीट्यूशन प्राइवेट सेक्टर के हाथों में मजबूरी में जाने जा रहा है? यदि यह विभाग प्राइवेट सेक्टर के हाथों में चला गया या इसके अधिकांश विंग्स वहां चले गए, तो यह व्यवस्था के ऊपर एक बड़ा मजाक होगा, चूंकि रेलवे विभाग में ऐसी धारणा है कि रेलवे विभाग के कर्मचारी बहुत इफिशिएंट होते हैं, योग्य होते हैं, तब रेलवे की इतनी बदहाली क्यों हुई? इसलिए, इस सदन में मंत्रीजी को इस पर स्पष्ट रूप से जवाब देना चाहिए। मंत्री जी अंत में इस पर जवाब दें कि रिसोर्सिंग मोबिलाइजेशन के लिए, जो उनके एक पूर्व मंत्री का वक्तव्य यदि इस ढंग से आया है, तो उसको सम्भालने के लिए ठोस कदम क्या होगा और रिसोर्सिंग मोबिलाइजेशन के लिए कौन-कौन से इफेक्टिव स्टेप्स उठाए गये हैं, इस सवाल का जवाब उन्हें देना चाहिए, क्योंकि खतरा बढ़ता जा रहा है?

महोदय, जब रेलवे की चर्चा होती है, तो पांच बिन्दु पहले आ जाते हैं। रेलवे के कुछ स्लोगंस हैं। वे स्लोगंस हैं - सेफ्टी, सिक्युरिटी और पंकजुअलिटी। इनमें दो तत्व और आते हैं- एक है सर्विस और दूसरा, रेलवे की मेंटीनेंस और खान-पान की व्यवस्था भी इसमें आती है। यदि इसकी सिक्युरिटी और सेफ्टी के सवाल पर कोई चर्चा की जाए और यदि कहा जाए कि सेफ्टी और सिक्युरिटी उपलब्ध है तो वह गलत होगा। सेफ्टी और सिक्युरिटी के मामले में इतने लम्बे काल तक रेल परिचालन की व्यवस्था होने के बाद भी सेफ्टी और सिक्युरिटी पर रेलवे में बहस यदि चल जाए और उसके ऊपर भी आम आदमी चिन्ता व्यक्त करने लगे, तो यह बड़ी खतरनाक स्थिति है। सेफ्टी और सिक्युरिटी के विषय में तो मैं यही कह सकता हूँ। इन्होंने सेफ्टी के लिए कितने रुपए रिजर्व रखे हैं?

अभी बिहार के जो मुख्य मंत्री हैं नीतीश कुमार, जब वे रेल मंत्री थे, तो उन्होंने 17 हजार करोड़ का रेल सुरक्षा कोष स्थापित किया था, लेकिन वह इग्जॉस्ट हो गया। महोदय, यदि आप उस पैसे की जानकारी लेंगे, तो मंत्री महोदय निश्चय ही उस संबंध में जानकारी देंगे। अब तो उस पर बजटीय ऐलोकेशन देना पड़ेगा। जब उन्होंने रेल विभाग छोड़ा, तो किसी मंत्री ने इस पर ध्यान दिया कि सेफ्टी और सिक्युरिटी के लिए 17 हजार करोड़ का रिजर्व फंड बनाया गया, उसका क्या हुआ? आज उसकी हालत यह हो गई है कि वह फंड भी

खत्म हो गया? मैंने इसलिए उस फंड की चर्चा की, क्योंकि उस पर विस्तार से चर्चा करने पर काफी समय लग सकता है।

दूसरा बिन्दु यह है कि आज आम लोगों की सुरक्षा की बात छोड़ दीजिए, हमारे बिहार के एक एमएलए, शिवेश राम अपनी पत्नी के साथ यात्रा कर रहे थे और वे पटना से कोलकाता जा रहे थे, उनके साथ क्या ट्रीटमेंट हुआ? क्या यह ट्रीटमेंट कोई यात्रियों ने किया, उनके साथ चलने वाले किसी सहयात्री से कोई क्लेश हुआ? ऐसा कुछ नहीं हुआ, बल्कि यह ट्रीटमेंट उन लोगों ने किया, जिनके ऊपर रेल की सुरक्षा का दायित्व है और सुरक्षाकर्मियों ने उनके परिवार के साथ बदतमीजी की। उसके लिए केस भी लाज्ज है। मैं इन दो बातों को उदाहरण के रूप में सेफ्टी और सेक्युरिटी के साथ इसलिए रखना चाहता हूँ, क्योंकि जो मंत्री रहेंगे, वे इस बात का तो कम से कम ख्याल रखेंगे कि किस स्थिति में रेलवे पहुंच गया है। जब वीआईपी यात्री का जीवन सुरक्षित नहीं है, उनके लिए ट्रेन में यात्रा करना मुश्किल है, तो आम लोग जो खिड़की पर खड़े होकर दिवाली, छठ और दुर्गा पूजा के अवसर पर चलते हैं, उनकी क्या हालत होगी? वे तो मरते हैं लेकिन एकाउंट गलत दिखाया जाता है। उसका एकाउंट गलत पेश किया जाता है। रेलवे में जो एक्सिडेंट होते हैं, उसकी जो फिगर ली जाती है, उसमें अनमैन्ड क्रॉसिंग की फीगर नहीं ला जाती है, जब कि अनमैन्ड क्रॉसिंग्स अभी रेलवे के लिए सबसे बड़ी समस्या बनी हुई है।

महोदय, इन बातों के साथ मैं अपनी बात आगे बढ़ाना चाहता हूँ कि अभी एक बिन्दु पर ध्यान देने की जरूरत है और वह है रेलवे में हो रहे ऐक्सिडेंट्स। अब रेलवे के ऐक्सिडेंट्स की इन लोगों ने जो फिगर पेश की है, उसके अनुसार 2011-12 में रेलवे ऐक्सिडेंट्स में 14,611 लोगों की मौत हुई और 2012-13 के 6 महीने के अंदर ही यह फिगर बढ़ कर 15,934 पहुंच गयी है। यह रेल व्यवस्था की बात है। नेचर ऑफ ऐक्सिडेंट क्या है? मैंने ऐक्सिडेंट से बात इसलिए शुरू की, क्योंकि रेलवे इतना बड़ा महकमा है, करोड़ों लोग इससे यात्रा करते हैं और इस ढंग से ऐक्सिडेंट हो, तो रेल यात्रा करने पर भी संकट हो जाएगा। लोग रेल यात्रा करने से डरने लगेंगे। कहा जाता है कि 60 परसेंट जो ऐक्सिडेंट्स हो रहे हैं, वे रेलवे ट्रैक्स क्रॉसिंग के चलते हो रहे हैं। जब 60 परसेंट ऐक्सिडेंट्स रेलवे ट्रैक्स पर चलने या रेलवे ट्रैक्स क्रॉसिंग के चलते होते हैं, तो अधिक ब्रिजज क्यों नहीं बनाए जाते हैं? महोदय, कमेटी की रिपोर्ट है, लेकिन इस पर ध्यान नहीं दिया जाता है। पहले कमेटी की रिपोर्ट आ गयी है, रेलवे में हो रहे ऐक्सिडेंट्स पर कमेटी ने अपनी रिपोर्ट में लिखा है कि लैक ऑफ बैरिकेडिंग एण्ड फेंसिंग, लैक ऑफ नंबर ऑफ पडेस्ट्रीअन ब्रिजज के चलते ज्यादा ऐक्सिडेंट्स होते हैं। इसके लिए उन्होंने क्या उपाय किए हैं? क्या इसके बारे में रेल विभाग ने कुछ सोचा है। ये अवेर्नस की बात कहते हैं, ये एनजीओ से संपर्क करने की बात कहते हैं कि हम अवेर्नस कैम्पेन भी चल रहे हैं, लेकिन क्या अनमैन्ड गेट पर कहीं पर कोई पोस्टर छपा हुआ है? क्या वहां पर बड़े-बड़े बैनर्स लगे हैं? क्या वहां पर लोगों को सावधान रखने के लिए रेलवे ने बड़े-बड़े बोर्ड्स लगाए हैं? यदि ऐसा होता, तो ऐक्सिडेंट के विषय में ऐसी स्थिति नहीं होती। यह

[श्री बशिष्ठ नारायण सिंह]

बड़ा ही हास्यास्पद लगता है। मैं कम से कम अपने क्षेत्र, बिहार में यह नहीं देखता हूँ कि कहीं पर ऐसा कुछ लगा हो। अधिकारी पैम्पलट्स बांट दें, तो वह दूसरी बात है, लेकिन किसी भी अनमैड क्रॉसिंग पर ऐसी व्यवस्था नहीं है कि गेट पर ही इस बात की सूचना लगी हो कि लोग वहां पर क्या-क्या सावधानी बरतें। इस प्रकार, जब इसमें दो करोड़ से ज्यादा लोग यात्रा कर रहे हैं और इस रूप में ऐक्सिडेंट्स होते चले जाएं, तो क्या हालत होगी?

महोदय, दूसरी बात यह कि बार-बार इसमें क्लीनलिनेस की बात आती है और इसके सर्विस सेक्टर्स की भी बात आती है। क्लीनलिनेस के मामले में मैं दावे के साथ कुछ बातें कहना चाहता हूँ। जब यार्ड में गाड़ी आ जाती है, तो आप बड़े अधिकारियों की बात तो छोड़ दीजिए और आप इस बात का आकलन कर लीजिए कि क्या इंस्पेक्टर्स और सुपरवाइजर्स भी कभी यार्ड निरीक्षण करने जाते हैं? आप देखिए कि गाड़ियों की क्या हालत हो गयी है। महोदय, रेलवे का सबसे बड़ा ट्रेवलिंग पार्ट कौन है? रेलवे के एसी फर्स्ट क्लास और सेकंड क्लास के पैसेंजर्स ज्यादा संख्या में नहीं होते हैं, बल्कि रेलवे के ज्यादा पैसेंजर्स या तो स्लीपर क्लास में होते हैं या श्री एसी में होते हैं अथवा जनरल क्लासिज में रहते हैं। आप देखिए कि उन क्लासेज के टॉइलट्स की क्या स्थिति है। आज क्लेम तो बहुत किया जा रहा है और बायो-टॉइलट्स, ग्रीन-टॉइलट्स तथा ईको-टॉइलट्स आदि ऐसे शब्दों का जब उच्चारण किया जाता है, तो ऐसा लगता है कि रेलवे ने इसके उद्धार के लिए बहुत बड़ी योजना बना दी है। बायो-टॉइलट्स ऐसे हों कि जिस स्टेशन पर गाड़ी पहुंचे, उस स्टेशन पर यदि टॉइलट्स बंद हो जाएं, जैसा कि विदेशों में है, तो स्टेशन की गंदगी खत्म हो जाएगी, लेकिन इस प्रकार का कोई स्टेप नहीं लिया गया है और जब कोई स्टेप नहीं लिया गया है, तो इसको खतरा तो कहा ही जाएगा।

महोदय, मैं यह जरूर समझता हूँ कि आप भी रेल से ट्रेवल करते होंगे। क्या आपने खानपान की व्यवस्था में कभी यह देखा है कि कैशमेमो या बिल मिलता हो? जो पैसेंजर्स ट्रेन में जाते हैं, उनके द्वारा बिल मांगने पर भी उनको बिल नहीं मिलता है। यह कैसी व्यवस्था है? सरकार की ऐसी व्यवस्था, जिसमें रेगुलेटिड सर्विस दिए जाने पर सरकार नाज करती है और जिसके कर्मचारी सरकारी कोष से वेतन लेते हैं, वहां पर रेगुलेटिड व्यवस्था नहीं है। वहां खानपान की मनचाही व्यवस्था है, जिसमें जो चाहे जितना पैसा मांग ले। एमपीज़ को दिक्कत नहीं होगी, एमएलएज़ को भी दिक्कत नहीं होगी, लेकिन जो साधारण पैसेंजर्स हैं, तो उनकी दिक्कत होती है।

महोदय, आज "रेल नीर" की क्या स्थिति है? क्या कभी इस मंत्रालय ने इस बात का पता लगाने की कोशिश की कि कितने दलाल इस रेल नीर को कम बेचने में अपनी बड़ी भूमिका अदा कर रहे हैं? महोदय, मैं स्वयं आपसे यह निवेदन करना चाहता हूँ कि रेल नीर रेलवे का प्रडक्शन है। आप रेलवे स्टेशनों पर जाकर देख लीजिए कि वहां पर इसकी क्या

स्थिति है। रेल नीर आपको मार्केट में मिल जाएगा, लेकिन यह रेलवे स्टेशंस पर नहीं मिलेगा। इस हालत में क्या व्यवस्था है, किस बात की इफिशन्सी है, किस बात का रेगुलेशन है और ऐसी क्या बात है, जिस पर क्लेम किया जाए कि नये मंत्री ने रेल विभाग को सम्भालने के लिए कोई डाइनेमिक एफर्ट्स किया है? ऐसा तो कुछ दिखायी नहीं पड़ता है। रस्म के तहत रेल पर चर्चा हो और रेल को क्लेम किया जाए कि यह स्थिति सुधर रही है, तो रेल मंत्री को इस बात को बताना पड़ेगा कि आपने कौन-कौन से स्टेप्स लिए हैं? जिस जर्जर अवस्था में रेल पहुंची है, उससे इसको उबारने के लिए आपकी इमीडीअट योजना क्या है और आपकी भविष्य की योजना क्या है? एक इमीडीअट, यानी तत्काल की योजना हो सकती है और एक योजना दीर्घसूत्री हो सकती है। तत्काल की योजना में रेलवे असफल दिखायी पड़ता है और दीर्घसूत्री योजना का तो रेलवे में कोई विजन ही दिखायी नहीं पड़ता। अगर विजन की भी बात की जाती कि रेलवे का विजन क्या है और वह विजन कितने वर्षों का है, तो कोई बात होती।

दीर्घकालीन शब्द का प्रयोग मैं जानबूझ कर रहा हूँ, यदि यह बात लोगों के सामने आती, तो आने वाले भविष्य में जो रेल मंत्री रहता, तो कहता कि चलिए, आज की स्थिति भले ही नाजुक हो गई है, जो, नक्शा और तस्वीर रेल मंत्री ने पेश किया है, जिसके आधार पर रेलवे को व्यवस्थित किया जा सकता है, रेलवे को सुधारा जा सकता है, रेलवे को नए रास्ते पर ले जाया जा सकता है। लेकिन रेलवे के पास कोई विजन नहीं है, रेलवे दम तोड़ रहा है। महोदय, अब रेलवे की सबसे बड़ी आमदनी यात्रियों के भाड़े से नहीं होती, सबसे ज्यादा आमदनी माल भाड़े से होती है। लेकिन माल भाड़े की क्या स्थिति है? जरा देखिए, रेलवे आजादी के बाद से माल जितना परसेंट कैरी करता था, वह आज 36 परसेंट पर पहुंच गया है। जिस विभाग की माल भाड़े से आमदनी 80-90 प्रतिशत होती थी, वह अब 36 परसेंट पर चली गयी है। इसका मतलब क्या है? प्राइवेट सैक्टर ने बड़े पैमाने पर रेलवे के माल भाड़े में हस्तक्षेप किया है या प्रवेश करने का काम किया है। यह तो और खतरनाक है। इफिशन्सी कहाँ गई? अब चाहे मामला कार्पोरेट सैक्टर का हो, इसमें अब सीमेंट की बात करेंगे, अन्य सामान की बात करेंगे, कोयला की बात करेंगे और दूसरे खाद पदार्थों की भी बात करेंगे। ये जो सारी चीजें ढोते हैं, तो इसके साथ क्यों नहीं नया क्षेत्र खोजा जाता है जिसकी माल ढुलाई होती हो? ऐसा क्यों नहीं किया जाता कि जब रेल की बोगियां चलती हैं और खाली रहती हैं तो दूसरे क्षेत्र में भी रेल प्रवेश करे। उसके ट्रकों से ज्यादा ढुलाई होती जा रही है और रेलवे का सफरिंग बढ़ता जा रहा है। मैनेजमेंट क्या है? कोई मैनेजमेंट गुरु बन जाए, कोई यह कह दे कि रेलवे की व्यवस्था सुधर जाएगी, यह सारा हास्यास्पद लगता है और लोगों के मजाक का विषय बनता हुआ दिखाई पड़ता है। महोदय, इसलिए मैं चाहता हूँ कि इन बातों पर रेलवे के अधिकारियों को ध्यान देना पड़ेगा। मिस-मैनेजमेंट और पुअर मेन्टीनेंस हुआ है रेलवे की बोगीज का। रेलवे स्टेशन पर जो परिसर हैं, उनका कहीं मेन्टीनेंस नहीं है। पानी का अभाव दिखाई पड़ता है। महोदय, यात्रियों के लिए ट्रेवल में दो बातें बहुत आवश्यक होती हैं। पहली बात होती है कि जलापूर्ति उनको मिल जाए और दूसरी बात उनके सामने होती है, वैसे लोगों को

[श्री बशिष्ठ नारायण सिंह]

जो कम पैसे वाले हैं, जिनकी न्यूनतम आमदनी है तो वैसे लोगों को थोड़ा सस्ते दर पर खाना मिल जाए। महोदय, खान-पान की क्या स्थिति है? खान-पान की ऐसी स्थिति है कि कभी उसमें हड्डी मिल जाती है, कभी कंकड़ मिल जाता है, स्टोन को छोटा-छोटा पार्ट उसमें मिल जाता है। इस प्रकार जैसे रेलवे का स्वास्थ्य आर्थिक रूप से खराब होता जा रहा है, वैसे ही पैसेजर्स का स्वास्थ्य भी उसी अनुपात में खराब होता जा रहा है। इसलिए, इस विभाग के बारे में और क्या-क्या कहा जाए, वैसे यह पास तो हो जाएगा सदन में, बहुमत के आधार पर पास हो जाता है।

महोदय, 60 के दशक में सोशलिस्ट लोग एक नारा लगाते थे। वह नारा चूंकि आप चेयर पर बैठे हैं, हमको लगता है इसलिए इसको सदन में सुना दूं। "महंगा राशन सस्ती जान, यह है कांग्रेस की पहचान" अब यह जब भी हुकूमत आती है तो कुछ-न-कुछ ऐसा ही होता है, एक पूर्व रेल मंत्री को सम्बोधित करते हुए रेल मंत्री ने कह दिया कि आप सौभाग्यशाली रहे। नाजुक घड़ी में नेतृत्व की परख होती है। नाजुक घड़ी में मंत्री की ड्राइव एंड डॉयरेक्शन भी पता चलता है। नाजुक घड़ी में यह पता लगता है कि मैनिजबल स्कीम्स क्या हैं और मैनिजबल स्कीम्स के मामले में इस विभाग के साथ आज तक इस देश में बड़ा मजाक हुआ है। महोदय, मैंने खान-पान की बात भी आपको बता दी। अब मैं बुकिंग पर आता हूं। यह सर्विस सैक्टर की बात है। 70 परसेंट टिकटों की बुकिंग तो खिड़की पर होती है और जो 30 परसेंट टिकट तत्काल में बिकते हैं, ये सारे टिकट दलालों के चंगुल में पड़ गए हैं। अब रेलवे में दलालों का इतने बड़े पैमाने पर एन्ट्रेंस हो जाए, तो क्या विभाग का भला होगा?

महोदय, आखिर रेलवे किसे ढोती है? गरीब लोगों को ही ढोने का काम रेलवे करती है। टिकट कैंसिलेशन के दाम बढ़ा दिए गए, मैं उसकी बात नहीं करूंगा, वह तो सभी माननीय सांसदों ने कही है...

MR. DEPUTY CHAIRMAN : I am only reminding you that there are only four minutes left.

श्री बशिष्ठ नारायण सिंह : महोदय, रेलवे में आईआरसीटीसी एक विभाग है जिसकी स्थापना खान-पान व्यवस्था सुधारने के लिए की गयी थी। उसमें मैन पावर की कमी है। ये लोग व्यवस्था को जाकर देखते भी नहीं हैं और जब वे देखते नहीं हैं, तो आप अनुमान लगा सकते हैं कि रेलवे में खान-पान की कैसी व्यवस्था होगी? इसे भी सुधारने के लिए उपाय किए जाने चाहिए।

दूसरे, रेलवे की जो कुछ सम्पत्ति बची हुई है और उसका वह कैसे आगे रिसोर्स मोबलाइजेशन कर सकती है, इसके लिए आपको रेलवे ट्रेड के बारे में सोचना पड़ेगा। मैं जानना चाहूंगा कि क्या विदेशों में कमर्शियल ट्रेड डवलप करने के लिए, भारतीय रेल लाइन के विस्तार के लिए

क्या आपके यहां कोई योजना है? महोदय, रेलवे की जमीन पर चर्चा के समय मंत्री जी ने जवाब दिया था कि इस जमीन का उपयोग करने के लिए जो लोग सुझाव दे रहे हैं, उन्हें मैं बताना चाहूंगा कि रेलवे के विकास के समय यह जमीन बहुत काम आएगी। मैं मंत्री जी से आग्रह करना चाहता हूं कि आप रेलवे की बची हुई जमीन के ऊपर बड़ी संख्या में कमर्शियल प्लांट्स लगवा दीजिए। उसके बाद जब आपको इसके एक्सपेंशन की जरूरत पड़ेगी, तब उस समय आपको पैसे भी मिल जाएंगे और बड़े पैमाने पर आप एनवायरमेंट को बचाने का भी काम करेंगे।

श्री उपसभापति : बशिष्ठ नारायण जी, सिर्फ दो मिनट में समाप्त कीजिए।

श्री बशिष्ठ नारायण सिंह : महोदय, जब कोई भी व्यक्ति रेलवे पर बात करता है, तो अपने राज्य और इलाके की चर्चा जरूर करता है। नौकरी देने वाला सबसे बड़ा महकमा भी रेलवे ही है। महोदय, इसमें क्लेम किया गया है कि हम 1 लाख से ज्यादा लोगों को नौकरी देंगे।

श्री उपसभापति : सिर्फ एक मिनट बाकी है, समाप्त कीजिए।

श्री बशिष्ठ नारायण सिंह : महोदय, सिर्फ 4-5 मिनट में समाप्त कर दूंगा।

श्री उपसभापति : सिर्फ एक मिनट और ले लीजिए। आपके 24 मिनट हो चुके हैं।

श्री बशिष्ठ नारायण सिंह : महोदय, मैं दो-तीन बातें और कहूंगा। रेलवे की जमीन के दोनों तरफ वृक्षारोपण बड़े पैमाने पर कराया जाए। इससे रेलवे की जमीन भी बचेगी। मैं मंत्री जी से कहना चाहूंगा कि आप पता लगाएं कि जलपाइगुड़ी में रेलवे की जमीन पर कितना इन्फ्रोचमेंट हो गया है।

MR. DEPUTY CHAIRMAN: You have taken 26 minutes. How can I allow so much time to every Member? Please conclude. There is no time left.

श्री बशिष्ठ नारायण सिंह : अंत में, चूंकि आपने कह दिया है, मैं अपनी बात बिहार के कुछ सवाल उठाकर समाप्त करूंगा। महोदय, आपने कई तीर्थ स्थानों के लिए ट्रेन चलाई हैं, तो उसमें आपने गया को क्यों छोड़ दिया है? क्या मंत्री जी के लिए गया महत्वपूर्ण नहीं है। महोदय, बौद्ध धर्म के लाखों लाख लोग ...**(समय की घंटी)**... हरेक साल गया आते हैं। उसे आधुनिक तरीके से सुसज्जित करने के लिए मैं मंत्री जी से आग्रह करूंगा।

श्री उपसभापति : आपका समय समाप्त हो गया है।

श्री बशिष्ठ नारायण सिंह : महोदय, तीन बिंदुओं का उल्लेख कर अपनी बात समाप्त कर रहा हूं। महोदय, क्लेम किया गया है कि गंगा ब्रिज पर काम के लिए 145 करोड़ से 180 करोड़ दिए गए हैं, मुंगेर - गंगा ब्रिज पर 145 से 175 करोड़ कर दिए गए हैं। यहां बिहार के साथ अन्याय हुआ है। आप इसके लिए सौ-डेढ़ सौ करोड़ बढ़ाते, तो कुछ मतलब होता।

[श्री बशिष्ठ नारायण सिंह]

एक इससे भी ज्यादा महत्वपूर्ण बात है कि बिहार सरकार से दीघा रेल लाइन की सहमति बन गयी है, ...(समय की घंटी)... उससे रेलवे को कोई आमदनी नहीं हो रही है। मेरा कहना है कि उस सहमति के आधार पर आप इसे बिहार सरकार को दे दें जबकि रेल विभाग कह रहा है कि हम इसे दाम के आधार पर देंगे। यह तरीका ठीक नहीं है। महोदय, मैं इतना ही कहकर कि बिहार सरकार को आप इसे जल्द-से-जल्द दें, अपनी बात समाप्त करता हूँ। धन्यवाद।

SHRIMATI VASANTHI STANLEY (Tamil Nadu): Mr. Deputy Chairman, Sir, I thank you for giving me this wonderful opportunity to express my views over the Railway Budget 2013-14.

I wish to thank my party and also my party leader, Dr. Kalaignar Karunanidhi, at this juncture, for having given me this chance to speak on this important issue. Whenever I see you, Railway Minister, Sir, I am always reminded of a couplet in Thirukkural.

Which means, if a king who looks simple and never utters harsh words to his visitors, his country will be appreciated by the world. This kural fits you like anything. A changeover from encountering with 200 and odd Members in the Rajya Sabha and 500 and odd Members in the Lok Sabha as a Parliamentary Affairs Minister, you have been given the task of handling 14 lakh employees in the giant Ministry. What a sweep! Though it is a welcome relief to you, it is Himalayan task for you, as Robert Frost rightly wrote:

The woods are lovely, dark, and deep,
But I have promises to keep,
And miles to go before I sleep,
And miles to go before I sleep.

For the first time in the history of Railways, the Minister invited all the MPs to his office before the Budget allocation. Special time for them was given and he has taken every request for new projects, new trains and suggestions for improving the services, and tried to fulfil them. Our leader, Dr. Kalaignar, has also the habit of meeting all the cross-sections of the society before he prepares the Budget. I am sure, Sir, you are successful in your efforts. When we heard the voice of Dr. Pilania, hon. MP from the main opposition Party, BJP, yesterday, I am damn sure,

Sir, you have succeeded in your mission of catering to all the regions and all the parties.

The Minister has very beautifully prepared his Budget Speech by opening and ending it with a poem on train. I am also reminded of a jingle, Sir, I learnt as a school going girl and also taught as a teacher:-

रेल में छनन छनन होए रे, रेल में बैठे दो मद्रासी,
रेल में इडली सांबार, इडली सांबार होए रे।

Like this, the song goes on.

रेल में बैठे दो मलयाली,
रेल में कंजीवेल्लम, कंजीवेल्लम होए रे।
रेल में बैठे दो आंध्रा वाले,
रेल में गोंगुरा चटनी, गोंगुरा चटनी होए रे।

This is the only mode of transport where we can afford to eat, sleep and also find friends, which we can never forget, across the caste, religion and region too. The friendship may be short-lived; we call it “rail friendship”, but nostalgic memories do live for a very long period. Now, it is in your hands, Sir, to make travelling by rail pleasant and memorable.

At the outset, Sir, I would like to congratulate the Railway Minister for taking the Indian Railways to 1 billion tonnes Select Club and for running freight trains carrying more than 10,000 tonnes' load. The Budget represented by the hon. Railway Minister is indeed forward looking and progressive. I would like to add that it is consummate in its approach and is not full of pompous promises which never get fulfilled. I would, therefore, like to congratulate you for coming out with a realistic Budget which promises things that are do-able. The idea of having a Debt Service Fund shows the foresight of the Railway Minister to cater to future needs of debt servicing which will have to be provided for in view of the inadequate Budgetary support to Railways despite the huge need to augment capacity and meet the ever-growing public demand. I am aware of the fact that Railways is reeling under the severe financial crisis which should be the immediate concern of the hon. Minister, but while mobilizing resources the Ministry should never attempt to affect the common man.

The Railways have had to bear the brunt of increasing input costs for a long

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time. There is no transporter who does not hike the fare when input costs go up. In this Budget, the concept of Fuel Adjustment Component is a realistic measure. But, will the Minister ensure that if there is any fall in the fuel price, the freight charges will also decrease accordingly? I need hon. Minister's promise on this because it is always on the rise and never on the decreasing side.

Now, it is my duty to remind the hon. Minister a small thing, that is, the plight of Metro rail users. We have been successfully travelling by Metro from Shivaji Stadium to New Delhi Airport avoiding all the traffic. Six months back, the fare was Rs.30. Now, they have hiked it to Rs.60. I know that private parties are running it, but I request that the Ministry should also look into it and see to it that they never loot the public.

I am particularly thankful to the Railway Minister for taking special care for strengthening the security of rail passengers. The Minister himself has said that only some of the recommendations of Kakodkar Committee and Shri Sam Pitroda have been considered for implementation.

In this connection, I would like to mention a few points. The Minister himself has accepted that only the unmanned level crossings are the reason for most of the accidents. The number of level crossings in India is 31,846, out of which, 13,530 are unmanned. We were told that the cost of eliminating all these level crossings is estimated at Rs.37,000 crores. It is a very huge amount and it is time consuming also. So, instead of elimination, will it not be a practical step to provide adequate manpower at these level crossings? They may be deployed to minimize the accidents at level crossings. Of course, elimination can be done in a phased manner whenever the Ministry has proper funding for this.

I would like to raise a few more questions on this issue. What is the status and follow-up action taken on various recommendations of the Commission of Railway Safety on the basis of its enquiry into rail accidents?

How was the Railway Safety Fund, to the tune of Rs.1,100 crore, spent during the last year, that is, 2012-13? Is there any scheme/project in the pipeline to generate more funds for this purpose other than support from the Central Road Fund?

I would also like to ask the Minister as to whether human resources available for rail safety are adequate. If not, what are the proposals to address the issue and what will be the financial implications?

What is the status of implementation of recommendations of the Report of the High Level Safety Review Committee? Will any funds be earmarked to implement the recommendations at a later stage?

What is the status of fund allocation for advanced rail safety systems like Complete Track Circuiting in station yards, Auxiliary Warning System in suburban section, Audio Visual Device in locomotives, data loggers, anti-collision device, etc.?

I also wish to know from the hon. Minister as to what is the status of implementation of recommendations of Shri Sam Pitroda on modernisation of Indian Railways. Has the Government worked out any financial requirements for this mega restructuring plan? If so, how will the funds be arranged? Has any road map been prepared in this regard?

Cleanliness in Railways has been an issue which has been inviting a lot of criticism. Probably, this has never received a focussed attention like it has received in this Budget. The idea of identifying 104 important stations, specially for this purpose, is a welcome measure. I hope more stations from Tamil Nadu will be identified under this.

I am also highly thankful for the special steps envisaged in the Budget for helping the elderly and differently-abled persons and innovative steps outlined in the Budget to improve catering in the trains.

Introduction of an *Anubhuti* coach in select trains has been criticised by some Members. But, I do not think that this is a matter to be criticised. After all, we do accept the executive class in the flights along with the business class. Only one coach is to be included on a trial basis. Rail tourism has been attracting foreign exchange also. If some services can be upgraded to give a good image of a Government public transport system, it should not be singled out for criticism. Rather it is a welcome measure for more income. But, I also request the Minister to see to it that more second class and sleeper coaches and unreserved compartments are also added to the trains to cater to the needs of the poor and the needy.

3.00 P.M.

[Shrimati Vasanthi Stanley]

I also request that the position of the ladies' compartment, which, at present, normally is positioned at the last, should be changed and it should be brought to the middle or next to the general compartment. This will be helpful for the safety of the ladies, and it would also help ladies to avoid last minute missing of the train. I hope the hon. Minister will consider this request.

Sir, marginal revision in other supplementary charges has also been criticized, but what has been missed out is the enhancement in facilities in reservation at a sizeable cost. I am also pleased to know that the training of railway personnel as well as imparting railwayrelated trades to the students in 25 cities has been given a decisive thrust in this Budget. Sir, I am thankful to you for selecting Trichy as one of the centres.

Sir, another important point is about *Tatkal* booking. Sir, the *Tatkal* booking was introduced so that people could get confirmed ticket for immediate travel in the train. Sir, today, Railways is the only mode of transport, in which we do not have a sure and certain date of travel with a confirmed ticket in our hands. Sir, people are ready to pay extra money, and, whenever, during emergencies, they go for *Tatkal* booking, they find that *Tatkal* ticket is also waitlisted. It is not fair, Sir. Please see to it that more coaches are allotted, and, at any cost, *Tatkal* booking system should be reverted back to its original purpose, for which it was introduced, namely, that the passengers can get a confirmed ticket for the travel.

Sir, coming to overall announcements for Tamil Nadu, we are really very happy. If we compare these with other neighbouring States, we have received 14 new trains, new line projects, new line surveys, gauge conversions, doubling works, electrification, express trains and extension of trains. But, still, Sir, I would like to take this opportunity to underline certain important projects of Tamil Nadu. First is, with regard to doubling of track from Chengalpattu – Villupuram, 75 per cent work has been completed and 25 per cent work remains to be done. Please see to it that it is properly funded and completed at the earliest. Next is Villupuram – Dindigul, where only 25 per cent work of doubling of track has been completed. The allocated funds are not sufficient, and, only 50 per cent funds have been given. So, proper fund allocation is required to be made by the Ministry. At this juncture where many new railway

lines or schemes are being announced, I wish the Railway Ministry to come out with a 'White Paper' on all the pending railway projects. This may cover the heads, namely, on-going schemes announced, initial costs, delay occurred, reasons for the delay, and, gross loss to railway exchequer due to the cost overrun. This would be an eye-opener to the Ministry also. Sir, I would like to give you one example of cost overrun in Tamil Nadu. A new railway line, Karur-Virudhachalam, was announced twenty years ago at the cost of 100 crores of rupees, but, after twenty years, due to cost-escalation, it has now ended with Rs. 600 crores, and, even now, it is not fully complete. Thousands of such projects are pending. So, a State-wise 'White Paper' has to be prepared like this to avoid escalation in Budgetary allocation, and, there are instances where the allotted Budget has not been spent properly by the officials. I would like to get an assurance from the hon. Minister that the officers responsible for the lapses would be made accountable. I also request that the tenders and procurements should be done only through e-tendering to avoid wrongdoings.

Sir, as far as Tamil Nadu is concerned, doubling of Chennai-Madurai route is as important as artillery to a heart. If the doubling work on this route is completed, many other trains can also run on the same route. Our leader, Dr. Kalaignar Karunanidhi, has already written a letter to our Prime Minister regarding both doubling of track from Chennai to Kanyakumari, and, electrification. I hope the Minister will look into it and see to it that proper Budget allocation is given in this regard.

The Trichi Golden Rock Workshop has been there since the British Government time when it was utilised for wagon manufacturing. I hope those days can be revived. The workers there are highly motivated, but the work done is very less. This place is suitable for DESU service in South India and also for manufacturing. Please consider this, Sir.

Then, Sir, I will talk about the much-insisted and expected, Thirukural Express. Our DMK Party Leader and the Railway Standing Committee Chairman, Mr. T.R. Baalu and all the DMK Members have written to you for daily services of the Thirukural Express from Delhi to Kanyakumari. Please see that the frequencies are increased.

The next one is Chengotai-Coimbatore. There was a weekly train which was running. I hope this will be resumed so that the passengers from Sankarankovil, Srivilliputhur, Madurai via Tirupur can be benefited from this. This will be very

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useful for them, Sir. This does not need any funding or any such thing. This train was already running. I hope the Minister will do it immediately.

Then, there has been a long-pending proposal of connecting Central Station with the Park Station which will facilitate all the trains coming from Delhi to Chennai to be extended upto Kanyakumari.

Regarding gauge conversion from Chengottai to Punalur, long back, only one train was crossing through our place, that is, Srivilliputhur, Sankarankovil and Courtallam. Nowadays, that is also not there. Only if this gauge conversion between Chengottai and Punalur is done, services to these places will be revived. And, there is a 13-eyed bridge, Sir. People are fighting that this should be renewed, retaining its heritage. I hope this will revive the link between Tamil Nadu and Kerala. Next is Madurai-Bodinayakanur conversion, Sir. I hope this will be expedited by allocating more funds.

I am also thankful to the Minister for announcing Nagercoil-Bangalore Express. This is a fifteen years' request from us. But the route should touch Karur and Hosur. More than 3,000 people are travelling daily by bus to touch all these places. Nowadays, only day time trains are going there. If night service is also given for the same trains touching Karur and Hosur, it will be beneficial for the people over there.

With much difficulty, Salem Division was given to us. Nearly 500 crore rupees is the turnover, Sir, but no more new trains and funds are allocated to this Division. So, Sir, please look into it also.

Thiruvottiyur is a station in the North Chennai. This can be converted into a new terminal. Trains can be extended to it and stopped here. Rayapuram is the first and the oldest terminal in North Chennai. It has been there since 1942. Both the platforms have to be extended and this terminal has to be made big. (*Time-bell rings*).

MR. DEPUTY CHAIRMAN: You have only two more minutes.

SHRIMATI VASANTHI STANLEY: Okay, Sir.

When the British left our country, Sir, we had 50,000 kilometers of railway route. Even after the lapse of sixty years of independence, we have not achieved

another stretch of the same length. Your major headway is in establishing new routes. I know so many factors are lying in-between. Limited sources of funds, long and cumbersome land acquisition procedures, cooperation from the State Governments, capacity of the particular Division to complete the work, etc., hinder the fast development of infrastructure in Railways. But, whenever we see the nations like China and Japan with the fastest bullet trains, our hearts really do sink, Sir. Such a big republic country, with plenty of manpower, if we are not able to achieve it, who else can do it, Sir?

I wish a day will come when there are no bed-bugs, no cockroaches and no rats in the trains; when the overnight travel in the trains is very comfortable because of clean toilets; when the catering services are, if not excellent, at least palatable; when the platforms are neat and tidy; when the railway tracks are not used for defecating; when the Indian Railways run bullet trains between all the major cities. Into that point of glory, I wish the Minister will lead the Ministry. I wish him all the best and may the Almighty give him all the strength, health and wisdom to do the same. With this, I conclude. Thank you.

SHRIMATI GUNDU SUDHARANI (Andhra Pradesh): Thank you, Sir, for permitting me to speak on the Railway Budget for 2013-14.

Sir, except for the fact that it is a Budget presented after 17 years by a Congress Minister, there is nothing unique about Shri Bansal's maiden essay. The Minister is claiming that he has not raised any fares, but they have already been raised a month ago. Secondly, we should remember that he has put in place a Dynamic Tariff Mechanism for freight and there would be a 5.8% increase in freight from 1st April which will increase the prices of essential commodities and also fuel inflation. And, indirectly he has put burden on passengers by increasing reservation, Tatkal, cancellation and super-fast charges. So, even though, in one of the paragraphs of his essay, he said that there is no burden on passengers, if you look at it closely, he did not even spare the common man.

I don't know what vision Railways has in the Twelfth Plan. The current year's Plan expenditure has been brought down from Rs.60,100 crores to Rs.51,000 crores. For 2013-14, it is pegged at Rs.63,363 crores. And, at the end of the year, he will again bring it down. Sir, same is the case with Twelfth Plan. Last year, Railway Minister envisioned an investment of Rs.7.15 lakh crores in Twelfth Plan with a

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gross budgetary support of Rs.2.5 lakh crores. But, it is distressing to note that the Planning Commission brought it down to Rs.5.19 lakh crores with a gross budgetary support of Rs.1.94 lakh crores. How will the Minister give a better growth rate with this meagre amount and how will he be able to take up and complete the on-going and new projects? Sir, the hon. Minister is projecting a surplus of Rs.12,506 crores at the end of 2013-14. But, at the same time, there are 1.52 lakh vacancies and he has promised that he would take steps to fill them. Even if one lakh vacancies are filled, the average annual cost goes beyond Rs.4,000 crores. So, how would he reconcile both these things?

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA) in the Chair

Accidents at Level Crossings are matters of a major concern. The Minister himself has agreed in para 14 that it is a major concern. He has agreed that he does not have any concrete plan as he is getting only Rs.1,100 crores from the Central Road Fund against the requirement of Rs.5,000 crores. And, to eliminate 13,800 level crossings, he needs Rs.37,000 crores. He is silent on from where he is going to bring this money to remove Level Crossings. I would like to know how much he got so far under the Railway Safety Fund; and in the absence of help from the CRF, how he would pool the resources to remove Level Crossings.

If I don't mention about the South Central Railway (SCR) and its performance, my speech would be inconclusive. Since its formation as the Ninth Zone in 1966, the SCR is growing by leaps and bounds, and is the major revenue earner among all the 18 other zones, and thereby carved out a niche for itself in the Indian Railway System. The Operating Ratio of SCR is 79% when compared to Railway's overall percentage of 88.8 %, thereby earning 21% revenue. This year, SCR earned Rs.7,213 crores in the first nine months and is earning a profit of Rs.1,800 crores. But, if one looks at the allocations, it is totally discouraging. Now, SCR requires Rs.15,275 crores, but in 2012-13, only Rs.,1859 crores was given. This year, it is pegged at Rs.2,175 crores. But, if you take inflation into account and cuts at the later stage, the increase would be only a few crores more. Secondly, if you look at the money given for doubling and electrification last year, it was Rs.256 crores and now we expected to get more. But, to our utter disappointment, it has been reduced to Rs.202 crores! In the same way, money required for Kakinada-Pithapuram line is Rs.126

crores, but you have given just Rs.1 lakh now, and Rs.20 lakhs was given in the last Budget. For Bhadrachalam-Sathupalli, it requires Rs.337 crores, but the Minister has allocated only Rs.5 crores.

Same is the case with new projects. There are 27 lines which are ready after survey for taking up and are considered as revenue-earning lines right from first year and even the SCR officials conceded that, at least, 10 lines would be cleared, but the Minister has not considered them at all. I request him to kindly take them up this year. You had given Rs. 14,000 crores last year to West Bengal. But what has been given to SCR? Sir, it is just Rs. 1,859 crores! I have figures of other zones as well. So, I would say that the time has come for the Railways to introspect about the step-motherly treatment meted out to SCR which is standing as a pillar in the Indian Railway System. I am not asking you to show magnanimity, but be rational while allocating resources to various zones and take their performance into consideration.

Sir, it is a long-pending demand of the people of Telangana for making Kazipet a separate division as it is the nerve which connects North and South. But, the hon. Minister has disappointed this year also by not making any announcement in this regard as well. And, there has been a demand for many years either for declaring Visakhapatnam a separate zone or including it in SCR. These demands do not require the Railways to spend money. It is only an administrative arrangement. I am given to understand that the Railways has constituted a Committee. I would like the hon. Minister to apprise this House as to the status of the Committee.

Sir, one more point I wish to bring to the notice of this august House and the hon. Minister as to how SCR is discriminated in allocation of resources at the RE stage. The Minister is announcing higher amounts in the Budget. Taking this into account, the officials of SCR are calling for tenders and taking up the works. But, during the course of the year, the Railways is cutting even the budgetary allocations. I will give you an example. Sir, in 2009-10, the budgetary allocation was Rs. 2,235 crores, but at the RE stage, it has been reduced by Rs. 200 crores. In 2012-13, the budgetary allocation was 2,195 crores, but at RE stage it has been reduced by Rs. 336 crores. Due to this, SCR is forced to stop works abruptly resulting in stalling of development of rail network. So, I request the hon. Minister not to cut budgetary allocation at the RE stage; otherwise, the entire plan of the year prepared by SCR go haywire.

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To complete the on-going projects in Andhra Pradesh at the present pace, as estimated by the officials from the Railway Board, it will take 20 more years, and the estimated expenditure is Rs. 12,100 crores. Under SCR, 17 new line projects are under execution and the total length would be 1,837 kilometres. But, if one looks at the allocations during the last two decades, it is just Rs. 2, 001 crores and the percentage of completion is just 20 per cent. Mr. Minister, last year, your predecessor had allocated just Rs. 280 crores. Same is the case with doubling, tripling and electrification projects. There are 9 projects and they require Rs. 3,162 crores. But, if one looks at the allocation for the last 12 years, it is just Rs. 819 crores and as a result only 29 per cent of the work has been completed. I am not mentioning about other projects which are pending after completion of survey.

Sir, I thank the Railway Minister for giving Rs. 150 crores for wagon factory at Kazipet. I now request the hon. Minister to allocate sufficient funds as per the estimation work to complete this longpending demand of the people of Telangana in a fixed timeframe.

Secondly, the Minister has declared some of the stations in Andhra Pradesh 'Aadarsh Stations'. Warangal has been declared Aadarsh Station, but at Warangal and other stations no work has been done. There is no lift and no escalator. Nearly, 170 trains would pass through these stations, but there are no facilities. We want 'in and out entry' like Secunderabad. In the same way, Secunderabad was proposed to be upgraded to the international level, but nothing tangible has, so far, been done. Warangal and Secunderabad are important stations. Hence, I request the hon. Minister to take up these stations on priority. Sir, I request the Minister to complete the modernisation work at Yerraguntla station in Cuddapah district.

I thank the hon. Minister for announcing a new line between Manuguru-Ramagundam Via Bhupalapalli and Kazipet-Vijayawada third line and electrification. But, Sir, only Rs.1 crore was allocated. I request for more allocation and completing them in a time-bound manner. Secondly, the hon. Minister has not made any announcement with regard to third line between Ramagundam-Kazipet and Kazipet-Secunderabad. I would like to know the reasons behind this. Macherla-Nalgonda, which is 81 kms. stretch, was announced in 1997-98, that is, 15 years ago, and the money required for this project is 480 crores. Last year Rs.1 crore was given

and this year there is no allocation. Similar is the case with regard to other projects as well.

Sir, we have been demanding for a locomotive workshop at Dornakal, a special train from Bhadrachalam to Tirupati via Dornakal, additional trains on Kazipet-Ballarshah, upgradation of Railway Hospital at Kazipet and doubling and electrification of Dornakal Junction-Manuguru, Kazipet-Nalgonda new line. I am sorry to say that I did not find even a single of these proposals in the Railway Budget. Along with these, I have some more requests from the people of Andhra Pradesh for inclusion of the same in the Budget and I request the hon. Minister for introduction of the following trains: 1. Hussain Sagar Express from Secunderabad to Mumbai; Rajkot Express from Hyderabad to Surat; Mumbai Express from Hyderabad to Mumbai; train from Kazipet to Bangalore; Kachiguda to Bangalore with starting point at Kazipet because it is the junction of the South and the North Zones. 2. Increase frequency of EMUs between Warangal and Secunderabad. 3. Electrical multiple unit trains between Warangal and Kagaznagar. 4. Padmavathi Express, which goes to Tirupati, should run on all the seven days, and one First AC coach needs to be provided. 5. People of this region have been demanding for trains from Kazipet to Shirdi, Nagpur, Tirupati. So, this request may be acceded to. 6. Ladies' compartments should be added to trains that run between Warangal and Hyderabad and security should also be provided because most of the employees travel to Hyderabad. 7. Electrical multiple unit trains between Warangal and Kagaznagar should be introduced.

Sir, only one pit lane is sanctioned at Kazipet, but there is need for three more. There is also sufficient land for the same. But then sufficient money in the Budget has not been given. I would request one more foot overbridge at Kazipet and also one platform there. I request the hon. Minister to take up these works. I request the hon. Minister to take them up and complete at an early date.

I would also request him to take up construction of a Railway Under Bridge and an in-and-out bridge, like the one at Secunderabad, from Warangal, which is my constituency, to Shivanagar; RUB from Chintal to Warangal; a new line from Warangal-Station Ghanpur-Palakurti-Nalgonda. Since Kazipet junction has diesel and electrical loco sheds, an apprentice centre can be opened here so that it will help all those who are residing in and around Kazipet. The survey for new railway line

[Shrimati Gundu Sudharani]

between Bhupalapalle-Karimnagar-Uppal is over and requires funds for starting the work.

The Railway Polyclinic at Kazipet has been upgraded to Sub-Divisional Hospital last year. But there are insufficient doctors and other facilities. There is also a requirement of another building. And, it is operating with only three regular and one contract doctors. So, I request you to instruct the officials to take measures to set up lab, operation theatre and also to provide sufficient medical and paramedical staff. Kindly consider the request of women workers, who are doing gangmen work on railway tracks, to change their work in offices or any other places. This is the request from women workers.

Sir, one more important project. I would like to ask about the Baramulla-Udhampur Rail Link project which is of national importance. This has been going on for the last fifteen years, and the completion of which is nowhere in sight in the near future considering the progress on the ground so far. On this project of national importance, an astronomical expenditure has already been incurred with initial budgetary estimates having already been surpassed and which have more than doubled and which may be tripled, if the present state of affairs continues. Despite fully knowing that the project is to be carried out in the difficult and treacherous Himalayan geological terrains, no efforts were made to do a detailed and thorough planning, geological surveys and investigations before commencing the work on the ground, and the result is delay of work and so many lapses. I want to know who is responsible for these lapses. For unknown and inexplicable reasons, instead of awarding the project execution responsibility, knowing well the challenging terrains, climate and the stiff timeliness and Budget, to experienced Indian and International Contracting Companies on a competitive bidding basis, the Railways chose to award this contract to its own agencies (M/s. Konkan Railways & IRCON) and that too on a cost plus (10%) basis, thereby creating an inefficient and cost plus delaybreeding mechanism to start with. At least, in the case of IRCON, one can say that it is an internationally acclaimed and experienced project execution company, the same does not hold good for KRCL which is merely a railway operator.

With these words, I once again request the hon. Railway Minister to help the SCR in taking up the above projects by providing sufficient resources. Thank you.

SHRI BIRENDRA PRASAD BAISHYA (Assam): Thank you very much, Sir, for giving me this opportunity to speak on the Railway Budget. After 17 years, a Congress Railway Minister presented his Railway Budget, and as Parliamentary Affairs Minister, he was a very successful Minister and as a Parliamentary Affairs Minister, Mr. Bansal has given justice to each and every Member of this House. And I also believe that he will win the confidence of the Members of this House. As Railway Minister also, he will give equal justice to each and every Member of this House. Sir, Indian Railways is our lifeline and Indian Railways cover more than 64,000 kms. in our country with 7083 railway stations and daily Indian Railways ferry 23 million travelers and 2.65 million tonnes of goods daily from 12,000 passengers and 7000 freight trains. Sir, this is the history of Indian Railways and Indian Railways has given more than 10 lakh people their bread and butter directly because more than 10 lakh people work in the Indian Railways and their name is included in the pay list of Indian Railways. Sir, the Indian Railways should give the first priority to a comfortable journey and safety of the passengers. So, safety measures should be taken by the Government, but for safety measures, Government needs a huge amount of money. The Government has formed a Committee to look after the security and safety of the Indian Railways. Dr. Anil Kakodkar's Committee recommended Rs. one lakh crore for the safety of the Indian Railways. Simultaneously, Sir, Sam Pitroda, in his Committee Report, has suggested that the Indian Railways need Rs. 5.6 lakh crores for modernisation of the Indian Railways. Today Indian Railways require more than Rs. 6.6 lakh crores for its development, for its modernisation and for its safety. But the economy of the Indian Railways and the economy of our country is known to everybody. By imposing increased tariff/fare, you cannot collect this money. But I am not against the hike of this tariff/fare. For the safety of passengers, for providing better amenities to passengers you have to increase the tariff/fare. But you cannot get the entire money from the passengers because most of our people are living below the poverty line. Most of the people in our country are poor. So it is the responsibility of the Indian Government to come forward with sufficient money, give it to the Indian Railways for safety and modernisation. Then, you can get some money. In his Budget Speech, stressing on financial stability, sound economic principles and safety of the millions of people travelling in the Indian Railways. Yes, Sir. We need Budget, we need funds. But, the Indian Railways is facing huge shortage of resources. The Minister should not

[Shri Birendra Prasad Baishya]

have ignored the leakages. The hon. Minister should pay attention to this. Since the Railways is facing huge resources crunch, the Budget should not have ignored this aspect of leakage in its resources. As the bulk of Railway earnings come from freight earnings, the steps to increase the carrying of goods by the Railways should be in the first place of its priority list. In this regard, I would like to read a para which was published in the most popular newspaper of the North-Eastern Region, *The Assam Tribune*. The Editorial of *The Assam Tribune* on 27th February, 2013, has made a very important suggestion to the Indian Railways. I would like to draw the attention of the hon. Minister to that para. It says, “The Rail Budget has not mentioned any plan to identify and asses the amount of leakages in the form of payment as damages. Since the Railways is facing huge resources crunch, the Budget should not have ignored this aspect of leakage in its resources. As the bulk of Railway’s earning come from the freight earnings, the steps to increase the carrying of good by the Railways should be in the first place of priority list.” And, I would like to draw the attention of the hon. Minister that he should look after this leakage. I hope he would come out with a report and place the same on the Table of this House. I think, if the Indian Railways is going to accept this suggestion, it can earn more money.

There is a bottleneck of only 25 kms between Rest of India and the North-Eastern part of our country. There is no double rail line in the North-Eastern region, there is no electrified line and the Railway traffic is very low. Most of our daily goods come only by road transport. Not only in the North-Eastern region, I would request the hon. Minister to increase the frequency of trains, introduce more trains in other parts of the country so that Railways cover more areas. When Railways cover more area, only then it can earn more money.

Most of the private players, particularly dubious companies, are earning lots of money. If the Indian Railway itself takes up projects and run more trains in the entire country, it can earn more money and, definitely, it will be helpful for modernization and safety.

Sir, I come from the North-Eastern region of my country. The people of North-Eastern Region are very innocent, sincere, honest and patriot. They love the country a lot. The Government is a continuous process. If the Government announces something

on the Floor of the House, it should be implemented. If the Government announces something and if it does not implement, definitely, a wrong signal goes to the entire North-Eastern Region. The people of North-East are very sincere and honest. But, always some organization comes into North-Eastern region and creates problem. As a result, the North-Eastern Region is not getting its due justice from the Government of India. Always, the North-Eastern Region is neglected like anything. So, I would like to draw the attention of the hon. Minister to kindly look into this aspect. If you have announced something on the Floor of the House, you should respect it. But, very frankly speaking, this has not happened with our region.

I remember, when Lalujji was the Railway Minister, he announced many things for the North-Eastern Region. But, not a single project announced by the Government on the Floor of this House has been taken up in the North-Eastern Region. I would like to give you one example. When Lalujji was the Railway Minister, he announced that all the projects of the North-Eastern Region would be treated as national projects. He also assured that he would take up the matter of getting money for national projects with the hon. Prime Minister. He also said that, with special fund from the hon. Prime Minister, he would take up projects and solve the problems of the North-Eastern Region. But, it remained only on papers. Sir, it has not been implemented in the last four years. It is not only Lalujji, I would like to read out the speech of the then Railway Minister, Ms. Mamta Banerjee. This is what Ms. Mamata Banerjee had said in her Railway Budget speech of 2010-11 delivered on the 24th of February, 2010. She had said on the floor of the Lok Sabha, “Madam Speaker, I propose to draw up a Master Plan for the development of rail infrastructure in the North-Eastern Region in consultation with the North-East Development Council and the State authorities concerned.” That sounded very good. Everybody in the Region believed that the Government of India would, indeed, do something for the Region. This is not my speech; this is the speech of the then Railway Minister of the Government of India, as it was placed on the Table of the Lok Sabha as well as this House. But, while the Railway Budget was praised by the then Finance Minister, Mr. Pranab Mukherjee, it was not reflected in the General Budget at all. Not only that, Sir, in the Budget for the Ministry of DoNER, even the funds were not increased. We do not need these kinds of false assurances from anybody. Sir, I wish to say that we are very honest, sincere and patriotic people. If an assurance is given, it must be fulfilled; otherwise, a wrong signal would go out to the North-Eastern Region.

[Shri Birendra Prasad Baishya]

Sir, I would now like to draw the attention of the House to another point. The then hon. Railway Minister, in her Railway Budget speech, had said that the Ministry of Railways would establish a wagon factory at Guwahati. But what has happened to that wagon factory? Nothing has come up there. Nothing has been done. Again, in the same Budget Speech, they had made an announcement.

Sir, please allow me a few minutes more because I am speaking with all sincerity and honesty.

Sir, the people of the North-East are now hoping to get something, as a gentleman Minister like Pawan Kumar Bansalji is there at the helm of affairs. It was announced that a territory-level superspeciality hospital would be established at New Bongaigaon in Guwahati and Rangapra North along with some other parts of country. But nothing has been done till date. Nobody has done anything about it. It was nothing but an announcement on the floor of the House. So, I would request the hon. Minister to kindly look into this proposal and try to resolve our problems.

Sir, Guwahati is the heart of the North-Eastern Region. The North-Eastern Region now comprises of eight States. Sir, we have already submitted a memorandum from the North East MP's forum.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Mr. Baishya, please conclude now.

SHRI BIRENDRA PRASAD BAISHYA: Give me two minutes more, Sir.

Sir, the Government must consider restructuring of the North-East Frontier Railway on the lines of NEC. At present, this Division includes Assam, Bengal and Bihar. A proper regrouping cannot be done this way. Hence, I would request the hon. Railway Minister to reconstruct the North-East Frontier Railway by including the eight States of the North- Eastern Region and excluding other States from the Eastern Region. It would help our people and serve the purpose.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): You have already taken more time. There are nine more Members left to speak.

SHRI BIRENDRA PRASAD BAISHYA: Sir, I shall conclude soon.

Sir, unemployment is a major problem in the North-Eastern Region. More than 10,000 Group 'C' and Group 'D' posts are lying vacant in the NF Railways. I would request the Railway Minister to fill up all the posts lying vacant in Group 'C' and Group 'D' in the NF Railways from among the youth of the North-Eastern Region. That would send a positive signal across the whole region and help curb insurgency in the North-Eastern Region. I would request each and every Member to consider this Region as a special case and seriously consider the unemployment problem in the NF Railways, which has 10,000 posts lying vacant.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Please conclude now. You have taken a lot of time.

SHRI BIRENDRA PRASAD BAISHYA: Sir, in 2010, 250 North-Eastern Region youth got appointment in the NF Railway in Tinsukia Division. In 2008, I do not know what the reason is, after getting appointment letters, the Railway authorities are not allowing the youth to join the railway services. I would like to draw the attention of the hon. Railway Minister to specially consider this matter and allow the youth of the North-Eastern Region, who are already appointed by the Railway Ministry, to join duties.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Mr. Baishya, please conclude. You have taken four more minutes.

SHRI BIRENDRA PRASAD BAISHYA: Sir, I have one last point. On humanitarian grounds, I would like to draw the attention of the hon. Railway Minister to make this point. For this, you don't require any money; for this, you don't require any extra staff. What is required is only your good gesture towards the North-Eastern Region.

The NE Express Train, which, used to come from Guwahati in the North-Eastern Region upto New Delhi Railway Station after spending 38 hours.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Mr. Baishya, please conclude.

SHRI BIRENDRA PRASAD BAISHYA: Sir, now, this train is not stopping at New Delhi, but it is stopping at the other stations; it is stopping in Bihar. After spending 38 hours from the North-Eastern Region, it is not stopping at New Delhi. I would like to urge the hon. Railway Minister to ensure that this train stops at New Delhi, as it used to stop earlier.

With these words, I thank you for allowing me to speak.

SHRI MANI SHANKAR AIYAR (Nominated): Sir, I associate myself with all the demands made by Shri Baishya.

SOME HON. MEMBERS: Sir, we associate ourselves with the demands made by Shri Baishya.

DR. K.P. RAMALINGAM (Tamil Nadu): Sir, the whole House associates itself with the demands made by Shri Baishya.

श्री प्रभात झा (मध्य प्रदेश) : आदरणीय उपसभाध्यक्ष महोदय, यह सदन भी थक गया होगा और पवन जी भी बोर हो गए होंगे, हालांकि लोक सभा में उन्होंने उत्तर दे दिया है। अच्छा तो यह होता कि वहां पर आपने बजट रखा, यहां पर ले किया और आप उत्तर भी ले कर देते, लेकिन परम्परा है।

मैं सबसे पहले भारतीय चैनल्स को धन्यवाद देना चाहूंगा, जिन्होंने रेल बजट आने के पहले, यानी 26 फरवरी के पहले रेलवे की प्रब्लम्ज को दिखाया और अपने रिपोर्टर्स को सब जगह भेज कर भारतीय रेल के चित्र को खींचने की कोशिश की। वहीं पर, बजट का औचित्य तो उसी दिन समाप्त हो गया था, जिस दिन किराया पहले बढ़ा दिया गया था। बजट भारत का चित्र होता है, जिसमें लोग देखना चाहते हैं, उनको उत्सुकता होती है, लेकिन पिछले नौ वर्षों में चाहे वह आम बजट हो या रेल बजट हो, जितना बड़ा मजाक यूपीए प्रथम और यूपीए द्वितीय ने किया है, शायद अभी तक किसी ने नहीं किया होगा। बजट के प्रति कोई आकर्षण बचा नहीं है। आप परम्परा का निर्वाह करते हैं और हम सबको बोलना है, इसलिए हम बोल रहे हैं।

अभी मैडम ने छुक-छुक वाली कविता सुनायी, तो मुझे भी बचपन की एक कविता याद आ गयी। इसलिए, मुनब्वर भाई मैं बचपन की एक कविता सुना देता हूं:

छुक-छुक करती आयी रेल, धक्का-मुक्की रेलमपेल,
इंजन चलता सबसे आगे, पीछे-पीछे डिब्बा भागे,
हॉर्न बजाता धुंआ छोड़ता, पटरी पर यह तेज दौड़ता,
जब स्टेशन आ जाता है, सिगनल पर वह रुक जाता है,
जब तक बत्ती लाल रहेगी, इसकी जीरो चाल रहेगी,
हरा रंग जब हो जाता है, तब आगे को बढ़ जाता है,
बच्चों को यह बहुत सुहाती, नानी के घर तक ले जाती,
सब के मन को भायी रेल, आओ मिलकर खेलें खेल,
धक्का-मुक्की रेलमपेल, छुक-छुक करती आयी रेल।

जब हम बचपन में नाना-नानी, दादा-दादी के घर जाते थे, तो उस समय उसके कंधे पर

बैठ कर जाते थे या जब हमारे घर रेलवे के इंजन की सीटी की आवाज आती थी, तो नाना-नानी यह कहानी-कहावत कहा करते थे, लेकिन आज स्थिति ठीक उसके विपरीत हो चुकी है। पवन जी, अगर आप इसका व्यापारिक संस्थान के रूप में देखेंगे तो यह भारत के साथ न्याय नहीं होगा। रेलवे एक सामाजिक और राष्ट्रीय दायित्व का भारत का सबसे बड़ा प्रतीक है। यह राष्ट्रीय कर्तव्य का बोध दिखाता है। जब हम रेल मार्ग से गुजरते हैं और निकलते हैं, तो कोई कहता है, गरमा-गरम चाय, गरमा-गरम चाय। तो आदमी समझ जाता है कि हम भागलपुर में आ गए या बिहार में आ गए। ऐसा उसके उच्चारण से, प्रोनाउन्स से पकड़ लेता है। जैसे कोई कहता है कि छोले भटूरे-छोले भटूरे। तो आदमी कहता है कि पंजाब या हरियाणा आ गया। जैसे कि वह कहता है, स्टेशन-स्टेशन-स्टेशन। आदमी कहता है कि नहीं-नहीं, आ गया, शटेशन-शटेशन तो पंजाब में ही कहा जाता है। ऐसी बारीकियां, लोकल-लोकल चला, लोकल चला यह कहते ही आदमी समझ जाता है कि स्टेशन महाराष्ट्र का आ गया। इतना ही नहीं, बैठा हो, आगे बढ़ो। आदमी कहेगा कि अब उत्तर प्रदेश में आ गए। अपन बैठी, कहेगा कि भगेल खंड में आ गए। अरे, उधर से चढ़ भईया, आदमी कहेगा कि बुन्देलखंड में आ गए। यह भारतीयता का सबसे बड़ा प्रतीक भारतीय रेलवे है। उसको व्यापारिक संस्थान के रूप में जरूर देखिए, लेकिन सामाजिक और राष्ट्रीय दायित्व की यह एक संस्कृति है। ये पटरियां नहीं हैं, ये भारत के रक्त की धमनियां हैं, जिनमें भारत की संस्कृति प्रवाहित होती है। यह मालगाड़ी का डिब्बा नहीं है, रेल का पहिया नहीं है, यह भारत के विकास का चक्का है, पवन जी, जिसके साथ हमारी सब की सांसें जुड़ी हुई हैं। स्टेशन अपने आप में घर होता है। आपने बड़ी बढ़ाई की। हम जब डिब्बे में जाते हैं, काफी लोग यात्रा नहीं भी करते हैं। लेकिन जब हम तृतीय श्रेणी के डिब्बे में जाते हैं तो वहां सूरदास, कबीर, तुलसी के दोहे, किशोर कुमार, मौ. रफी, रहीम, रसखान, लता मंगेशकर, आशा भोंसले के सुर-संगीत लेकर लोग कितने गाना गाते हैं और उस गाने से लोग अपना पेट भर लेते हैं। यह भारतीय दर्शन उसमें होता है अनेकता में एकता का दर्शन करने का अगर कहीं सबसे बड़ा स्थान है तो उसका नाम है, भारतीय रेलवे। दुर्भाग्य से आपने जो बजट प्रस्तुत किया है, वह बजट आधे भारत का बजट है। 60 करोड़ की आबादी का उसमें कोई स्थान नहीं है। आपने उसको गायब कर दिया। 17 साल बाद ऐसा हुआ, लोग कह रहे हैं, सब के भाषण में मैंने सुना है। ठीक है, पवन जी, भाभी जी मिठाई खा रही थी उस दिन जिस दिन आप बजट पेश कर चुके थे। पत्रकार लोग गए, मिठाई खाना भी चाहिए। किसी के परिवार के लिए इससे ज्यादा खुशी की बात नहीं हो सकती। बजट प्रस्तुत हुआ। अगर देश मिठाई खाता, लोग मिठाई बांटते तो रेल बजट बहुत अच्छा कहा जाता। देश ने मिठाई नहीं बांटी, देश को मजा ही नहीं आया। मजा से मतलब यह है कि उसे नहीं लगा कि भारत का रेल मंत्री रेल बजट प्रस्तुत कर रहा है, उसे लगा कि खाना-पूर्ति हो रही है। आप किस की बात करते हैं, आपने तो खुद स्वीकार कर लिया है। आपका भाषण, 50 पृष्ठीय है, जैसे संविधान हिन्दी-इंग्लिश एक साथ होता है, ऐसा आपने अच्छा किया। 49 पृष्ठ पर टंकित है और एक पृष्ठ खाली, इस प्रकार टोटल 50

[श्री प्रभात झा]

पृष्ठ हैं। इसके तीसरे पेज पर आपने कहा है, यात्री सारणी, मैं तो उसकी दो लाइन पढ़ूंगा। इसके अनुसार, हमारे सम्मानित यात्रियों को दी जाने वाली सेवाओं के स्तर में बहुत गिरावट आई है और संसाधनों की बढ़ती तंगी लगातार हमारे लिए समस्या बनी हुई है। अब आपकी समस्या क्या है, नहीं है, इन सबसे हम लोगों को कोई लेना-देना नहीं। हम तो इतना जानते हैं कि आप उस कुर्सी पर आए जिस पर बाबू जगजीवन राम, लाल बहादुर शास्त्री, कमलापति त्रिपाठी, मधु दण्डवते, और जॉर्ज फर्नान्डीज, ऐसे सारे लोग बैठे थे। आप उस कुर्सी पर आए हैं। आपको खुशी हो गई, आपने कहा, हमारे प्रेरणास्रोत महात्मा गांधी नहीं हैं, अब सबके अपने-अपने होते हैं, उससे बजट का कोई संबंध नहीं है। लेकिन आपने ऐसा कह दिया। अब मैं आपसे कुछ सवाल करना चाहता हूं। 3585 रेलवे स्टेशनों की जरा हालत तो बताइए। स्टेशन कहते ही मन में क्या भाव आता है।

मन में भाव आता है कि टीन-टप्पर होगा, कुछ लोग मिलेंगे, टिकट घर होगा, लोहे के कुछ रॉड्स लगे होंगे, वहां कुछ पुलिस वाले होंगे, जीआरपी होगी, आरपीएफ होगी, एएच व्हीलर की किताब की दुकान होगी और कुछ कुली होंगे जिन्हें आप यात्री सहायक कहते हैं। सदन के मित्रों, 3,587 स्टेशनों पर ये सुविधाएं भी पूरे तौर पर उपलब्ध नहीं है। आप नीर की कंपनी खोल रहे हैं, लेकिन आपके स्टेशन पर टॉटी नहीं है, पानी नहीं है, पानी है तो टॉटी नहीं है और अगर दोनों हैं, तो पीने की व्यवस्था नहीं है। ऐसी बहुत सारी बातें हैं। महोदय, कोई यात्री यह शौक पूरा नहीं कर सकता कि मैं स्टेशन के टॉयलेट में जाकर अपना पेट हल्का कर लूं। यह सपना पूरा नहीं हो सकता, लेकिन मनुष्य का शरीर है, उसे कभी भी ऐसी स्थिति का सामना करना पड़ सकता है। अगर आपको स्टेशन पर बीमार होना हो, रुग्ण होना हो, तो इन स्टेशनों के पाखानों में शौच के लिए जाना चाहिए।

आपके 43,000 से अधिक कोचेज दम तोड़ चुके हैं। ये सफर करने लायक नहीं हैं। आप से लोग टिकट लेकर यात्रा करते हैं, लेकिन आप उन्हें मौत का वारंट देते हैं। महोदय, ये कोचेज जवाब दे चुके हैं। यह आपकी समिति की रिपोर्ट में है। उनमें लोग कैसे चलेंगे, लेकिन आप उन कोचेज को चला रहे हैं, यह कहकर कि पैसा नहीं है। इतना ही नहीं 45,000 से गाड़ियों की सीटों की हालत देखकर लगता है कि उनमें जानवर सफर करते हैं, यात्री नहीं। महोदय, 38 फीसदी गाड़ियों में लटके हुए पंखों व ट्यूब-लाइट्स के आप दर्शन करिए। गर्मी के मौसम में डिब्बों में रेलम-पेल मची है, एक दूसरे से यात्रियों की सांसें भिड़ रही हैं, लेकिन पंखे काम नहीं कर रहे हैं। ये आपके आंकड़े हैं। ऐसी 38 फीसदी रेल गाड़ियां हैं। अब आप किसी को भी दोष देते रहिए।

महोदय, रेलवे पुलों की क्या हालत है? बलबीर पुंज जी ने तो एक रेलवे पुल की हालत बतायी थी। वर्ष 1962 से लेकर अब तक की सारी रिपोर्ट्स में 1,05,000 रेलवे पुल हैं। उनमें

से 35,000 से अधिक पुल अपनी जिंदगी समाप्त कर चुके हैं। अब आप बताइए जब वहां से रेल गाड़ी गुजरती होगी, तो यात्री कहां जा रहे हैं? मैं आपसे पूछना चाहता हूं कि ये यात्री यमराज के घर जा रहे हैं या अपनी लक्षित यात्रा पर?

पवन जी, यह राजनीतिक पटल नहीं है, न ये राजनीति खेलने का चौसर है। पिछले 70 साल में जो कुछ हुआ या पिछले 9 साल में जो कुछ हुआ, उसकी जिम्मेदार यूपीए और आपकी सरकार है। फिर चाहे वह ममता जी रही हों या लालू प्रसाद जी रहे हों, उसके प्रधान मंत्री तो डा. मनमोहन सिंह जी ही थे। ...**(व्यवधान)**... देखिए, मैं राजनीति से ऊपर उठकर बात कर रहा हूं। मैं यह इसलिए कह रहा हूं क्योंकि आपने अपने गठबंधन के मित्र पर आरोप लगा दिया। इससे आप अपने दायित्व से मुक्त नहीं हो सकते। अल्टीमेटली, यह जिम्मेदारी यूपीए सरकार की है कि पिछले 9 सालों में क्या हुआ? इसका हिसाब आपसे जनता लेगी। आपने सुना है, ट्रक से ट्रेन भिड़ी, बेलगाड़ी से ट्रेन टकरायी। यह कैसे हो रहा है? आप किस युग में जा रहे हैं? ऐसा क्यों होता है? क्या इसकी जानकारी आपको नहीं है। पिछले एक-डेढ़ साल में रेलवे के 1600 कर्मचारी मर गए, 1200 से अधिक यात्रियों की मौत हो गयी। महोदय, यह किस की लापरवाही है? इसका जवाब कौन देगा? क्या ये यात्री टिकट लेकर नहीं चल रहे थे? क्या वे रेलवे के कर्मचारी नहीं हैं? आपको इसका जवाब देना पड़ेगा। हम आपकी हालत जानते हैं। मुझे सदन को बताने में एतराज नहीं है, तीन-चार साल बाद जितनी आप तनखाह बांटते हैं, उससे ज्यादा आपको पेंशन बांटनी पड़ेगी यह भारतीय रेल परिवार की स्थिति हो गयी है।

मैं इसके लिए सिर्फ पवन जी को नहीं, बल्कि सारी व्यवस्थाओं को दोषी मानता हूं, जो भी लोग इसके साथ काम करते हैं। वायदों के पिटारे और घोषणाओं के रथ पर सवार होकर क्या आप समझते हैं कि भारतीय रेल व्यवस्था ठीक होगी?

महोदय, इस वक्त तक रेलवे में 16,000 किलोमीटर इलेक्ट्रिफाई हुआ है। ये आंकड़े आपके ही एक वरिष्ठ अधिकारी ने, हम लोग स्टैंडिंग कमेटी में हैं, उसमें उन्होंने दिए हैं। हम लोग क्या करते हैं? आपकी व्यवस्था कहां है? मैं इतना ही जानना चाहता हूं। जहां तक सुरक्षा की बात है, वैसे तमाम सारी बातें हैं, उनमें बहुत सारी बातें आ गई हैं, 32 फीसदी ट्रेनों पर आपके पहरेदार नहीं हैं। आज 700 यात्रियों पर एक आरपीएफ का जवान है और वह भी सफर में मिल जाए तो आप भाग्यशाली हैं। रेलवे की यह कैसी पहरेदारी है? हम समझना चाहते हैं। माननीय सदस्यों, रेलवे पर झांसा नहीं देना चाहिए क्योंकि रेलवे पर जितना उनका अधिकार है, उतना ही हमारा भी अधिकार है। हमारे देश की आबादी 120 करोड़ है। नेताओं को शायद मेरी यह बात अच्छी नहीं लगेगी कि हम जन-नेता बनते हैं, जन-जन के नेता और यात्रा करते हैं हवाई, इसलिए अब भारत की धरती पर हवाई नेता ज्यादा हो रहे हैं, धरती के नेता बहुत कम हो रहे हैं। जयराम जी आपने जो कोट किया था, वह मैं भी कोट करूंगा, जयराम जी ने कहा था कि अगर कोई मुझसे पूछे, तो भारतीय रेल भारत का सबसे बड़ा

4.00 P.M.

[श्री प्रभात झा]

खुला शौचालय है। इससे बड़ी भद्दी टिप्पणी कोई हो नहीं सकती। जयराम जी, यह आपका दर्द नहीं था, यह हम सबका दर्द है। पवन जी, एक नई जानकारी दे रहा हूँ, जो आपको नहीं होगी, 14,000 किलोमीटर पटरियाँ क्षार के किनारे, समुद्र के किनारे से गुजरती हैं और उस क्षार के कारण, नमक के कारण और जो गरीब लोग पाखाना करते हैं, मल-मूत्र करते हैं उसके कारण 6 साल पहले ये 14,000 किलोमीटर की पटरियाँ अपनी जिंदगी समाप्त कर चुकी हैं। इन पर जब गाड़ी गुजरती है, तो फिर आप कहते हैं कि नहीं-नहीं, एक्सिडेंट हो गया? उसको कौन देखेगा? कौन उसको ठीक करेगा? इसका हम जवाब चाहते हैं। जिंदगी इतनी आसान नहीं है। लोग टिकट लेकर चलते हैं और टिकट न लेकर चलने वालों को आप पकड़ लेते हो। इसलिए यह आपकी पहली जिम्मेदारी बनती है। घोषणा हो गई कि मेडिकल कॉलेज खोलेंगे। आप रेल चला लो, जो आपके पहले अस्पताल हैं उनको तो देख लो कि उन अस्पतालों की क्या हालत है? आप मेडिकल कॉलेज खोलिए, कोई दिक्कत नहीं है, लेकिन रेलवे में क्या काम हो रहा है, वह आपको पता है? ममता जी आई, तो उन्होंने कह दिया कि मैं श्वेत-पत्र निकालूँगी, अब आप आ गए तो आपके सहयोगी ने कह दिया हम भी श्वेत-पत्र निकालेंगे। काले कारनामों के पत्र को काला-पत्र कहो, श्वेत-पत्र क्यों कहते हो? उस श्वेत की इज्जत क्यों खराब करते हो? क्या हम एक-दूसरे का काला-पत्र, श्वेत-पत्र निकालेंगे? क्या रेलवे का यही एक काम बचा है? विजन 2020 का क्या हुआ? जनता के साथ * नहीं करना चाहिए। जनता के साथ *, क्योंकि ये जनता अलग प्रकार की है। यह जनता जितने प्यार से कुर्सी पर बैठाती है, उतने ही प्यार से कुर्सी छीन लेती है। अभी मैं शताब्दी से आ रहा था। उसमें एक एनाउन्समेंट हुई कि अगर कोई यात्री डॉक्टर हो, तो सी-5 कोच में 6 नंबर कुर्सी पर एक यात्री की हालत बहुत खराब है, कृपया आकर इसे देखें। पवन जी, मेरा एक निवेदन है कि ऐसी गाड़ियों में दो-दो हजार, तीन-तीन हजार लोग चलते हैं, उसमें किस तरह का डॉक्टर रखा जाना है, यह आप तय करें। अगर एक डॉक्टर चलता है, तो मुझे लगता है कि इससे बहुत लाभ होगा।

महोदय, बातें बहुत कही जा सकती हैं, सुनाई जा सकती हैं, मैं तो सिर्फ इतना कहूँगा कि भारतीय रेल एक परंपरा है, एक संस्कृति है। भारतीय रेल में भारत का दर्शन होता है। यदि कोई भारत की यात्रा करना चाहते हैं तो उसके पास भारतीय रेल के सिवाय कोई ऐसा दूसरा साधन नहीं है।

यदि हम भारत के दर्द को समझना चाहते हैं, तो हमें भारतीय रेल से यात्रा करनी पड़ेगी। इसको राजनीति से ऊपर उठकर देखना चाहिए, कोई दोषारोपण नहीं करना चाहिए। अगर बहुत गरीबी है, तो हर स्टेशन पर बोर्ड लगा दीजिए कि "भारतीय रेल बीमार है, यात्रियों, इसको

*Expunged as ordered by the Chair.

स्वस्थ करिए, ठीक करिए"। मैं दावे के साथ कहता हूँ कि एक-एक यात्री इसके लिए टोकन पैसा देकर हजारों-करोड़ रुपए आपको दे देगा। श्री अटल बिहारी वाजपेयी जी को विदेशी लोगों आंखें दिखाई, जब 11 मई को परमाणु परीक्षण हुआ था। जब 11 मई को आंखें दिखाई, जो अटल जी बैठे नहीं, उन्होंने 13 मई को एक और विस्फोट कर दिया। उन्होंने प्रवासी भारतीयों से निवेदन किया, तो कितने हजारों-करोड़ रुपए मिले। यदि भारतीय रेल आह्वान करे, भारतीयता को जगाए, तो भारत जगेगा और भारत की रेल सुधरेगी। आज महती आवश्यकता है कि राजनीति नहीं, अपने मंत्रियों की बड़ाई नहीं, बुराई नहीं, बल्कि रेल की तरफ देखिए।

आप यात्रियों की तरफ देखिए, आप उनको कैसा तकिया देते हैं? अगर आपको म्यूजियम के जानवरों के दर्शन करते हों, तो आप फर्स्ट ए.सी. या सेकेंड ए.सी. में चलिए। चूहा मिलेगा, हम मान लेते हैं कि वह गणेश जी की सवारी है। कॉकरोच मिलेगा, हमने कहा चलो लक्ष्मी जी आ जाएंगी। उसमें क्या-क्या देखें, वहां क्या नहीं मिलता है? इधर बैठिए, तो एक यात्री यहां मार रहा है, वहां मार रहा है, भाई साहब, खटमल है। हमें यात्रियों के साथ न्याय करना चाहिए। मुझे लगता है कि अगर हम सभी लोगों ने राजनीति से ऊपर उठकर, भारतीय रेल में भारतीयता का दर्शन किया, तो शायद पवन जी और यू.पी.ए., भारतीय रेल के साथ न्याय कर पाएंगे। इतना कहकर, मैं अपनी बात समाप्त करता हूँ।

डा. प्रभा ठाकुर (राजस्थान) : उपसभाध्यक्ष जी, अभी मैंने बड़ा जबर्दस्त भाषण सुना। मेरे दूसरे सहयोगियों ने भी यहां अपने विचार प्रकट किए हैं। वह जबर्दस्त भाषण किस तरह का था, कितना जबर्दस्त था, जबर्दस्ती कितना था, वह तो मैं बाद में बताऊंगी।

उपसभाध्यक्ष जी, मैं सबसे पहले यूपीए सरकार को और हमारे नए रेल मंत्री जी को बधाई देना चाहूंगी। हमारे रेल मंत्री एक बहुत अनुभवी और गहरी सोच वाले व्यक्ति हैं। उनकी इन्हीं खूबियों को देखते हुए, माननीय प्रधानमंत्री जी और यूपीए की अध्यक्षा ने उन्हें रेलवे जैसे महकमे के लिए चुना। रेलवे जैसा महकमा, जिसका अपने आप में अलग बजट होता है, या तो जनरल बजट होता है या रेल बजट होता है। मैं उन्हें बधाई देती हूँ कि उन्होंने चिकनी-चूपड़ी बातें नहीं कीं और रेलवे की बुनियाद को मजबूत करते हुए कुछ ठोस और व्यावहारिक कदम उठाए हैं, जिससे भारतीय रेल को गति मिले और उसकी पहचान बन सके। रेलों में लोगों को अधिक सुविधाएं मिल सकें, आम जनता को सुरक्षा मिले, सफाई मिले, इन सब प्राथमिकताओं को सामने रखते हुए माननीय मंत्री जी ने यह बजट तैयार किया है।

उपसभाध्यक्ष जी, भारतीय रेल रोज करीब 2 करोड़ यात्रियों को अपने मुकाम तक पहुंचाती है। देश और विदेश के कितने ही यात्री इसमें प्रतिदिन सफर करते हैं। यह भारत की जीवन रेखा है, परिवहन और यात्रा का सबसे बड़ा सक्षम साधन है, यह भारत की शान है, अनेकता में एकता की पहचान है। इसके साथ ही कश्मीर से लेकर कन्याकुमारी तक यह राष्ट्रीय एकता की पहचान है। यह सामाजिक समरसता की भी पहचान है। इस रेल में कहीं भी धर्म का, जाति का, समाज का कोई भेदभाव नहीं है।

[डा. प्रभा ठाकुर]

बिना किसी भेदभाव के सब लोग इसमें प्रेम और सद्भावना के साथ मिल-जुलकर सफर करते हैं, सभी प्रदेशों के, सभी भाषाओं के, सभी धर्मों के लोग सफर करते हैं। यह ट्रेन उनका एक प्रतीक बनती है। हमारी जो भारतीय रेल है, वह प्रतीक है, सामाजिक सद्भावना की, गति और प्रगति की। जैसे हमारे देश में अलग-अलग राज्य हैं, फिर भी भारत एक देश है, एक राष्ट्र है, उसी तरह से रेल में चाहे कितने भी डिब्बे जुड़े हों, वह रेल एक है, उसकी एक पहचान है, वह अपने आपमें एक रेल है। उसके जो डिब्बे हैं, वे जब तक आपस में जुड़े हुए हैं, तभी तक वह एक रेल का रूप ले सकती है। अगर वे डिब्बे अलग-अलग हो जाएं, तो उस रेल की क्या स्थिति होगी? हालांकि हमारे कई सहयोगी इस बात पर इतना चिंतन नहीं करते और वे अपनी राजनैतिक महत्वाकांक्षा में इतने प्रबल हो जाते हैं और यह भूल जाते हैं कि यह हमारी विरासत है। अनेकता में एकता, जो इस देश की पहचान है, जो हमारी भारतीय रेल की भी पहचान है, वह तभी तक है, जब तक हमारी सामाजिक समरसता है, जब तक हमारा देश एक और अखंड है। महोदय, देश की इस अखंडता और एकता के लिए हमारी महान नेता और पूर्व प्रधानमंत्री श्रीमती इंदिरा गांधी ने अपने प्राणों की आहुति दी और हमारे बड़े-बड़े नेताओं ने अपनी कुर्बानियां देकर इस देश को आजाद कराया। आज उसी देश में भारतीय रेल की प्रगति का भी एक इतिहास है, गति का एक इतिहास है। मैं यहां उसी की बात करना चाहती हूं। मैं मंत्री जी को बधाई देती हूं, इतने अधिक लोगों को रोजगार देने के लिए। माननीय रेल मंत्री जी ने लगभग डेढ़ लाख लोगों को नौकरियां देने का जो लक्ष्य रखा है, जो संकल्प इसमें है, मैं उसका स्वागत करती हूं। महिलाओं के लिए, वृद्धों के लिए, विशक्तजनों के लिए, कमजोरों के लिए इसमें विशेष ख्याल रखा गया है, उसके लिए भी आप धन्यवाद के पात्र हैं।

महोदय, कई साल के बाद यात्री किराए में मामूली वृद्धि हुई है, वह भी उस हिसाब से की गयी है - बड़ी व्यावहारिक दृष्टि से की गयी है - कि जो आम आदमी है, जिसकी साधारण सी आमदनी है, उसकी सीमित आमदनी के अनुसार उसकी जेब पर उतना ही भार डाला गया है। मुझे याद आता है, एक बार मैं एक आटो रिक्शा में बैठने लगी और जब मैंने उस आटो वाले से पूछा कि जो डीजल महंगा हो गया है, इसके बारे में आप क्या कहते हैं? उसने कहा, बहन जी, हम इतना जानते हैं कि पूरी दुनिया में महंगा हो रहा है, सब जगह महंगाई बढ़ रही है, अगर डीजल महंगा मिलेगा तो यहां भी महंगा होगा ही। इसलिए जो आम आदमी है, उसे आप कितना ही बरगलाने की कोशिश करें, वह इस बात को समझता है कि रेल के किराए में मामूली वृद्धि व्यावहारिक है। अगर आपको सुविधाएं चाहिए, सुरक्षा के साधन चाहिए तो उन सब पर खर्चा होगा। उसके लिए यह आवश्यक है कि कुछ किराया बढ़े। सर, एसी, प्रथम श्रेणी के यात्री के लिए किराए में अलग वृद्धि है जबकि सामान्य श्रेणी के यात्रियों के लिए मामूली वृद्धि की गयी है। इस प्रकार से सोच-समझकर ही यह वृद्धि हुई है, जो बिल्कुल व्यावहारिक है।

इसके साथ ही आपने टूरिज्म सेक्टर को प्रायोरिटी दी है, चाहे वे ऐतिहासिक स्थल हों, प्राकृतिक हों या धार्मिक स्थान हों, हर धर्म के लोगों के लिए जो धार्मिक स्थल हैं, उनको रेल से जोड़ने के लिए आपने प्राथमिकता दी है। इसी तरह से प्राकृतिक स्थलों को, ऐतिहासिक स्थलों को रेल से जोड़ने का भी आपने ध्यान रखा है, इसके लिए भी मैं आपको बधाई देती हूँ।

पीएसयू, पीपीपी एवं राज्य सरकारों के सहयोग से नयी रेल परियोजनाएं लगाने का संकल्प इस बजट में है, जो आगे जाकर भारतीय रेल के लिए लाभदायक होगा। निजी सेक्टर के साथ सहयोग करके किस तरह यात्रियों को भिन्न-भिन्न प्रकार से सुविधाएं दी जाएं...। इन सब की परिकल्पना करते हुए जो इसमें आपने विशेष रखा है, उसके बारे में मैं कहूंगी कि इसमें तीन नारे हैं, जो मुझे स्पष्ट दिखाई दे रहे हैं - सुरक्षा, सुविधा और स्वच्छता। आपने रेल बजट में इन तीन बातों का विशेष ध्यान रखा है। मैं माननीय रेल मंत्री जी से यह भी कहना चाहूंगी कि रेलवे की सुरक्षा सबसे पहली प्राथमिकता है और इसमें कोई शक नहीं है। यात्रियों की सुरक्षा के लिए जितने भी उपाय किए जाएं, उतना ही अच्छा है। मैं मंत्री जी को बताना चाहूंगी कि सैकड़ों समपार फाटक ऐसे हैं, जहां पर चौकीदार उपलब्ध नहीं है। यह भी दुर्घटना का एक अहम कारण बन जाता है। सरकार सुरक्षा के बारे में सोचे और इसके लिए विशेष बजट का अलोकेशन करे। वह इसको प्राथमिकता दे क्योंकि सभी फाटकों पर चौकीदार का होना बहुत जरूरी है। इसके अलावा कई जगह पर अंडर ब्रिज और ओवर ब्रिज बन गए हैं या बन रहे हैं और जो अभी भी अधूरे हैं, उनको जल्दी से जल्दी पूरा किया जाए। कई काम जो अधूरे रह गए हैं, कई योजनाएं जो काफी समय से लम्बित पड़ी हैं, उनको पूरा करने का काम किया जाना चाहिए। जो ओवर ब्रिज और अंडर ब्रिज हैं, वे उस नगर में रहने वाले लोगों की सुविधा के लिए बहुत आवश्यक हैं, इसलिए उनको प्राथमिकता दी जानी चाहिए। ट्रेन में एक डॉक्टर की भी सुविधा हो जाए, तो अच्छा रहेगा। इससे कभी, कोई इमरजेंसी चलती ट्रेन में हो जाए, तो मरीज को चिकित्सा का लाभ मिल सकेगा। अगर ट्रेन में एक या दो महिलाओं के लिए कोचिज या डिब्बे लगा दिए जाए, तो अच्छा होगा। अगर कोई महिला यात्री अकेली सफर कर रही है या अपने बच्चे के साथ सफर कर रही है, तो उसको महिला कोच का फायदा होगा, इसलिए ट्रेन में एक या दो महिला कोच सिर्फ महिलाओं के लिए होने चाहिए। इसके अलावा नौकरियों में, जो ऑफिस के जॉब्स होते हैं, उनमें जितनी प्राथमिकता महिलाओं को दी जाए, उतना ही अच्छा रहेगा। इससे काम तो सुचारू रूप से होगा ही, इसके साथ ही महिलाओं का सशक्तिकरण भी हो सकेगा, हालांकि माननीय मंत्री जी ने इन तमाम बातों का रेल बजट में ध्यान रखा है।

उपसभाध्यक्ष महोदय, आजकल कई रेलवे स्टेशनों पर कुलियों का बड़ा संकट हो गया है। जो बुजुर्ग लोग हैं, जिन परिवारों के साथ सामान ज्यादा होता है, उनको कुलियों के बिना बड़ी मुश्किल होती है। जिस तरह से एयरपोर्ट पर ट्राली होती है, उसी तरह की व्यवस्था रेलवे स्टेशनों पर की जानी चाहिए जिससे कि उसमें सामान रखकर खुद ही व्यक्ति उसको चला

[डा. प्रभा ठाकुर]

ले। मैं माननीय मंत्री जी से अनुरोध करती हूँ कि आप कुलियों की समस्या को जरूर देख लें, क्योंकि यह बहुत बड़ा संकट बन गया है और इसके कारण यात्रियों को बहुत परेशानी होती है।

उपसभाध्यक्ष महोदय, जहां पर भी पुल कमजोर है, उनको मजबूत करना चाहिए, रेलवे स्टेशनों पर सीसीटीवी कैमरे लगाये जाने चाहिए। ड्राइवर या जो स्टाफ कर्मचारी हैं, उनकी समय-समय पर चैकिंग की जानी चाहिए जिससे कि शराब पीने वाली स्टाफ का समय से पता लग सके। यह भी एक बहुत आवश्यक बिंदु है। कई बार छोटे रेलवे स्टेशनों पर, जैसे किशनगढ़ रेलवे स्टेशन है, जो कि मार्बल मंडी के नाम से पूरे भारत में प्रसिद्ध है, वहां पर कोई चाय का स्टाल तक नहीं है। मैंने भी कई बार मांग की है। जो छोटे रेलवे स्टेशन हैं, वहां पर कम से कम चाय की, नाश्ते की, अखबार की छोटी-मोटी दुकान की व्यवस्था होनी चाहिए। इससे यात्रियों को काफी सुविधा होगी।

उपसभाध्यक्ष महोदय, माननीय मंत्री जी ने इस रेल बजट में जिस तरह से व्हील चेयर, एलिवेटर, एयरपोर्ट की तरह लिफ्ट का सिस्टम लगाने की बात कही है, मैं उसका स्वागत करती हूँ और उम्मीद करती हूँ कि इन पर शीघ्र ही कार्यवाही होगी और यात्री इन सुविधाओं का लाभ उठा सकेंगे।

इसके साथ ही जहां प्लेटफार्म ट्रेन की ऊंचाई से छोटे पड़ जाते हैं, माननीय मंत्री जी, उनको ट्रेन के बराबर ऊंचे करने का काम करें, ताकि बच्चे वे बुजुर्ग आसानी से ट्रेन में चढ़ सकें, इससे दुर्घटनाओं का खतरा भी टलेगा। ट्रेनों में जो टॉयलेट्स होते हैं, उनकी स्वच्छता पर भी विशेष ध्यान दिए जाने की जरूरत है। जहां भी ट्रेन दस मिनट के लिए रुके, वहां टॉयलेट्स की सफाई आवश्यक रूप से हो। **...(समय की घंटी)...** आप कृपया इसको देखें।

महोदय, आपने राजस्थान को कई ट्रेनें दी हैं। मैं आपको इसके लिए धन्यवाद देती हूँ। आपने भीलवाड़ा में मेनलाइन इलैक्ट्रिकल मल्टिपल यूनिट्स का कारखाना भी लगाने की बात कही है, यह भी राजस्थानवासियों के लिए एक खुशी की बात है। आपने बजट में 6 नई रेलों की घोषणा की है। आपने पर्यटन के साथ ही पर्यावरण का भी ध्यान रखने के पूरे मानक अपनाए हैं, इसलिए मैं इन तमाम बातों के लिए आपको बधाई देती हूँ।

विपक्ष के लोगों की एक बात से मुझे कई बार अचम्भा होता है, आखिर उनकी आंखें पर कौन से नम्बर का चश्मा लगा हुआ है कि उनको कमियां ही कमियां दिखती हैं। अरे भाई, कोई एक आधी तो खूबी दिखती होगी। किसी एक-आधी बात की तो तारीफ कर दिया करें। कोई कहता है कि ये तो रायबरेली रेल बजट है। रायबरेली, उत्तर प्रदेश का अगर पिछड़ा हुआ क्षेत्र है और वहां कारखाना लगता है, तो इसमें इतनी तकलीफ की क्या बात है? रेल बजट में जो सुविधाएं दी गई हैं, वे क्या रायबरेली के लिए हैं या पूरे देश के लिए हैं? **...(समय की घंटी)...** देश में कारखाने और भी कई जगहों पर लगे हैं।

महोदय, अजमेर ऐसी जगह है, जहां पहले से लोको कारखाना है। वहां पर उत्तर पश्चिम रेलवे का जो जोनल आफिस था, वह जयपुर में शिफ्ट हो गया है। वहां बहुत बड़ा इंफ्रास्ट्रक्चर है और उसको डिवेलप करने की जरूरत है। अजमेर में रेलवे का एक अस्पताल है, मैं केवल अजमेर के अस्पताल की बात नहीं कर रही हूं, अपितु और जगहों के अस्पतालों की भी बात कर रही हूं, वे सभी बदहाली से गुजर रहे हैं। यह अजमेर का अस्पताल बहुत बड़ा है और यह भी काफी बदहाली से गुजर रहा है। आपने अजमेर को कई ट्रेनें दी हैं और ट्रेनों के फेरे भी बढ़ाए हैं, इसके लिए आपको बधाई, लेकिन उस अस्पताल के लिए भी बहुत मजबूत व्यवस्था किए जाने की जरूरत है।

महोदय, मैं केवल इतना ही कहूंगी कि जब लालू प्रसाद जी रेल मंत्री थे, तब उन्होंने अजमेर आकर घोषणा की थी कि अजमेर को अंतर्राष्ट्रीय स्तर का रेलवे स्टेशन बनाया जाएगा। पूर्व रेल मंत्री जी अजमेर में जो घोषणा करके गए थे, वह घोषणा पूरी होनी चाहिए। महोदय, यह मेरा आपके माध्यम से मंत्री जी से अनुरोध है। मैंने यहां सदस्यों द्वारा कुछ कविताएं भी सुनी हैं, इसलिए मैं भी कुछ कहना चाहती हूं:

तेज चलेगी छुक छुक रेल,
सुविधा, सुरक्षा और सफाई का मेल,
आलोचक होंगे सब फेल,
और सद्भावना की पटरी पर,
तेज रफ्तार से दौड़ेगी,
सबको राहत देने वाली,
अपनी यह भारतीय रेल।

आप कुछ भी कह लें, कुछ भी कर लें, लेकिन यूपीए सरकार तीव्र गति से काम कर रही है। हालांकि असत्य और सत्य जैसे भी आरोपों को लेकर, हंगामा चलता रहता है। कभी कोई अच्छी बात कही नहीं जाती है, कमियों के अलावा और कुछ नजर नहीं आता है, लेकिन देश की जनता सब जानती है। जनता इतनी नादान नहीं है, सब समझती है। आपका मीडिया मैनेजमेंट भी बहुत अच्छा है, ...(व्यवधान)... लेकिन हकीकत में जो है सो है। ...(व्यवधान)... अरे, आप तो अटल जी तक को भूल गए। जब चुनाव आए तब आपको अटल जी याद आने लगे हैं। आप पूर्व प्रधानमंत्री जी तक को भूल गए हैं। अब उनका फोटो भी कमल के फूल के साथ दिखने लगा है।...(व्यवधान)... जो भगवान राम को राजनीति का मोहरा बनाने से नहीं चूकते, जनता उन लोगों पर क्या विश्वास करेगी? हम उनसे कुछ भी सुनने की उम्मीद रखते हैं, लेकिन मैं यह जानती हूं कि जो हमारी यूपीए की नेता श्रीमती सोनिया गांधी हैं और जो हमारे प्रधानमंत्री डा. मनमोहन सिंह जी हैं, वे किसी आरोप-प्रत्यारोप की राजनीति नहीं करते।

वे बातें कम और काम ज्यादा करने में विश्वास रखते हैं, कभी हल्की भाषा बोलकर किसी

[डा. प्रभा ठाकुर]

पर टीका-टिप्पणी करना या आरोप लगाने की बात नहीं करते हैं। वे काम करने में विश्वास रखते हैं और हम कार्यकर्त्ताओं को भी यही संदेश देते हैं। यह यू.पी.ए. सरकार उसी राह पर चल रही है और उन्हीं पटरियों पर यह भारतीय रेल दौड़ रही है। मैं माननीय मंत्री जी, सरकार और सारे सहयोगी अधिकारियों को बधाई देती हूँ कि आप एक बहुत ही व्यावहारिक, बहुत ही अच्छा और एक बहुत ही प्रगतिशील, गति देने वाला बजट लाए हैं। इस पर जितनी जल्दी हो, इम्लिमेंटेशन हो। आपका बहुत-बहुत धन्यवाद।

SHRI T.K. RANGARAJAN (Tamil Nadu): *

Hon'ble Vice Chairman Sir,

I thank you very much for giving me this opportunity. Friends who spoke ahead of me appreciated the Railway Minister. I too appreciate him. He is a very amicable person. He gives attention to our demands. I am speaking the fact. Many new schemes and facilities are announced by him in the budget. They are advertised in newspapers'. The people of Tamil Nadu are very happy that they have got many more new trains for Tamil Nadu. But at the same time, I would like to draw the attention of the Minister that many trains that were announced in the last Budget, and in the previous three budgets were not implemented.

In last year's budget, Chennai-Bangalore 'Double Decker' train service was announced. But it was not implemented. It was announced that suburban trains from Chennai that is from Chennai beach to Chengalpattu, Avadi, Tirutani, Gummidipoondi, Soolurpet, Velachery, and Tambaram would be operated. But this scheme was not implemented. The train between Velacherry and Tambaram was not operationalised. The train which was planned for traveling between Coimbatore and Erode was not implemented. Earlier it was announced that a train from Tirunelveli to Dadar (Mumbai) via Goa will be operated. But the announcement ended as announcement only. It was announced that there will be a weekly express train from Madurai to Kachiguda (Hyderabad) via Dindigul, Trichy, Karur, Erode, Katpadi and Chithoor. This announcement was not implemented. It was announced that Dehradun to Chennai express trains will be extended till Madurai *via* Erode. It was not implemented.

Similarly eleven such trains were announced and the announcements were advertised in newspapers. The photograph of the then Railway Minister was also

*English Translation of the original speech delivered in Tamil.

published. But those announcements were not implemented. I would like to inform the Minister that the Government has to worry what people will think about you. You have to explain the people for non implementation of the scheme and have to seek excuse from them. The Minister's speech is telecast in televisions. The Minister's announcements are telecast in televisions. But the trains are not coming. Therefore, the Minister and the Ministry have to explain the people for non implementation of the project. This is my humble request. I would like to point out that the announcements that are made now should not have been made merely for the sake of advertisements. Earlier announcements were made only for the purpose of advertising.

Sir, in the Tenth Plan, your ministry targeted for construction of 1,310 k.m. of new lines but achieved only 920 k.m. Doubling of track for 1,575 k.m. was targeted, but only 1,300 k.m. was achieved. Similarly in the 11th plan, also there is short fall in achieving the targets for new line, gauge conversion and doubling. In the annual plan for 2012-2013, there is short fall in achieving the targets in all the three segments. During the ninth and tenth plan, our GDP was 9%. Our Prime Minister and Finance Minister said that there is development in the country. If there is development in the country, the railways' projects should have been implemented. But the Railway Ministry failed to achieve its targets when the GDP was 9%. Now the growth rate has substantially come down, how are you going to fulfill the target? How will you implement all the projects? I request the Minister to reply my queries.

In para 9 of your Railway Budget Speech, you have stated that during the Eleventh Plan, the Railways could meet the target of new lines. But the Railway Standing Committee Report states that during the Eleventh Plan period, for the targeted 3,175 kilometers for new lines, only 2,002 kilometers is achieved. This is the Standing Committee's Report. So, my appeal to the Minister, through you, Sir, is that there seems to be some variation between what you have stated and the observation of the Standing Committee. During the Twelfth-Plan, you have allocated Rs. 1.05 crores. Taking this into consideration, you have allocated Rs. 10,000 crores only for this year for the development of Railways. That means, the balance of Rs. 95,000 crores has to be raised within four years. How are you going to do that? I request the Minister not to charge more from the people. I oppose the proposal contained in para 74 which talks about an annual increase of 5 to 6 per cent in passenger fares. I request the Minister to reconsider the proposal.

THE MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL): That is only an example. Please read the para again.

SHRI T.K. RANGARAJAN: Sir, while the Minister has stated that accidents have come down to zero level.

The intention to prevent accidents is a welcome initiative. I would like to ask the Minister that more than one lakh people had died in railway tracks. If there is any change in this statistics, the Minister can explain in his reply. Out of 2.51 lakh vacancies, there is a proposal to fill up 1.52 lakh vacancies only. Almost one lakh vacancies will be left unfilled. With retirement and other reasons causing vacancies, the backlog of vacancies will again rise. This will affect the safety of the railways. Hence I urge upon the Minister to fill up all the vacancies. Only, then will it be possible to run the Ministry efficiently. Sir, I request you to consider the running staff grievances, that is, the vacancies of guards, station masters, and drivers. Their grievances are not resolved for a long time. Eight hours of work a day is still a distant dream for them. Sir, I request you to consider these issues and take steps accordingly. I would like to bring the attention of the Minister with regard to another important matter.

Sir, you have stated about fuel adjustment and other things. I would like to say that the Ministry of Petroleum has introduced two types of rates, that is, dual pricing system. I request the Minister of Railways to approach the Minister of Petroleum to reconsider this issue. Railways are a public utility service. You can't go for bulk purchase and pay more. Then, it goes to the passengers head. Today, there is good news from Chennai. The Madras High Court has granted an interim stay on dual price policy on the petroleum products after hearing the plea of the State Road Transport Authority (SRTA). When the SRTA can, approach the Madras High Court and get a stay, why can't the Ministry of Railways approach the Ministry of Petroleum to reconsider the matter. After all, it is part of the Central Government. They should give subsidised diesel to the Railways. ...(*Interruptions*)... Let us wait and see.

I would like to state that the Railways have not been able to complete what the Railway Minister has stated in his speech. At the same time, this year, China is going to invest 650 billion Yuan equivalent to \$103.56 billion for Railway development. By 2015, China will have around 1,20,000 KMs of railways in operation,

including 18,000 KM of high speed railway and 40,000 KM of express railway network. I am quoting this figure just to show how the Chinese Government views the railway development as a priority for their economic development.

You have proposed to concentrate on reducing Level Crossings. But the allotment of funds of Rs.1,100 crores, in my opinion, is very inadequate. Unless you allot Rs.5,000 crores and make all Level Crossings in a proper way, you can't stop the accidents.

I have to mention about the Railway Workshop. You have appreciated the role played by the Railway employees. Sir, you have appreciated that they have paid 4.3 per cent dividend to the Central Government. But, at the same time, your Railway Ministry's circular to hand over 7,500 drawings from the ICF, Perambur to a private sector has created a stir among the employees. They have gone on one day strike. In this connection, I appealed to the Railway Minister personally. I went to his house and handed over a letter to him that he should withdraw that order. ICF, Perambur is one of the leading coach factories in India. If you hand over all the drawings to the private parties, it means, you are deserting the public sector coach factory. You have stated that you are going to set up several coach factories, including in Kerala. But nothing has started so far.

I request the Railway Minister to withdraw the circular immediately. Otherwise, it will hamper the work. The workers interest has gone down. With this, I request you to consider all the demands that I proposed. Thank you very much.

श्री संजय राउत (महाराष्ट्र) : महोदय, आपने मुझे रेल बजट पर बोलने का जो मौका दिया है, इसके लिए मैं आपको धन्यवाद करता हूँ।

महोदय, हमारी रेल 'भारतीय रेल' कहलाती है और आज हम भारतीय रेलवे के बजट के ऊपर चर्चा कर रहे हैं, लेकिन जब भी रेल बजट पेश किया जाता है, तो मेरे मन में हमेशा एक प्रश्न उठता है, सभी के मन में उठता है कि क्या यह रेल बजट पूरे देश का है या किसी राज्य को अथवा किसी नेता को ध्यान में रख कर बनाया गया है। इस बार भी जब रेल बजट पेश किया गया, तो सभी ने यह सवाल उठाया कि क्या यह बजट देश का है या रायबरेली और अमेठी का रेल बजट है। मैं इसमें दूसरी बात यह ढूँढ़ रहा हूँ कि इस रेल बजट में देश को क्या मिला है, आम जनता को क्या मिला है और कौन-से नए आइडियाज लेकर हमारे रेल मंत्री देश के सामने आए हैं, क्योंकि मैं देखता हूँ कि इसमें वही आइडियाज हैं, वही दावे हैं, वही योजनाएं हैं और रेलवे की खस्ता हालत सुधारने का कोई ठोस प्रयास इस रेल बजट में हमें नहीं दिखाई देता है।

[श्री संजय राउत]

सर, पहली बात रेल मंत्री जी ने अपने भाषण में यह कही है कि सभी मानव रहित रेल क्रॉसिंग्स को खत्म किया जाएगा, लेकिन मुझे याद है कि यही घोषणा पिछले रेल बजट में भी की गई थी, लेकिन हुआ क्या? इस घोषणा को दोहराने के बजाय अगर यह बताया जाता कि पिछले एक साल के दौरान कितने मानव रहित रेलवे क्रॉसिंग्स खत्म किये गये, तो ज्यादा बेहतर होता। मैं यह इसलिए कह रहा हूँ, क्योंकि मुम्बई उपनगरीय रेल क्रॉसिंग में गत एक साल में जो दुर्घटनाएं हुई हैं, वे ज्यादातर मानव रहित रेल क्रॉसिंग की हैं और उनमें लगभग 2 हजार से भी ज्यादा लोगों को अपनी जान गंवानी पड़ी है। इतने लोग तो किसी युद्ध में भी नहीं मरते, तो फिर मैं यह पूछना चाहता हूँ कि आपने जो घोषणा की है, तो सिर्फ घोषणा करने से क्या होगा, कुछ एक्शन लेने की बात कीजिए।

सर, अगर मैं कहूँ, तो मुम्बई में *thirty people die everyday in railway accidents in Mumbai Suburban area*. Sir, 36,152 people have died and 36,068 people have injured in Mumbai Suburban local trains from 2002 to 2012. Of the 36,152 deaths, 15,053 deaths occurred on Mumbai's western railway line and 21,099 occurred on Mumbai's central railway line. इस प्रकार, जिसे हम 'लाइफलाइन' बोल रहे हैं, वह 'डेथलाइन' बन गई है। यात्रियों की सुरक्षा सबसे अहम चीज़ होती है और हर बजट में सेफ्टी के बारे में बात होती है, लेकिन होता कुछ नहीं है। पिछली बार रेल मंत्री दिनेश त्रिवेदी जी ने 'सुरक्षा प्राधिकरण, बनाने की बात कही थी, उसका क्या हुआ, उसके बारे में भी कुछ नहीं बताया गया है। मुझे आपको यह बताने की जरूरत नहीं कि मुम्बई की उपनगरीय रेलवे ओवरक्राउडेड चल रही है। अगर उसमें क्षमता से चार गुना ज्यादा यात्री होंगे, तो और क्या हो सकता है? हर तीसरे दिन कोई-न-कोई हादसा होता है और पूरी रेल सेवा ठप्प हो जाती है। रेल लाइन्स के दोनों तरफ जो अतिक्रमण हुआ है, आप उसको अभी तक नहीं हटा पा रहे हैं, तो आप क्या करेंगे? *Mumbai Suburban Railway train services are among the busiest in the world. And, 7 to 7.5 million people use Mumbai's local rail network daily. This is impressive when compared to other large cities, such as New York – 5.25 million; London – 3.75 million; Tokyo – 6.3 million; Shanghai – 2.4 million and Paris – 4.5 million.*

सर, मुम्बई के जो यात्री हैं, उनमें टिकट लेकर यात्रा करने की आदत है और महाराष्ट्र वह राज्य है, जहां से रेलवे को उसके कुल रेवेन्यू का 15 प्रतिशत से ज्यादा हिस्सा मिलता है। अकेले मुम्बई रेलवे के रेवेन्यू में 10 प्रतिशत हिस्सा देता है और इतना ज्यादा रेवेन्यू देने वाले मुम्बई और महाराष्ट्र को आखिर आपने क्या दिया है, यह सवाल आज हमारे मन में है? महाराष्ट्र के लिए इससे पहले भी बहुत घोषणाएं हुई हैं, लगभग ऐसी 135 योजनाएं हैं, जो आज भी कागज पर पड़ी हैं। उन्हें गति देने के लिए 50 हजार करोड़ की आवश्यकता थी, लेकिन इस रेल बजट में कुछ नहीं मिला। आप हमारी जेब से पैसा निकालते हैं और बदले

में हमें कुछ नहीं मिलता है। यह भेदभाव है, यह अन्याय है। आप हमारे सब्र का इम्तिहान न लीजिए, तो अच्छा होगा। आप बताइए कि आपने हमें क्या दिया है? दो-चार गाड़ियां यहां-वहां से छोड़ने से कुछ नहीं होता है। इस बार महाराष्ट्र के सभी सांसद, एक्रॉस दी पार्टी लाइन, शरद पवार जी के नेतृत्व में आपसे मिले हैं और हमारी जो वेदना है, उसको आप तक पहुंचाया है। मुम्बई उपनगर रेलवे सेवा में सुधार लाने के लिए आपको नई सोच और नए ढांचे की जरूरत है। सबसे पहले क्राउड मैनेजमेंट की जरूरत है। बोझ कम करने के लिए तीन विकल्प हैं। पहला विकल्प है कि पन्द्रह या सोलह डिब्बों की ट्रेन चलानी चाहिए तथा लाइनों को बढ़ाना चाहिए, दूसरा विकल्प है कि सी लिंक की तर्ज पर अलग से रेल रूट बनाने की योजना बननी चाहिए और इन सभी विकल्पों को पूरा करने के लिए रेलवे अपनी सरप्लस लैंड को कमर्शल लैंड में बदल कर फंड जुटा सकती है। इसके अलावा मुम्बई के बड़े स्टेशनों पर पार्किंग व्यवस्था की संभावना दृढ़नी चाहिए। मैं आखिर में इतना ही कहूंगा, the British made 54,000 kms of railway line before Independence, and, post-Independence, in sixty years, we made only 10,000 kms. And China made 55,000 kms. हमने रेल का विकास करने की जो बात 60 साल में की है, उसमें हमने क्या किया है? अगर हम इस प्रकार से काम करते रहे, तो सिर्फ साल में एक बार बजट पेश करते रहेंगे और हर स्टेट अपनी-अपनी बात के लिए यहां आवाज उठाते रहेंगे। मैं इतना ही कहूंगा कि आप एक रेल बजट ऐसा पेश कीजिए, जो देश का बजट होगा, राष्ट्र का बजट होगा और पूरा देश उससे खुश होगा। मैं इतना ही कहूंगा। धन्यवाद।

श्री भरतसिंह प्रभातसिंह परमार (गुजरात) : मान्यवर, आपने मुझे रेल बजट के ऊपर बोलने का मौका दिया। महोदय, जब प्रभात जी ने कहा कि रेल हमारे लिए सांस्कृतिक धरोहर है और प्रभा जी ने कहा कि हिन्दुस्तान में रेल के कारण अनेकता में एकता होती है, तब मुझे कवि इकबाल की पंक्तियां याद आ गईं,

"यूनान व मिस्र रोमा सब मिट गए जहां से,

फिर भी कुछ बात है कि हस्ती मिटती नहीं हमारी,

सदियों रहा है दुश्मन दौरे जहां हमारा,

फिर भी कुछ बात है कि हस्ती मिटती नहीं हमारी।"

महोदय, हमें लगता है कि यह सांस्कृतिक धरोहर ही वह चीज है, जिसके कारण हिन्दुस्तान हजारों साल आघात झेलने के बाद भी जिंदा रहा। हमें लगता है कि रेल अभी इस सांस्कृतिक धरोहर को आगे बढ़ाने का काम बखूबी निभा रही है और निभाएगी।

[श्री उपसभापति महोदय पीठासीन हुए]

जब आदरणीय बंसल जी ने रेल बजट पेश किया, उसके कुछ दिन पहले ऐसा लगता था कि अब पवन कुमार जी रेल बजट पेश करेंगे, तो रेल की गति भी पवन की तरह बढ़ेगी,

[श्री संजय राउत]

लेकिन बजट पेश होने के बाद लगता है कि जो रफ्तार पहले थी रेल की, वही रफ्तार अब भी रहने वाली है।

आदरणीय उपसभापति महोदय, बंसल जी ने बताया था कि भारतीय रेल वन बिलियन के विशेष क्लब में सम्मिलित हो गई है। इस क्लब में अब तक चीन, रूस और अमेरिका की रेल ही शामिल थी। ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: Mr. Parmar, just a minute. I have to inform the House that the BAC just now met and decided that the discussion has to be concluded today. It has also been decided that Members would stick to five to seven minutes' time. That has been agreed to by the leaders of all the parties. Therefore, the maximum time that Members can take is five to seven minutes. ...*(Interruptions)*...

श्री भरतसिंह प्रभातसिंह परमार : सर, हमारा बहुत समय बचा हुआ है।...*(व्यवधान)*...

श्री अनिल माधव दवे (मध्य प्रदेश) : सर, जो भी एलोकेशन करना है, वह पहले कर दीजिए। ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: The Congress (I) Party has two hours and fifty five minutes left. They have also to sacrifice.

SHRI THAAWAR CHAND GEHLOT (Madhya Pradesh): How many speakers are there?

MR. DEPUTY CHAIRMAN: I will tell you about the number of speakers.

There are more than 16 speakers. I got these 16 names yesterday. In addition to that, there were five or six requests, including NCP, whose name is not there in the first list. Since it is a discussion on the Railways, I am willing to allow them also. That means there are more than 20 names. That is the position. This was the decision of the BAC, which has been agreed to by Leaders of the Party in the BAC. So, I request the cooperation of the Members. Mr. Parmar, please stick to that.

श्री भरतसिंह प्रभातसिंह परमार : सर, भारतीय रेल 10 हजार टन से अधिक की भार वाली मालगाड़ी चलाने वाले देशों में भी शामिल हो गयी है। मुझे आपके माध्यम से बंसल जी को बताना है कि अगर हम उन पांच देशों के आंकड़ों के ऊपर दृष्टि डालेंगे, तो पता चलेगा कि हम कहां हैं। उपसभापति जी, अमेरिका में 2,26,427 किलोमीटर का रेल नेटवर्क है, जबकि वहां इसके मुकाबले जनसंख्या का घनत्व 1397 है। रूस में रेल नेटवर्क 1,28,000 किलोमीटर

है, जबकि वहां जनसंख्या घनत्व 1117 है। चीन में 98,000 किलोमीटर का नेटवर्क है, जबकि जनसंख्या घनत्व 14,722 है। भारत में 65,000 किलोमीटर नेटवर्क के सामने जनसंख्या घनत्व 18,447 है। कनाडा का रेलवे नेटवर्क 47,556 किलोमीटर है और जनसंख्या घनत्व सिर्फ 487 है।

सर, रेल लाइन के विस्तार से लेकर आधुनिकीकरण तक में हमें तेज गति से आगे बढ़ने की जरूरत है। चीन ने जिस गति से रेलवे का विकास किया है, उससे हमें प्रेरणा लेनी चाहिए। भारत में रेल सेवा वर्ष 1853 में शुरू हुई थी, जबकि चीन में रेल सेवा वर्ष 1876 में शुरू हुई थी। यानी, 23 साल बाद वहां यह सेवा शुरू हुई। जब भारत आजाद हुआ, तब यहां 53,396 किलोमीटर रेलवे का नेटवर्क था और उस समय चीन में इसका आधा नेटवर्क भी नहीं था। जब भारत में रेल शुरू हुई, तब यहां हर साल 400 किलोमीटर रेल नेटवर्क बढ़ा, जबकि चीन में यह 2000 किलोमीटर बढ़ा, यानी चीन ने रेल नेटवर्क करीब पांच गुना बढ़ाया। हमारे देश में रेल लाइन की जो इलेक्ट्रीफिकेशन हुई है, वह 22,424 किलोमीटर है, जबकि चीन में यह 48,000 किलोमीटर है। अगर हम इस अंतर को देखें, तो पता चलेगा कि हम कहां पर हैं। मैं इसके लिए अकेले बंसल जी को दोष नहीं दे रहा हूं। 50-60 सालों से जो यह परम्परा चली आ रही है, इसमें अभी सुधार करने की जरूरत है। हमारा देश 125 करोड़ की जनसंख्या वाला देश है और यहां के सारे पैसेंजर्स, गरीब और मध्यम वर्ग की पहली प्राइऑरिटी ट्रेन है, इसलिए इसमें सुधार करने की जरूरत है। सर, मैं अपनी बात जल्दी खत्म करूंगा, इसलिए मेरा निवेदन है कि मुझे दो-पांच मिनट का समय और दें।

सर, हम 50 सालों से रेल की सलामती की बात करते हैं। कल बलबीर पुंज जी ने बताया कि रतलाम के पास माही नदी पर जो ब्रिज है, उसकी आयु पूरी हो गयी है। कब क्या होगा, वह खतरों से खाली नहीं है। उपसभापति जी, हम उसी ब्रिज से ट्रेन से गुजरते हैं। हमारी ट्रेन करीब एक-दो बजे रतलाम से पास होती है और जब तक वह रतलाम नहीं पहुंचती है, तब तक हमें नींद भी नहीं आती है।

सर, हमारे कांग्रेस के मित्र पूछ रहे थे कि एनडीए के शासनकाल में क्या हुआ। मैं गौरव के साथ बताना चाहता हूं कि एनडीए के समय एक रोडमैप बना था और जस्टिस एच.आर. खन्ना की अध्यक्षता में एक रेल सेफ्टी रिव्यू कमेटी गठित की गयी थी। उस कमेटी ने रेलवे सुरक्षा उपकरणों को बदलने अथवा उनके नवीनीकरण के लिए 15,000 करोड़ रुपये आवंटित करने की सिफारिश की थी और तब प्रधानमंत्री, श्री अटल जी के दिशानिर्देश पर 17,000 करोड़ रुपये का स्पेशल रेलवे सेफ्टी फंड स्थापित किया गया था। रेलवे सुरक्षा के अतिरिक्त इस फंड का उद्देश्य 17000 किलोमीटर रेलवे ट्रैक का नवीनीकरण, 3000 से अधिक ब्रिजों का पुनर्निर्माण, 950 स्टेशनों पर सिग्नल गियर्स का प्रतिस्थापन और रेलवे सुरक्षा उपायों पर निवेश करना था। सर, एनडीए के समय आरम्भ हुई डेडिकेटेड फ्रेट कॉरिडोर प्रोजेक्ट यूपीए सरकार की सुस्त नीति के कारण अभी शुरू भी नहीं हुई है। मैं सेफ्टी प्वाइंट ऑफ व्यू बताना चाहता हूं। पूरे देश में पिछले सालों में ...(समय की घंटी)... महोदय, मैं जल्दी कन्क्लूड करता हूं। कई लोगों की अकस्मात मृत्यु हुई है। हम उनको कम्पन्सेशन तो दे देते हैं। लेकिन किसी मां का इकलौता

[श्री भरतसिंह प्रभातसिंह परमार]

बेटा, किसी बहन का इकलौता भाई जब चला जाता है या कोई कमाने वाला किसी एक्सिडेंट में चला जाता है तो उस फेमिली की जो स्थिति है, उसके आधार पर भी विचार करके रेलवे में सेफ्टी और बढ़ानी चाहिए।

सर, मैं सीधा गुजरात के जो हमारे पेंडिंग इश्यूज हैं, उनके ऊपर आ जाता हूँ। सर, गुजरात में रेलवे की क्रॉसिंग ने मिलने के कारण 824 गांवों को पानी की किल्लत भुगतनी पड़ती है। गुजरात सरकार ने पीने के पानी के लिए पाइप लाइनों का जाल बिछाया है, केवल रेलवे क्रॉसिंग का काम बाकी है। अगर इसकी परमिशन तुरन्त मिल जाए तो हम 824 गांवों को भी पानी दे सकते हैं। ...**(व्यवधान)**...

MR. DEPUTY CHAIRMAN: Parmarji, please cooperate.

श्री भरतसिंह प्रभातसिंह परमार : सर, 18 रेलवे लाइनों को ब्रॉड गेज में रूपांतरित करने का काम बहुत धीमी गति से चल रहा है। इसमें भी गति लाने की जरूरत है। ...**(व्यवधान)**...

MR. DEPUTY CHAIRMAN: I am sorry.

श्री भरतसिंह प्रभातसिंह परमार : सर, दो मिनट।

MR. DEPUTY CHAIRMAN: नो दो मिनट। I am sorry.

श्री भरतसिंह प्रभातसिंह परमार : आर.ओ.बी.आर.बी., गुजरात सरकार ने एन.ओ.ई.टी. और शेयरिंग स्कीम के आधार पर दरखास्त रेल मंत्रालय को भेजी है। इसमें से सिर्फ 5 की परमिशन मिली है। बाकी की मिल जाए तो काम जल्दी से पूरा कर सकते हैं। ...**(व्यवधान)**... मैं बस, दो मिनट में पूरा खत्म कर दूंगा।

MR. DEPUTY CHAIRMAN: Seven minutes हो गया। I cannot allow more than that. In place of five minutes, I have allowed seven minutes. पांच मिनट के अलावा सात मिनट दिए। ठीक है, बस। ...**(व्यवधान)**...

श्री भरतसिंह प्रभातसिंह परमार : अगर पश्चिम रेलवे का हैडक्वार्टर अहमदाबाद को बना दिया जाए, तो सेन्टर में पड़ेगा और गुजरात रेवेन्यू भी ज्यादा देता है। इस दिशा में भी हमें सोचने की जरूरत है। ...**(व्यवधान)**...*

MR. DEPUTY CHAIRMAN: It is not going on record. प्रो. अलका क्षत्रिय। It is not going on record. बैठिए-बैठिए, आठ मिनट हो गए। ...**(व्यवधान)**... मैं क्या करूं। ...**(व्यवधान)**... It is not going on record. Parmarji, I am helpless. बैठिए।

प्रो. अलका क्षत्रिय (गुजरात) : सर, आप हर समय हमारा टाइम काट देते हैं। अगर आपको ऐसा लगता है तो हम नहीं बोलें। उपसभापति महोदय धन्यवाद।

श्री उपसभापति : पांच या सात मिनट बोलिए, लेकिन सात मिनट से एक मिनट भी ज्यादा नहीं बोलना है।

प्रो. अलका क्षत्रिय : अगर आपको ऐसा ही करना है, तो हम नहीं बोलेंगे।

MR. DEPUTY CHAIRMAN: It is already announced. No, no. You cannot take more than seven minutes. I am very particular about that. You start speaking.

प्रो. अलका क्षत्रिय : उपसभापति जी, आपने मुझे बजट (रेल), 2013-14 पर बोलने का मौका दिया है, जिसके लिए मैं आपका धन्यवाद अदा करती हूँ। महोदय, भारत के विकास में और भारत को एकसूत्रता में बांधने में रेलवे का बहुत बड़ा योगदान रहा है। मैं यह बताना चाहती हूँ माननीय रेल मंत्री, श्री पवन कुमार बंसल जी ने जिस क्षमता के साथ अपना रेल बजट पेश किया है, खास कर के जो संतुलित और प्रगतिशील बजट पेश किया है, उसके लिए मैं उनको धन्यवाद देना चाहती हूँ। अभी हमारे विपक्ष के साथी ने कहा था कि जब रेल मंत्री जी ने बजट पेश किया था तो कुछ मजा नहीं आया था। मैं यह कहना चाहती हूँ कि यदि माननीय मंत्री जी चाहते तो लोगों को ख्वाब दिखाते, दिन में भी सपने दिखाते और एक मन लुभावन बजट भी पेश कर सकते थे, लेकिन उन्होंने ऐसा न करते हुए पूरी गंभीरता के साथ अपना काम किया है। उन्होंने पूरी जिम्मेदारी के साथ धरातल पर अपना बजट पेश किया है, जिसके लिए मैं उनको विशेष धन्यवाद देना चाहती हूँ। उनकी इसी क्षमता को देखते हुए यूपीए की चेयरपर्सन माननीया सोनिया जी ने और प्रधानमंत्री, माननीय मनमोहन जी ने उनको रेलवे का कार्यभार सौंपा है। मैं साथ ही यह भी बताना चाहती हूँ कि अभी विपक्ष की तरफ से एक बात कही गई कि रेल बजट या अन्य कोई भी चर्चा हो तो उस पर राजनीति से ऊपर उठकर बात करनी चाहिए। मैं यही बात कहना चाहता हूँ कि आपने राजनीति से ऊपर उठने की बात तो कही है, लेकिन आप खुद ही राजनीति के दलदल में फंस गए हैं। अगर आप यह कहते रहे कि यूपीए की सरकार के राज के अंदर जो हादसे हुए या लोगों की मौतें हुईं, तो मैं आपको याद दिलाना चाहती हूँ कि एनडीए की सरकार के राज में जो हादसे हुए और जो मौतें हुई हैं, यदि आप उन पर गौर करते तो यह बात कभी नहीं कहते, क्योंकि उसमें कमी आई है। महोदय, मैं माननीय मंत्री जी को धन्यवाद देना चाहूंगी कि उन्होंने महिलाओं की सुरक्षा को अग्रिमता देते हुए आरपीएफ में महिलाओं की भर्ती बढ़ाने की बात रेल बजट में कही है और इनकी चार कंपनियों का गठन कर 10 प्रतिशत महिलाओं को आरक्षण देने की बात कही है। इसके लिए मैं उन्हें विशेष धन्यवाद अदा करूंगी, लेकिन साथ में उनसे गुजारिश करूंगी कि देश में महिलाओं की संख्या को देखते हुए इस प्रतिशत को बढ़ाकर अगर वह 33 प्रतिशत कर दें, तो यह महिलाओं के सशक्तीकरण में उनका विशेष योगदान होगा।

महोदय, समय की मर्यादा का ध्यान रखते हुए अब मैं अपने प्रदेश गुजरात और खासकर

[प्रो. अलका क्षत्रिय]

मेहसाणा की बात करना चाहती हूँ। महोदय, माननीय रेल मंत्री जी ने अहमदाबाद में जो रेल नीर बॉटलिंग प्लान्ट की बात कही है, उसका मैं समर्थन करती हूँ। साथ ही अंकलेश्वर में स्किन डवलपमेंट सेंटर बनाने की बात भी मंत्री महोदय ने कही है, उसके लिए भी उनका धन्यवाद अदा करना चाहती हूँ। महोदय, गुजरात के लोग धार्मिक प्रकृति के लोग हैं। वहां धर्म, आस्था, परम्परा व श्रद्धा से भरे हुए लोग हैं। इसलिए मैं सबसे पहले गुजरात के सबसे बड़े शक्तिपीठ अम्बा जी की बात करना चाहूंगी। लम्बे अरसे से हमारी एक मांग रही है कि मेहसाणा से आबू रोड के लिए वाया तारंगा - अम्बा जी होकर एक ट्रेन चलायी जाए। आपने मेहसाणा से तारंगा की रेल लाइन के गेज परिवर्तन की बात कही है, लेकिन उसके आगे अम्बा जी और आबू रोड का कोई जिक्र नहीं किया है। महोदय, अम्बा जी सबसे बड़ा शक्ति स्थल है, शक्तिपीठ है। वहां मां का हृदय गिरा है और आबू से आगे आबू रोड अर्बुदा माता का मंदिर है, जोकि चौधरी समाज की कुल देवी है। मेरी मांग है कि कृपा कर के इस मांग पर ध्यान देते हुए यह ट्रेन जल्द-से-जल्द शुरू करने की घोषणा करें। साथ ही अहमदाबाद से वाया मेहसाणा, पालनपुर होकर रामदेवड़ा के लिए, वहां जो राम देव पीर का मंदिर है, वहां एक ट्रेन आपने चलाने की बात कही है। उसके लिए आपने एक एक्सप्रेस ट्रेन चलायी है, इसके लिए मैं आपको धन्यवाद देती हूँ, लेकिन आम प्रजा के लिए एक लोकल ट्रेन होनी बहुत जरूरी है। अगर आप मेरी इस मांग पर ध्यान देंगे तो मुझे लगता है कि ज्यादा-से-ज्यादा लोग इस ट्रेन का लाभ उठा पाएंगे। महोदय, पितृ श्राद्ध के लिए जिस तरह से गया मशहूर है, उसी तरह से गुजरात में डमोई से 15-17 किलोमीटर दूर नर्मदा नदी के तट पर चाणोद है, वहां भी सर्व-पितृ श्राद्ध होता है। इसलिए मैं आपसे कहना चाहूंगी कि नैरो गेज लाइन को ब्रॉड गेज में रूपांतरित करने के लिए आपने वह ट्रेन बंद कर दी थी, उसे जल्द-से-जल्द रूपांतरित कर के उस ट्रेन को चालू किया जाए। महोदय, पूरे भारत वर्ष में मातृ श्राद्ध के लिए सिर्फ और सिर्फ सिद्धपुर में ही लोग आते हैं। पिछले बजट भाषण में भी मैंने यह बात कही थी कि सिद्धपुर को पूरे भारत वर्ष के साथ ज्यादा-से-ज्यादा ट्रेनों के साथ जोड़ा जाए जिससे कि ज्यादा से ज्यादा लोग मातृ श्राद्ध के लिए वहां आ सकें और अपनी मां का तर्पण कर सकें। महोदय, मैं यहां सदन को बताना चाहूंगी कि गुजरात में स्वामी नारायण संप्रदाय को मानने वाले लोगों की संख्या बहुत अधिक है। इसलिए मैं अहमदाबाद से यूपी के छपिया, जोकि स्वामी नारायण भगवान का जन्म स्थल है, वहां के लिए एक विशेष ट्रेन चलाने की मंत्री जी से मांग करती हूँ जिस से ज्यादा-से-ज्यादा लोग इस धार्मिक स्थल को जा सकें। साथ ही अहमदाबाद से कलोल, चाणरमा, रणुज की लम्बे अरसे से चल रही ट्रेन को बंद किया गया था, उसे फिर से चालू किया जाना चाहिए।

MR. DEPUTY CHAIRMAN: Now, please, conclude.

प्रो. अलका क्षत्रिय : और राजकोट वाया वीरमगाम - मेहसाणा ट्रेन गेज परिवर्तन के बाद चालू करने की मांग थी।

5.00 P.M.

MR. DEPUTY CHAIRMAN: Please, conclude.

प्रो. अलका क्षत्रिय : उसे भी चालू कर दिया जाना चाहिए। महोदय, गुजरात एक बॉर्डर स्टेट है...

MR. DEPUTY CHAIRMAN: You had only seven minutes.

प्रो. अलका क्षत्रिय : और कच्छ बॉर्डर तक जाने-आने के लिए हमारी मांग थी कि अहमदाबाद से वाया मेहसाणा, चाणस्मा, बहुचराजी और शंखेश्वर, राधनपुर होकर एक ट्रेन चलायी जानी चाहिए। महोदय, इस ट्रेन के शुरू होने से अगर कोई ऐसी स्थिति आ जाए तो आप बॉर्डर तक तुरंत फोर्स पहुंचा सकते हैं। साथ ही शंखेश्वर और बहुचराजी धार्मिक स्थानों के भी लोग दर्शन कर सकते हैं। महोदय, अहमदाबाद और दिल्ली के बीच में एक स्वर्ण जयंती राजधानी ट्रेन लगभग पिछले 15-20 साल से चलायी जा रही है, लेकिन वहां लाइन दोहरीकरण का काम अभी तक पूरा नहीं हुआ है। अगर इसे जल्द-से-जल्द पूरा किया जाए और जो जीरो बेस्ड टाइम टेबल लागू करने की पहले बजट में बात थी, उसे आप लागू करें ताकि वहां तक लोग जल्द-से-जल्द पहुंच सकें।

MR. DEPUTY CHAIRMAN: Please, conclude. आपके 7 मिनट हो गए हैं।

प्रो. अलका क्षत्रिय : महोदय, बचपन में एक फिल्म देखी थी, जिसके गाने के बोल थे, "रेलगाड़ी रेलगाड़ी छुक-छुक-छुक-छुक-छुक-छुक, बीच वाले स्टेशन बोलें रुक-रुक-रुक-रुक-रुक-रुक।"

मेहसाणा के लोग भी यही बात कहते हैं कि मेहसाणा से गुजरने वाली हर लंबी दूरी की ट्रेनों को वहां रुकना चाहिए। आपने जब राजधानी का स्टॉपेज मेहसाणा में दिया है, तो इसका मतलब है कि वह स्टेशन महत्वपूर्ण है। इसलिए जो भी ट्रेन मेहसाणा से गुजरती है, उसका स्टॉपेज वहां होना चाहिए। सैद्धांतिक तौर पर भी आपको यह बात स्वीकार करनी चाहिए।

MR. DEPUTY CHAIRMAN: Please conclude. Now, please sit down. Now, Shri Balagopal.

प्रो. अलका क्षत्रिय : सर, एक बात कहना चाहती हूं। मेहसाणा उत्तर गुजरात का एक महत्वपूर्ण शहर है। इसलिए वहां स्टॉपेज देने की जरूरत है। एक आखिरी बात कहती हूं, सर।*

MR. DEPUTY CHAIRMAN: Alkaji, it is not going on record. ...*(Interruptions)*... माइक ही बंद है। It is not going on record. बैठिए, बैठिए it is not going on record. रिकॉर्ड पर नहीं जा रहा है, कोई फायदा नहीं है। Mr. Balagopal, you may proceed now. Please restrict to seven minutes only and not even a single minute more than that.

*Not recorded.

SHRI K.N. BALAGOPAL (Kerala): Sir, thank you for allowing me to speak. We are expecting many more things from the Railways but even for a discussion, we are not getting enough time. This itself is an injustice.

MR. DEPUTY CHAIRMAN : What to do? I am helpless.

SHRI K.N. BALAGOPAL: Sir, after the reply from the hon. Minister, we are hoping that some more things will come. Without going into the operating ratio and other ratios, we know that this time, the Railway Minister is charging 50 per cent extra from the passengers as compared to 2011-12. Because, in 2011-12, the total revenue was Rs.28,246 crores from passengers. Now, you are expecting Rs.42,210 crores. That means, you are adding 50 per cent more on the ticket charges as compared to the last year. But, Sir, I have to stick on to one point. Earlier, hon. Member, Shri T.K. Rangarajan talked about the Chennai High Court's decision today staying the differential diesel pricing. Sir, the Minister is a very good man, a nice man. When we visited him, as part of Kerala delegation, for a discussion on Kerala issues, he gave us a very patient hearing and took some positive steps. That is evident in his reply also. But, any chief executive who needs to strengthen his organisation has to argue for his organisation.

I am sorry to say that earlier, hon. Minister, Shri Vayalar Ravi, was here and was saying that the Chennai High Court decision banning or staying the diesel price hike is not good because it can't decide on the policy. But, Sir, now, the passengers have to pay more for the ticket for travelling in railways and buses. The differential pricing on diesel is to the extent of Rs.14 extra for the Railways and Rs.14 extra per litre of diesel for Road Transport Corporations; it will finish the public transport systems. In this, the Ministry of Railways has to do something; basically, it is the responsibility of the Railway Ministry. They are not saying anything against the Ministry of Petroleum and Natural Gas. They have to argue before the Ministry of Petroleum. Basically, they have to protest against this and we too need to discuss this.

We gave a Calling Attention Notice one or two weeks before for a discussion on this. The BEST buses from Mumbai, Maharashtra, the Tamil Nadu buses, the Andhra Pradesh buses, the Kerala buses and all the public transport corporations will be finished. This issue should be taken up seriously.

Sir, with regard to the railway facilities, I am not going into many of them; but, from Kerala, when we are asking for more trains, people wonder, "Why are

Kerala people asking for more trains?” Sir, we belong to a State from where a lot of people migrate; 25 per cent of our people migrate to other States. Kerala has the largest percentage of people who migrate. Our people are going to other States. Now, as a reciprocation, some people are coming to Kerala from the North-East, Bihar, etc. So, this State needs a number of trains. Presently, we are not having enough number of trains.

Many Members spoke here about development of the Indian Railways. China, which had only 28,000 or 29,000 kms. of rail lines at the time of their Independence, they now have 80,000 kms. India, which had over 50,000 kms., has increased only by 14,000 kms. So, the Railways have to do something more in order to develop the passenger facilities. We need more trains because we want to serve the country. We want to go to other places. If you take Delhi, we have more than 10 lakh people. You take any State. A maximum number of people from Kerala need this kind of commutation service.

That is why we are asking for more trains. As expected, the Rajdhani was not announced. The hon. Railway Minister is here. We expected that the frequency of Rajdhani Express for Kerala would be increased. We also asked for some other trains, but they were not introduced.

Sir, another thing we want is the development of railway lines. At present, in Kerala, the trains are running at less than 120 kilometres per hour. All-India maximum speed is only 150 kilometres per hour. You take the case of developing countries and developed countries. The speed of trains in those countries is more than 200 kilometres per hour. If we increase the speed of trains, then, another 50 per cent more trains can run on those lines. So, we have to think in those terms.

Sir, as far as cargo transport is concerned, Kerala is not making much contribution to the Railways. We know this. After the completion of Vallarpadam Container Terminal, we need a lot of railway facilities in Kerala. The railway lines and facilities in the State are not adequate. Sir, cargo is coming...

MR. DEPUTY CHAIRMAN: Now you ask for your demands.

SHRI K.N. BALAGOPAL: I am asking for that, Sir. Doubling of lines is to be completed. After Shornur, it is not completed. Shornur-Calicut-Mangalore part, electrification is there only on seven kilometres. There is no practical problem in doing the rest of the electrification work there.

[Shri K.N. Balagopal]

As far as railway facilities are concerned, they are very pathetic. The differently-able people and old-age people cannot walk in the whole platform. No escalators are installed in railway platforms there. Only in Delhi and one or two some other stations escalators have been installed. In Kerala, Sir, there is no station in which escalators have been installed. So, I request that escalators should be provided in almost all major stations in all State Capitals.

Sir, recently, a foot-over-bridge fell down in Kerala. The Minister for State for the Railways came there and he personally got a representation. So, these kind of poor conditions are prevailing there.

Sir, we are not getting food in the trains. It is not just in Kerala that we are not getting food in the trains. The entry of vendors also is banned in the trains. Travelling in a train of 24 coaches, we have to go upto the IRCTC Counter for getting tea because vendors are not allowed inside the trains. I do not know why the vendors are not allowed inside the trains, and why the Railway Ministry is behaving negatively in this regard. ...(*Time-bell rings*)...

Sir, I have to say here one important thing about manufacturing facilities in our State. For the last twenty years, it is our dream to have a Railway Coach Factory in our State. For the last three-four years it was there... ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: Now, conclude.

SHRI K.N. BALAGOPAL: Sir, I am completing it. Sir, the hon. Railway Minister has said that they are looking for a public partner, like the SAIL. They want the public sector to come forward. The Steel Authority of India is ready to do something. The Railway Ministry has to act upon it immediately.

Sir, another thing which is relevant not only for me but also for our hon. Minister, Vayalarji, who is sitting here. Sir, the hon. Defence Minister is not here. Sir, they are coming from Cherthala. They represent Kerala in Parliament. They are holding Cabinet posts in the Union Government. Sir, in their constituency, one wagon factory and one bogie unit was announced by Luluji. (*Time-bell rings*) To keep their respect intact there, the Railway Ministry has to do something.

MR. DEPUTY CHAIRMAN: Now, the time is over.

SHRI K.N. BALAGOPAL: The wagon factory has to be there, at least, in Antonyji's constituency and Vayalarji's constituency. The Railway is not doing these kinds of things.

MR. DEPUTY CHAIRMAN: Yes, he can do that. Mr. Balagopal, seven minutes are over.

SHRI K.N. BALAGOPAL: Sir, I want to say something about three railway lines. Sir, in Tripura, only 100 kilometres railway lines are there. Sir, gauge conversion on Churaibari to Agartala line is to be done. The conversion work from Lumding onwards needs to be completed. Then, there is a new line from Agartala to Sabroom. Last year, it was announced, but no provision for that line was made in the Budget.

Sir, there is a noble idea which was announced earlier. It is about Akhaura to Gangasagar, through Bangladesh to Kolkata. That should be done, Sir.

MR. DEPUTY CHAIRMAN: Take your seat; it is over. Now, Shri Naresh Agrawal.

श्री नरेश अग्रवाल (उत्तर प्रदेश) : माननीय उपसभापति जी, मैं आपसे अनुरोध करूंगा कि इस बार जब रूल्स कमेटी की बैठक हो, तो उसमें नियमों में थोड़ा सा यह चेंज करवा दें कि जो माननीय सदस्य अपना भाषण लिखकर देना चाहते हैं, जैसे लोक सभा में अलाउ करते हैं, उसी तरह यहां भी अलाउ करवा दें। इससे बहुत से माननीय सदस्य अपनी स्पीच में बहुत सी चीजों को लिखकर दे देंगे।

श्री थावर चन्द गहलोत : मैं भी इनका समर्थन करता हूं। यह तो आप स्टैंडिंग ऑर्डर दे सकते हैं, यहीं से दे सकते हैं।

MR. DEPUTY CHAIRMAN: That will be examined.

श्री नरेश अग्रवाल : महोदय, उत्तर प्रदेश बहुत बड़ा प्रदेश है। मैंने सोचा था कि बंगाल से ट्रेन निकली है और क्योंकि बहुत दिनों से रेल विभाग बंगाल और बिहार के बीच बंधक था, तो मैंने सोचा था कि बंगाल और बिहार से निकलकर यह यू.पी. होते हुए पंजाब जाएगी, लेकिन वह सीधे पंजाब चली गई। जितना यू.पी. को मिलना चाहिए, वह नहीं मिला। अगर राहुल जी अपने क्षेत्र में ट्रेन को ले जाना चाहें, तो हम उसका स्वागत करेंगे, क्योंकि वह जाएगी तो उत्तर प्रदेश में ही। सोनिया जी अपने यहां ले जाना चाहें, तब भी उत्तर प्रदेश में जाएगी, लेकिन अगर रेल मंत्री जी उत्तर प्रदेश के लिए कुछ घोषित करते, तो अच्छा होता। 21 करोड़ से ज्यादा की आबादी का उत्तर प्रदेश, जिसे अगर विश्व में देखते, तो यह छठे नंबर का देश होता, उसकी रेल विभाग द्वारा बहुत उपेक्षा की गई है।

श्रीमन्, अगर रेल मंत्री जी यहां बैठे हुए होते, तो मैं उनको बधाई देता कि उन्होंने किराया

[श्री नरेश अग्रवाल]

बढ़ाया, लेकिन अभी राज्य मंत्री जी यहां बैठे हुए हैं। हम कहते हैं कि आप किराया बढ़ाएं, लेकिन अगर फेसिलिटी भी दें, तो ज्यादा उचित होगा। हम किराया बढ़ाने के विरोध में नहीं हैं, लेकिन किराया बढ़ाने के साथ माननीय मंत्री जी, आप जनता को सुविधा दें। रेल, जो साधारण जनता के लिए बनाई गई थी, फिर से यह धारणा बना दीजिए कि रेल आम जनता के लिए है। जितनी भी ट्रेनें चल रही हैं, उनमें ए.सी. टू टियर और थ्री टियर के बहुत डिब्बे होते हैं, लेकिन आप हर ट्रेन में देख लीजिए कि उसमें जनरल डिब्बे एक या दो से ज्यादा नहीं लगते हैं। तो आम जनता कहां बैठेगी? आज आम जनता की जो स्थिति बनी हुई है, इसके लिए मंत्री जी, मैं चाहूंगा कि कम से कम सभी ट्रेनों के लिए आप यह सुनिश्चित कर दें कि उनमें ज्यादा जनरल डिब्बे लगाए जाएं, जिससे आम जनता भी उन ट्रेनों से यात्रा कर सके। आपके पास तमाम जमीनें हैं, लोग उन पर कब्जा किए हुए हैं। मैंने देखा कि पिछले बजट में आपने घोषणा की थी कि रेलवे अपनी जमीनों पर छः मेडिकल कॉलेज खोलेगा, लेकिन आज तक एक भी मेडिकल कॉलेज नहीं खोला गया, क्यों? आपने इस सदन में बजट की जो घोषणा की है, वह इस सदन की प्रॉपर्टी है, वह सदन की सम्पत्ति है। अगर आप उसको पूरा नहीं करते, तो यह सदन की अवमानना है। मैं तो कहूंगा कि आपने बजट में जो घोषणाएं की हैं, कम से कम उनको तो पूरा कर दीजिएगा, जिससे लगे कि इस यूपीए की अंतिम सांस गिनने वाली सरकार का जो अंतिम बजट है ...**(व्यवधान)**... मैं तो एक तरीके से अंतिम ही कहूंगा। ...**(व्यवधान)**... मैंने कहा कि यूपीए-टू की अंतिम सरकार का जो अंतिम बजट है, कम से कम यह संदेश दे दे कि वाक्यी में जो हमने कहा है, उसको किया है। पिछली परम्पराओं का हम निर्वाह नहीं करेंगे, नई परम्परा की शुरुआत करेंगे, तो शायद यह ज्यादा अच्छा होगा और मुझे उम्मीद है कि शायद ऐसा होगा।

श्रीमन्, तमाम सदस्यों ने अपनी बातें कहीं। स्पीड की बात भी आई, इन्फ्रास्ट्रक्चर की बात भी आई। मैं रेलवे की कन्सल्टेटिव कमेटी का सदस्य भी हूँ। यह सही है कि आज रेलवे के आधुनिकीकरण के लिए जितने पैसे की जरूरत है, उनके पास उतना पैसा नहीं है, लेकिन इसका मतलब यह तो नहीं कि हम रेल का आधुनिकीकरण ही न करें। विश्व की अगर सबसे बड़ी कोई संस्था है, अगर कोई सबसे बड़ी मिनिस्ट्री है, तो वह रेलवे मिनिस्ट्री है और इसी वजह से यह परम्परा बनाई गई थी कि रेलवे का बजट अलग पेश होगा और जनरल बजट अलग पेश होगा। इतनी बड़ी मिनिस्ट्री में, अगर भारत सरकार यह कहकर अपने को अलग कर ले कि हमने सिग्नल सिस्टम को भी माडर्नाइज नहीं किया, तो यह ठीक नहीं है। पटरियां क्रैक हो रही हैं। हर जाड़े में मैं सुनता हूँ कि आज यहां पटरी क्रैक हो गई। अब गर्मी आ रही है, फिर पटरी क्रैक होना शुरू करेगी। कोहरे में ट्रेनें चलती नहीं हैं। सलमान भाई तो उसके बहुत बड़े शिकार हैं। कोहरे में फर्रुखाबाद की ट्रेनें ही बंद हो जाती थीं। हम यह कहते थे कि लगता है कि जाड़े में आदमी तो कपड़े पहनकर निकल सकता है, लेकिन हिंदुस्तान की ट्रेन जाड़े में, कोहरे में ठिठुर जाती है और बंद हो जाती है। इस देश में

तमाम ट्रेनें कोहरे में बंद कर दी जाती हैं। आजादी के इतने वर्ष के बाद भी हम नए सिस्टम को, नए मार्डन तरीकों को लॉन्च नहीं कर पाए और हमने माडर्नाइजेशन की तरफ ध्यान नहीं दिया, इसलिए हम कहते हैं कि आप हिम्मत कीजिए। आपको जितना पैसा चाहिए, बताइए और अपना प्लान बनाइए। प्लान बनना चाहिए। बिना प्लानिंग के जो बजट लाया जाता है, इतने वर्षों से जो व्यवस्था की जा रही है, उसका नतीजा आज यह है कि हम घाटे में जाते जा रहे हैं।

श्रीमन्, आप प्रोटेक्शन की बात करते हैं। आर.पी.एफ. और जी.आर.पी. के झगड़े में रेलवे में तमाम ऐसी घटनाएं होती हैं, जिनसे प्रभावित होने वाले लोगों को न्याय नहीं मिल पाता है। आर.पी.एफ. आप चला रहे हैं और जी.आर.पी. स्टेट गवर्नमेंट चला रही है। दोनों में कोई कोऑर्डिनेशन नहीं है। आर.पी.एफ. का लॉ अलग है और जी.आर.पी. स्टेट लॉ से चल रही है।

दोनों के बीच कोऑर्डिनेशन न होने के कारण आप रेलवे में पब्लिक को सुरक्षा नहीं दे रहे हैं। लोग रेलवे में सुरक्षा की बात कर रहे थे। आप भी मानते हैं कि रेलवे में सुरक्षा बढ़नी चाहिए। मैं तो चाहूंगा कि आप दोनों को एक में मिला दीजिए। आप चाहें तो इसके लिए नया लॉ बनाइए। वैसे तो रोज ही नए लॉज बन रहे हैं, आप तो रोज ही नए लॉज बना रहे हैं, ऐसे में एक और लॉ बन जाएगा। मेरा तो यह मानना है कि कम लॉज इफेक्टिव होते हैं, कम कानून प्रभावी होते हैं, ज्यादा कानून कभी प्रभावी नहीं होते, लेकिन अगर आप बना ही रहे हैं तो एक और कानून बनाइए। ...**(समय की घंटी)**... महोदय, मैं एक अनुशासित सिपाही की तरह अपनी बात समाप्त कर रहा हूं। मैं तो इतना ही कहूंगा कि जीवन में मैं कभी अनुशासित नहीं रहा, हर समय डिसिप्लिन तोड़ा है, कॉलेज लाइफ से आज तक हर जगह, लेकिन मैं आपके आदेश को मानता हूं। महोदय, यहां पर रेल राज्य मंत्री जी बैठे हुए हैं, मैं उनसे इतना ही कहूंगा कि अपने जवाब में कम से कम आज घोषणा करिए। अगर लोक सभा में आपने कल बजट से अलग हटकर कुछ घोषणा की है, तो राज्य सभा में भी माननीय सदस्यों ने जो मांगें रखी हैं, जो विचार रखे हैं, जो राय रखी है, उनको जोड़ते हुए आप कुछ घोषणा करेंगे तो हम बजट का स्वागत करेंगे, अन्यथा हम इसका विरोध तो कर ही रहे हैं।

SHRI D.P. TRIPATHI (Maharashtra): Mr. Deputy Chairman, Sir, I thank you for having given me the opportunity. First, I would be failing in my duty if, Sir, through you, I do not request the Railway Minister to implement all the approved railway projects of Maharashtra State. All our Members of Parliament belonging to different political parties met the hon. Railway Minister and also the Prime Minister and requested for implementing all those projects, especially, the Nasik-Pune line, where unreasonable conditions should not be put by the Railway Ministry. Maharashtra

[Shri D.P. Tripathi]

Government is ready to pay 50 per cent of the cost. But we should not be asked to give free land. How can we give free land for the construction of Nasik-Pune Railway line which is very essential?

Now, I come to the main Budget. Paragraph 104 of the Railway Budget tries to present a kind of solution for various problems, whether it is safety, cleanliness, development or conversion of gauges, etc. All these problems are discussed there, especially, the chapter dealing with dilemmas and concerns is a chapter which is very relevant for that. But, Sir, there are serious problems with the Indian Railways. I would not repeat what many hon. Members have just said and also yesterday, comparing Indian Railways with the other Railways, especially the Chinese Railways. But I would draw the attention of all the decision-makers in the Railways to the recommendations of Lord Dalhousie when he was recommending why Railways should be started and developed. He said and I quote Lord Dalhousie: “ To immensely increase the striking power of military at every points of the Indian Empire; to bring British capital and enterprise to India; to give market to the Indian produce and to bring in the European produce; and, especially, take Indian cotton for the British mills, so on and so forth...” I am not quoting the entire recommendations of Lord Dalhousie, but the foresight with which he recommended that the Railways should be started as soon as possible in India. Because, till then, the level of train, speed and its quantum was much less and after this, one should not be surprised that what Karl Marx says, ‘How will the Indian Railways work with the unprecedented speed of a vehicle of industrialisation and economic and social change?’ It is, again, not surprising that one of the great Urdu poets, Akbar Allahabadi, opposed the Indian Railways. He said that these Railways would bring Western values and systems and we also said, “Instead of trees, we will have signal post. Instead of dove, we will have the railway engine.” This is from Akbar Allahabadi.

Now, coming to the problems being faced by the Railways. But before I do this, I must inform, Sir, through you, the hon. Members that there is some strange thing happening in the Railways. There is a Commission of Railway Safety. Now this Commission is not under the Ministry of Railways. Although this functions under the Railway Act, 1989, but it is under the Ministry of Civil Aviation. The argument was that since it will investigate accidents and investigate whether the standards of safety are kept by the various railway institutions or not; therefore, it should not

be under the Railways. Now it has to function under the Railways Act. So, these officers have no authority, and the Civil Aviation said that they are not functioning properly. The Railways said, 'No, they are functioning properly.' So, this is the position.

Then, two more important points. I don't think any Government Department can violate the Act passed by Parliament of India. But, by one Government Order (G.O.), the Railway Ministry has increased the quantity of damage of accidents. It was in the Act that if there is a damage, because of an accident, of more than Rupees Twenty Five lakhs, then the Commission of Railway Safety will investigate that. Now, by a Government Order, the Ministry increases that damage to two-and-a-half crores, which is a clear violation of the Act passed by the Government. Second, it was mentioned in the Act — I think, it was Clause 6(2)(b) of the Act passed in 1989 — which said that the right of inspection will be with the Commission of Railway Safety, but, by one internal order, this right of inspection, instead of the Commission, has been given to the GMs. Now this is what is happening in the Railways.

I am supporting the Railway Budget, which is having a very fair balance between political pragmatism and fiscal realism, I would certainly state certain important problems which have not been mentioned by the other hon. Members who spoke before me because I am never repetitive by nature. There is no need to repeat what has been said.

See, there is a grave imbalance in the Railways, especially, in the last two decades in the number of covered wagons. We are okay with the passenger coaches. But, with the wagons, the number, percentage of covered wagons, is going down steadily. So, that the wagons, which carry sugar, fertilizer, medicines and so many other necessary things, the wages are not available. The number of open wagons is increasing every day. Especially, after the collapse of the Soviet Union, we are not getting supplies and we do not have enough plants to manufacture wheel axils which are essential for these wagons.

The second problem with the Railways again is the problem with the port connectivity, which was very, very important. It is not a wonder that Railways began from the important port towns of India, Mumbai, Chennai, Kolkata, and, therefore, this port connectively, especially of the new ports in the Western and Eastern areas, is very essential. ...(*Time Bell rings*)... Our friend from Odisha was talking about this. ...(*Time Bell rings*)...

[Shri D.P. Tripathi]

Finally, without taking much of your time and going by discipline completely, I would say that electrification is very essential. There were certain other problems, but because of lack of time, I am not saying that.

आखिर में, मैं इतना ही कहूंगा कि माननीय रेल मंत्री महोदय को कम से कम पवन की गति और पवन कुमार की मति रेल के विकास में लानी चाहिए। उनसे हम यह अपेक्षा करते हैं, वे एक वरिष्ठ वकील भी हैं कि जिंदगी दीवानी मुकदमे की तरह नहीं चलनी चाहिए, लेकिन जिंदगी मालगाड़ी की तरह भी नहीं चलनी चाहिए, उसकी गति हम सब लोग जानते हैं। इसलिए आखिर में यह कहूंगा कि किसी रेल मंत्री ने जो बात नहीं कही है, वो मैं कहना चाहता हूं, किसी रेल बजट में यह नहीं है। इसमें रेलवे मंत्री महोदय ने रेलवे संग्रहालय की बात कही है। इसके अलावा रेलवे बजट के भाषण में PPP में पब्लिक, प्राइवेट, पार्टनरशिप में 12वीं पंचवर्षीय योजना में एक लाख करोड़ रुपये का एम्बिशस टारगेट रखा गया है पैरा 38 में रखा गया है। इसलिए मैं चाहता हूं कि रेल का विकास किया जाए। ...**(समय की घंटी)**... आखिर में, मैं यह कहना चाहता हूं कि जो हमारी लोक संस्कृति में रेल के बारे में लिखा गया है, जो गाया जाता रहा है, ...**(समय की घंटी)**... माननीय उपसभापति जी, मैं समय की कमी के कारण और कुछ नहीं कह रहा हूं सिर्फ इतना कहता हूं कि रेल के बारे में जितना भारतीय साहित्य में लिखा गया है, उसे संग्रहित करने की बात कभी भी, किसी भी रेल मंत्री ने रेल बजट में नहीं कही है। इसमें बहुत ज्यादा पैसा नहीं लगेगा। ...**(समय की घंटी)**... उपसभापति महोदय, उस लोक संस्कृति में..।

श्री उपसभापति : थैंक्यू।

श्री डी.पी. त्रिपाठी : सर, मेरी आखिरी बात सुन लीजिए।

श्री उपसभापति : हो गया।

श्री डी.पी. त्रिपाठी : उपसभापति महोदय, मैं चाहता हूं कि उस लोक संस्कृति में रेल एक दुख के गीत के रूप में उभरती है। मैं चाहता हूं कि हमारी रेल भारत में आनन्द का संगीत बने और रेलवे मंत्री जी को इसके बारे में सोचना चाहिए। धन्यवाद।

RECOMMENDATIONS OF THE BUSINESS ADVISORY COMMITTEE

MR. DEPUTY CHAIRMAN: I have to inform Members that the Business Advisory Committee, in its meeting held on the 14th of March, 2013, has allotted time for Government Legislative and other Business, as follows:-

Business**Time Allotted**

Statutory Resolution seeking disapproval of the Criminal Laws (Amendment) Ordinance, 2013 (No. 3 of 2013) promulgated by the President on the 3rd February, 2013, admitted in the name of
Shri M.P. Achuthan, M.P. and Shri D. Raja, M.P.

Four hours
(to be discussed together)

Consideration and passing of the Criminal Laws (Amendment) Bill, 2013, after it is passed by Lok Sabha –
to replace an Ordinance.

2. The Committee also recommended that the House may sit upto 6.00 p.m. and beyond daily for the transaction of Government Legislative and other Business.

GOVERNMENT RESOLUTION

**Approval of recommendations contained in Third Report of Railway
Convention Committee (2009)**

and

The Budget (Railways) 2013-14 – (Contd.)

SHRI M.P. ACHUTHAN (Kerala): Sir, the Minister of Railways, while presenting the Budget, repeatedly said that the Railways was facing a serious financial crunch. But, who is responsible for that? Is it the people of India or the Railway employees? No. It is due to the handling or the mishandling of the UPA Government that the present situation has been created. Now, what is the way out that has been outlined in the Railway Budget? It is privatization and imposing more and more burden on the masses. I warn the Railway Minister that this path is dangerous. It will have serious consequences on the socio-economic situation of India. We are talking about the fuel adjustment mechanism. Does that mean that railway fares will be decided by the international market forces? Whenever there is an increase in the diesel prices, railway fares would also go up, just as it happens in the case of petrol. So, do not create such a situation for the Indian Railways.

[Shri M.P. Achuthan]

Sir, many points have been made by the hon. Members from Kerala and I do not wish to repeat them. But, I would like to make one point. Even in the last Budget, an assurance was given that all the vacancies in the Railways would be filled up within one year. In this Budget, it was promised that one lakh vacancies would be filled up. There are nearly two lakh vacancies in the Railways at present. It is not the nearly problem of unemployed youth; it is also a problem that relates to the safety of the Railways. Take, for instance, Kerala. We have two Divisions in Kerala – Palghat and Trivandrum. Five years ago, the total number of employees was 17,500. In the meanwhile, more than 30 new trains have been introduced in Kerala, but the number of employees has gone down to 16,500. Every year, the Indian Railways introduces new trains and new projects. But, there is no corresponding increase in the number of employees. The vacancies are mostly in sectors that are related to safety, such as, loco drivers, Signal and Electrical Sections. It is said that in the developed countries, for loco drivers the duty time is six hours. I do not say that it should be six hours here but, at least, it should be made eight hours and you must stick to it. But what is going on now? Loco drivers are forced to work continuously upto 14 hours. It has a direct bearing on the safety of the passengers. Therefore, I would request the Railway Minister to mention in his reply that there would be a time-bound programme for filling up the vacant posts in the Railways.

Sir, there is another problem relating to Kerala. Kerala is a State that has been neglected for many years now by the railway authorities. Every year when the Railway Budget is presented in the Parliament, there is hue and cry. It is natural because we are not getting justice. This year, it went to such an extent that I can give you one example. In the last year's Railway Budget, Kerala was allotted Rs.470 crores. But, this year, it is Rs.220 crores. You can imagine it. Maybe, Railways have got many justifications for that. For example, they may say that they are not getting land and so on. But what is the net effect? In the matter of development of railways, Kerala is being neglected. I am happy to note that, at least, the present Railway Minister, Shri Pawan Kumar Bansal, has conceded that he has done injustice to Kerala. That is why during his speech in the other House, he has announced three more trains and some other programmes. ...*(Interruptions)*... But it is not enough. I am not demanding anything new. But I request him that he must make a promise and give an assurance during his reply in this House that what has been assured

in the last two or three Railway Budgets that would be fulfilled. What is it? It is a Railway Medical College at Trivandrum, a bottling plant at Trivandrum and a wagon factory at Cherthala. Comrade Balagopal has said that our senior-most Congress leaders are from Kerala. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: You are all fond of Cherthala, not any other place. ...*(Interruptions)*...

SHRI M. P. ACHUTHAN: We want him to keep the honour of Vayalarji and Shri A.K. Antony, who is No.2 in the Government. People of Kerala are saying that they have no power in Delhi. If Vayalarji and Shri A.K. Antony have got any influence and power in the corridors of the UPA, then the wagon factory in their constituency will be materialized. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Only one minute. ...*(Interruptions)*... You have made your demand. ...*(Interruptions)*... Only one minute. ...*(Interruptions)*...

SHRI M. P. ACHUTHAN: My another demand is that there is no periodical overhauling of coaches; there is no centre for it. In the last Budget it was announced that in Nenuam and Kottayam there would be a Coach Repairing Unit. It must be materialized. The last Railway Minister has promised Peninsular Railway.

MR. DEPUTY CHAIRMAN: Please conclude. ...*(Interruptions)*...

SHRI M. P. ACHUTHAN: It may be considered. Overall, most condemned coaches are being sent to Kerala. ...*(Interruptions)*...

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): Sir, the hon. Member has expressed his views. But it is unfortunate that people of that area are talking such a thing about two Ministers in Delhi. So, please ask the Railway Minister to take note of it.

MR. DEPUTY CHAIRMAN: Railway may note it. But he will be happy if you take note of it!

श्री बसावाराज पाटिल (कर्णाटक) : उपसभापति जी धन्यवाद। माननीय रेल मंत्री जी ने इस सदन में एक बार कहा था कि रेल के सभी काम पूरे करने के लिए कम से कम 5 लाख करोड़ रुपये की आवश्यकता है। उसकी पूर्ति करने की दृष्टि से जब उन्होंने जनवरी महीने में रेल के भाड़े में बड़ी बढ़ोतरी की, तो हमने उसका स्वागत किया, लेकिन उनसे जिस प्रकार

[श्री बसावाराज पाटिल]

की अपेक्षा थी, सरकार की उस प्रकार की कोई ठोस योजना इस बजट के साथ नहीं आई है। अगर यह 5 लाख करोड़ रुपये का काम पूरा करना है, तो साल में कम से कम 1 लाख करोड़ रुपये की कमाई की व्यवस्था बननी चाहिए। मैं रेलवे मंत्रालय को कुछ सलाह देना चाहता हूँ कि एक तो आप रेलवे लाइन के काम को लेकर सभी राज्य सरकारों से बात कीजिए। मैं यह गारंटी दूंगा कि राज्य सरकारें हर साल कम से कम 40 से 50 करोड़ रुपये देने के लिए आगे आएंगी और आपको इसका फायदा उठाना चाहिए। इसके लिए आप योजनाबद्ध ढंग से राज्य सरकार से बात करें।

दूसरी बात, मैंने कोंकण रेलवे के अधिकारियों से बात की है। वे बहुत कम खर्च में, कम एम्प्लाइज में अच्छी सेवा देते हैं। अगर रेल मंत्रालय कोंकण रेलवे के अधिकारियों के साथ बैठ कर कोई समुचित योजना करे, तो सेवा में भी वृद्धि होगी और खर्च में भी कटौती होगी। रेल मंत्रालय भी ऐसा कर सकता है। इस दिशा में वह चिंता करे।

साथ-ही-साथ, मुझे एक और बात कहनी है, विशेष कर इस संबंध में कि यह जोन और डिविजन में बंटा हुआ है। मैं स्वयं कई बार अनुभव करता हूँ कि कई बार रेलवे अधिकारियों के बीच जोन के अन्दर उनमें डिफरेंस होता है। कोई गाड़ी वाडि से चलती है, अगर वह साउथ-सेंट्रल रेलवे की है, तो वहां वाडि स्टेशन पर रेलवे का कोई डेवलपमेंट नहीं होता है, क्योंकि वह सेंट्रल रेलवे का स्टेशन है। 10 महत्वपूर्ण ट्रेन्स बाहर से निकल जाती हैं, लेकिन एक ट्रेन वहां नहीं रुकती है। वैसे ही अगर कोई साउथ-सेंट्रल रेलवे की ट्रेन वाडि आना चाहती है, तो वह वाडि वाला, सेंट्रल रेलवे वाला उसे वहां लाने के लिए तैयार नहीं है। ये भी अपने साउथ-सेंट्रल रेलवे से वापस आते हैं। **Best co-ordination in administration in all the Zones and best utilisation of the services has helped the Konkan Railway in its achievements. They also talk with the State Governments. Naturally, I hope that you can save, or you can get, upto Rs.70 crore. And, if we add freight charges and other things, you can get, every year, Rs.1,00,000 crore for development work. This is my humble request to the hon. Minister. If they want to discuss more things, I will talk with the Ministry whenever they need to do better for the country and the States. This is my humble wish.**

दूसरी बात, मैं अपने क्षेत्र कर्णाटक प्रदेश के बारे में कहना चाहता हूँ। बेंगलूर-मैसूर नई रेलवे लाइन के बारे में, बेंगलूर और मंगलूर को जोड़ने के बारे में कुछ काम नहीं किए गए हैं। पहले जो वादे किए गए थे, वे काम भी नहीं हो पाए हैं। इनमें सबसे महत्वपूर्ण सोलापुर और यशवंतपुर ट्रेन है। जिस समय इसे शुरू किया गया था, यह कहा गया था कि तीन महीने के बाद यह ट्रेन रोज चलेगी। जो ट्रेन रायचूर, गुंतकल और अनंतपुर, ऐसे महत्वपूर्ण स्टेशनों से होते हुए बेंगलूर जाती है, उस ट्रेन को रोज करना अत्यंत आवश्यक है। सरकार इसके बारे में अपने अन्तिम उत्तर में घोषणा करे, मैं यह चाहता हूँ। कुछ रेलवे स्टेशंस ऐसे हैं, अगर

आप उनमें 20-25 करोड़ रुपए इन्वेस्ट करेंगे, गाड़ी रोकने के लिए, क्लीन करने के लिए या और चीजों के लिए, अगर आप ऐसा देश में 50-60 रेलवे स्टेशंस पर करेंगे, तो आपकी गाड़ियों के लिए रुकने का अगला स्टेशन होगा, जैसे बेंगलूरु के बाद मैसूर जाकर गाड़ी रुकती है। इससे सोलापुर की गाड़ी गुलबर्गा से शुरू हो सकती है। उसी प्रकार नांदेड़ की ट्रेन बीदर से चल सकती है। इससे जनता को सुविधाएं ज्यादा मिलती हैं और खर्च कम होता है। **With less investment, you can provide more facilities to the people and more trains can be started.** उस दिशा में सरकार को सोचना चाहिए।

बहुत दिनों से विकाराबाद और रायचूर के बीच दिन में जाने वाले गरीब लोगों के लिए एक पैसेंजर गाड़ी की मांग है। सरकार इस पर तुरंत विचार करे और उस गाड़ी को लाने की दृष्टि से प्रयत्न करे।

साथ-ही-साथ, उत्तर कर्णाटक की दो महत्वपूर्ण सिटीज़, हुबली और गुलबर्गा हैं। इनको जोड़ने के लिए रेलवे में कोई ठोस व्यवस्था नहीं है। मैं यह मांग करता हूं कि हुबली और गुलबर्गा को जोड़ने वाली कोई-न-कोई ट्रेन तुरंत चालू की जाए।

दूसरा, लगभग 16 साल से बीदर और गुलबर्गा रेलवे लाइन को जोड़ने का जो काम है, वह काम अधूरा है। उस समय 216 करोड़ रुपए की योजना बनी थी, लेकिन आज यह 600-700 करोड़ रुपए से ज्यादा की योजना है। उसके लिए बजट में केवल 25 करोड़ रुपए रखे गए हैं, जो इसका सूद भी नहीं होता है। 5-10 साल और निकल जाएं, तब भी यह काम नहीं हो सकता। इसके लिए ज्यादा बजट रखने की जरूरत है। कोई-कोई योजना तो 20-25 साल तक चली जाती है, ऐसे में वह कोई महत्व नहीं रखती है। **...(समय की घंटी)...** हम जानते हैं कि आप घंटी बजा रहे हैं, उससे पहले ही हम बंद कर देंगे, लेकिन हमें पूरे सात मिनट बोलने दीजिए।

महोदय, आपने नई योजना के अंतर्गत गदग और वाडि को जोड़ने की बात कही है, हम उसका स्वागत करते हैं। महोदय, मैं रेलवे मंत्री जी से एक और विनती करता हूं। उद्यान एक्सप्रेस और के.के. एक्सप्रेस बेंगलूरु से मुम्बई और दिल्ली के बीच में चलती है। उन गाड़ियों की फर्स्ट क्लास की बोगियों की जो दयनीय स्थिति है, वह मन को बहुत तकलीफ देती है। मैं आदरणीय मंत्री जी से उसकी गुणवत्ता बढ़ाने के लिए कहना चाहता हूं। अगर फर्स्ट क्लास की बोगियों का यह हाल होगा, तो सामान्य गरीब यात्रियों को क्या होगा? सरकार को इस विषय पर गंभीरता से सोचना चाहिए। **...(समय की घंटी)...**

महोदय, इस प्रकार कुछ महत्वपूर्ण बातें सरकार के सामने रखते हुए मैं सरकार से आग्रह करता हूं, एक तो अगर रेलवे विभाग सच्चे अर्थों में एक लाख करोड़ रुपये हर साल खर्च करके जनता की सेवा करना चाहता है, तो हम अपनी तरफ से भी उनको सहयोग देने के लिए तैयार हैं। सरकार कर्णाटक की इस छोटी सी मांग को मानेगी, यह विनती करते हुए मैं अपनी बात को समाप्त करता हूं। माननीय उपसभापति जी, मैंने अपनी बात सात मिनट के अन्दर ही समाप्त कर दी है। धन्यवाद।

श्री मोहम्मद अली खान (आन्ध्र प्रदेश) : शुक्रिया, डिप्टी चेयरमैन साहब। मैं रेलवे बजट के सपोर्ट में, इसकी तारीफ में खड़ा हुआ हूँ। सबसे पहले मैं रेलवे मंत्री बंसल साहब को मुबारकबाद दूंगा। अपनी यह जिम्मेदारी निभाने के बाद जब उन्होंने रेलवे बजट रखा, तो काफी रियासतें, जो उनसे उम्मीदे वाबरता थीं, उनको उन्होंने पूरा करने की कोशिश की। खुसूसन आन्ध्र प्रदेश की आवाम 15-20 साल से जो उम्मीदें लगाए बैठी थी, उसकी तरफ आपने दो कदम और आगे बढ़ाए।

मैं अपनी तकरीर का आगाज बंसल साहब को मुबारकबाद देते हुए करूंगा। अपोजिशन ने जो क्रिटिसिज्म किया, वह वाजिब ही था, क्योंकि यह उनका हक था जो उन्होंने क्रिटिसाइज किया। मैं जानता हूँ कि जब सरकार काम करती है, महकमा काम करता है, तभी उसके लिए क्रिटिसिज्म के कुछ प्वाइंट आते हैं और आवाम उनको क्रिटिसाइज करती है। यह एक अच्छा इकदाम है। बंसल साहब और महकमा-ए-रेलवे को इसे बिल्कुल पॉजिटिव वे में लेना चाहिए, मैं ऐसी उम्मीद करता हूँ। जो सरकार काम करती है, नुक्ताचीनी भी उसी के ऊपर होती है और जो सरकार काम नहीं करती है, उसके ऊपर नुक्ताचीनी भी नहीं होती है।

मैं आपके तवस्सुत से हुकूमते आन्ध्र प्रदेश को और खुसूसन मुख्य मंत्री किरण कुमार रेड्डी को मुबारकबाद दूंगा। मुबारकबाद इसलिए दूंगा कि आन्ध्र प्रदेश की तारीख में पहली दफा उन्होंने आन्ध्र प्रदेश की आवाम की उम्मीदों को पूरा करने के लिए न सिर्फ रेलवे मिनिस्ट्री, बल्कि रेलवे बोर्ड को भी मदद किया। वहां पर उन्होंने पूरे मेम्बर्स ऑफ पार्लियामेंट को मदद किया और जितने प्रोजेक्ट आन्ध्र प्रदेश में थे, उनके डेवलपमेंट के लिए तकरीबन सात घंटे तक मुसलसल बोर्ड के साथ नुमाइंदगी होती रही और मीटिंग चलती रही। इसके लिए खुसूसन मैं महकमा-ए-रेलवे और रेलवे बोर्ड का और खुसूसन चीफ मिनिस्टर साहब का बहुत शुक्रिया अदा करूंगा।

मैं अपने आप को सिर्फ आन्ध्र प्रदेश के रेलवे प्रोजेक्ट तक महदूद रख कर अपनी तकरीर को खत्म करूंगा। डिप्टी चेयरमैन साहब, आपके तवस्सुत से मैं यह गुजारिश करूंगा कि आन्ध्र प्रदेश में मोटरि-तांडूर-निजामबाद की जो प्रोजेक्ट लाइन है, वह तकरीबन 17 साल से पेंडिंग में रखी हुई है। मुझे ऐसी उम्मीद है कि रेलवे मिनिस्टर और रेलवे बोर्ड इसको जल्द से जल्द पायाए-तकमील तक पहुंचाने की कोशिश करेंगे। हमने एक मुतालिबा किया था कि हैदराबाद से एक बुलेट ट्रेन तिरुपति के लिए चलाई जाए। इस बुलेट ट्रेन से तेजी से मुसाफिरों को कम वक्त में दूर तक सफर करने में आसानी होगी। मैं समझता हूँ कि वजीरे मोसूफ इस तरफ अपनी तवज्जोह देंगे।

दूसरा मैं जानना चाहता था कि जो रेलवे लाईन न्यू करीमनगर से हैदराबाद जाती है, अगर वह वाया सिद्धिपेट जाती है, उससे एक तो फासला कम होगा, लोगों को आने में किराए की कमी भी होगी और फासला तय करने में भी तकरीबन चार घंटे का समय बचेगा। दूसरा, जो वाल्टेयर डिवीजन है, डिवीजन है, उनके बारे में मैं आपके जरिए एक दरख्वास्त करूंगा। यह मुतालिबा आन्ध्र प्रदेश की आवाम का है और वहां के बिजनेस एसोसिएशन चलाने वाले बिजनेसमेन

का है। उनको बिजनेस का ताल्लुक है और उनके हेड ऑफिसेज हैदराबाद में हैं। रेलवे के ऑफिसेज पहले कोलकाता में थे, जो अब भुवनेश्वर में हैं। बिजनेस क्लास के इन लोगों को आने-जाने तथा रेलवे से संबंधित अन्य डीलिंग में रोजाना काफी मुश्किलें होती हैं। इसलिए, इनका यह मुतालबा है कि वाल्टेयर डिवीजन को आन्ध्र प्रदेश के अन्दर साउथ सेंट्रल रेलवे में मिलाया जाए, तो काफी अच्छा होगा।

मैं इसके साथ-ही-साथ आपसे यह भी अनुरोध करूंगा कि हैदराबाद के अन्दर एम.एम.टी. का जो सेकंड फेज़ है और उसके लिए रेलवे और मरकजी सरकार का जो मामला है, उसमें फाइनैशियल डिफिकल्टी आ रही है। मुझे काफी उम्मीद है कि पब्लिक को मद्देनजर रखते हुए, शहर की पॉपुलेशन को मद्देनजर रखते हुए आन्ध्र प्रदेश की गवर्नमेंट ने मुतालबा किया है कि उसमें जल्द-से-जल्द मरकज से फाइनैशियल असिस्टेंस दिया जाए और वह पाए तकमील को पहुंचे। इसके पूरा न होने की वजह से शहरे हैदराबाद की अवाम को काफी ज्यादा परेशानी हो रही है।

सर, मैं आपके तवस्सुत से एक और अपील करना चाहता हूं। दूरन्तों एक्सप्रेस, जो सिकन्दराबाद से चलकर दिल्ली को आती है, उसको रोजाना बेसिस पर चलाया जाए, क्योंकि हैदराबाद से दिल्ली आने के लिए फास्टेस्ट फास्ट ट्रेन सिर्फ दूरन्तों एक्सप्रेस ही है। मैं आपके जरिए वजीर-ए-मौसूफ से मुतालबा करूंगा कि उस ट्रेन को सिकन्दराबाद से रोजाना की बुनियाद पर चलाया जाए।

सर, मैं आपसे और यह दरखास्त करूंगा कि सिकन्दराबाद से अजमेर जो ट्रेन जाती है, उससे एक मुकद्दस मुकाम को हैदराबाद से जोड़ा गया है। हैदराबाद को जाने के लिए तिरुपति हो या सिगडी हो या ऐसे कई मुकामात हों, वहां ट्रेन जाती है, मैं उसका खैर मुकद्दम करता हूं। हर मजहब को मानने वाले, हर अकीदे को मानने वाले और जियारत करने वाले अजमेर शरीफ को जाते हैं, लेकिन आज कल वह ट्रेन हैदराबाद से हफ्ते में एक-दो बार ही चलती है। मैं वजीरे मौसूफ से आपके तवस्सुत से यह मुतालबा करूंगा कि उस ट्रेन को रोजाना की बुनियाद पर चलाया जाए और उसके अन्दर जनरल पब्लिक के लिए जो कम्पार्टमेंट्स हैं, उनकी तादाद ज्यादा की जाए।

सर, मैंने इससे पहले भी स्पेशल मेशन के जरिए इस हाउस से एक मुतालबा किया था कि जो जईफ अफराद हैं, उनको रेलवे स्टेशंस पर सीढ़ियां चढ़ने में तकलीफ होती है, तो तकरीबन हर बड़े स्टेशंस पर एस्केलेटर का इंतजाम कराया जाए, ...(समय की घंटी)... तो इससे उनको सहूलियत होगी। सर, मैं आपसे यह ख्वाहिश करूंगा कि...

श्री उपसभापति : आपके सात मिनट पूरे हो गए। ...(व्यवधान)... ठीक है, एक मिनट और ले लीजिए।

श्री मोहम्मद अली खान : सर, मेरी एक और बात है कि अजमेर से हिन्दूपुर के बीच एक नई ट्रेन चलाई जाए। ...(व्यवधान)... ...(समय की घंटी)...

MR. DEPUTY CHAIRMAN: I know that. ...(Interruptions)... Your own leader has decided this, not me. ...(Interruptions)... No, no, only seven minutes. Everybody will get only seven minutes. That has been decided. There is no exception to that.

श्री मोहम्मद अली खान : सर, आन्ध्र प्रदेश के चीफ मिनिस्टर ने उसे मीटिंग में बहुत से मुतालबे रखे थे। पहली दफा रेलवे बोर्ड आन्ध्र प्रदेश में रेलवे वजीर के साथ बैठी थी, जिसमें एम.पी.जे. के साथ भी मुलाकात हुई थी और उसमें काफी सारे प्रोजेक्ट्स को इम्पोर्टेस के साथ मंजूरी दिया गया था। मैं आपके जरिए रेलवे मिनिस्टर से मुतालबा करूंगा कि ...(व्यवधान)...

MR. DEPUTY CHAIRMAN: You make your demands. Only one more minute has left.

श्री मोहम्मद अली खान : सर, मैं चाहता हूँ कि मकहमा-ए-रेलवे ...(व्यवधान)... रेलवे महकमा उसको पाए तकमील तक पहुंचाए। ...(व्यवधान)...

मैं अपनी तकरीर खत्म करने के पहले फिर रेलवे मंत्री से यह ख्वाहिश करूंगा कि इस देश के किसान जो हैं, वे अपनी खेती-बाड़ी के काम में काफी मेहनत रहते हैं। ...(समय की घंटी)...

श्री उपसभापति : हो गया। ...(व्यवधान)... आपका टाइम पूरा हो गया। ...(व्यवधान)...

श्री मोहम्मद अली खान : सर, मैं वजीर-ए-रेलवे से मुतालबा करूंगा कि किसानों को सीजन में फर्टिलाइजर पहुंचाने के लिए जो वैगन्स का इंतजाम होता है और हर रियासत में जो इंतजाम होता है, वह सही टाइम पर करना चाहिए। इस देश के किसान, जो इस देश की तरक्की के लिए ...(समय की घंटी)... बहुत काम करते हैं, उनको सहूलियतें मिलनी चाहिए। ...(समय की घंटी)...

MR. DEPUTY CHAIRMAN: Okay, now please conclude. ...(Time-bell rings)... That's all. Your time is over.

श्री मोहम्मद अली खान : सर, आपने मुझे बोलने का जो समय दिया, उसके लिए मैं आपका शुक्रिया अदा करते हुए एक बार फिर वजीरे मौसूफ को और खुसूसन श्रीमती सोनिया गांधी जी को मुबारकबाद दूंगा ...(व्यवधान)... तारीख में आन्ध्र प्रदेश से एक मिनिस्टर ...(व्यवधान)... उन्होंने मरकज सरकार में लिया।

MR. DEPUTY CHAIRMAN: Nothing more will go on record. ...(Interruptions)... It is not going on record.

श्री मोहम्मद अली खान : *

†جناب محمد علی خان (آندھرا پردیش) : شکریہ، ڈپٹی چیئرمین صاحب۔ میں ریلوے بجٹ کے سپورٹ میں، اس کی تائید میں کھڑا ہوا ہوں۔ سب سے پہلے میں ریلوے منتری بنسل صاحب کو مبارکباد دوں گا۔ اپنی یہ ذمہ داری نبھانے کے بعد جب انہوں نے ریلوے بجٹ رکھا، تو کافی ریاستیں، جو ان سے امیدیں وابستہ تھیں، ان کو انہوں نے پورا کرنے کی کوشش کی، خصوصاً آندھرا پردیش کی عوام 15-20 سال سے جو امیدیں لگاتے بیٹھی تھی، اس کی طرف آپ نے دو قدم اور آگے بڑھائے۔

میں اپنی تقریر کا آغاز بنسل صاحب کو مبارکباد دیتے ہوئے کروں گا۔ اپوزیشن نے جو کریٹیززم کیا، وہ واجب ہی تھا، کیوں کہ یہ ان کا حق تھا جو انہوں نے کریٹیزسائز کیا۔ میں جانتا ہوں کہ جب سرکار کام کرتی ہے، محکمہ کام کرتا ہے، تبھی اس کے لئے کریٹیززم کے کچھ پوائنٹ آتے ہیں اور عوام ان کو کریٹیزسائز کرتی ہے۔ یہ ایک اچھا قدم ہے۔ بنسل صاحب اور محکمہ ریلوے کو اسے بالکل پوزیٹیو-وے میں لینا چاہئے، میں ایسی امید کرتا ہوں۔ جو سرکار کام کرتی ہے، نقطہ چینی بھی اسی کے اوپر ہوتی ہے اور جو سرکار کام نہیں کرتی ہے، اس کے اوپر نقطہ چینی بھی نہیں ہوتی ہے۔

میں آپ کے توسط سے حکومت آندھرا پردیش کو اور خصوصاً مکھیہ منتری کرن کمار ریڈی کو مبارکباد دوں گا۔ مبارکباد اس لئے دوں گا کہ آندھرا پردیش کی تاریخ میں پہلی دفعہ انہوں نے آندھرا پردیش کو عوام کی امیدوں کو پورا کرنے کے لئے نہ صرف ریلوے منسٹری، بلکہ ریلوے بورڈ کو بھی مدعو کیا۔ وہاں پر انہوں نے پورے ممبرس آف پارلیمنٹ کو مدعو کیا اور جتنے پروجیکٹ آندھرا پردیش میں تھے، ان کے ڈیولپمنٹ کے لئے تقریباً سات گھنٹے تک مسلسل بورڈ کے ساتھ نمائندگی ہوتی رہی اور ڈسکشن چلتی رہی۔ اس کے لئے خصوصاً

†[]Transliteration in Urdu Script.

میں محکمہ ریلوے اور ریلوے بورڈ کا اور خصوصاً چیف منسٹر صاحب کا بہت شکریہ ادا کروں گا۔

میں اپنے آپ کو صرف آندھرا پردیش کے ریلوے پروجیکٹ تک محدود رکھ کر اپنی تقریر کو ختم کروں گا۔

ڈپٹی چیئرمین صاحب، آپ کے توسط سے میں یہ گزارش کروں گا کہ آندھرا پردیش میں بورٹھائنٹور-نظام آباد کی جو پروجیکٹ لائن ہے، وہ تقریباً 17 سال سے پینڈنگ میں رکھی ہوئی ہے۔ مجھے ایسی امید ہے کہ ریلوے منسٹر اور ریلوے بورڈ اس کو جلد سے جلد پایہ تکمیل تک پہنچانے کی کوشش کریں گے۔ ہم نے ایک مطالبہ کیا تھا کہ حیدرآباد سے ایک بلٹ ٹرین ٹروپتی کے لئے چلائی جائے۔ اس بلٹ ٹرین سے تیزی سے مسافروں کو کم وقت میں دور تک سفر کرنے میں آسانی ہوگی۔ میں سمجھتا ہوں کہ وزیر موصوف اس طرف اپنی توجہ دیں گے۔ دوسرا میں جاننا چاہتا تھا کہ جو ریلوے لائن نیو-کریم نگر سے حیدرآباد جاتی ہے، اگر وہ واپا سڈھی-پیٹ جاتی ہے، اس سے ایک تو فاصلہ کم ہوگا، لوگوں کو آنے میں کرانے کی کمی نافذ ہوگی اور فاصلہ طے کرنے میں بھی تقریباً چار گھنٹے کا سمے بچے گا۔

دوسرا، جو والٹنیر ڈویژن ہے، وائی-زاک ڈویژن ہے، ان کے بارے میں، میں آپ کے ذریعے ایک درخواست کروں گا۔ یہ مطالبہ آندھرا پردیش کی عوام کا ہے اور وہاں کے بزنس ایسوسی ایشن چلانے والے بزنس مین کا ہے۔ ان کا بزنس کا تعلق ہے اور ان کے ہیڈ آفیسز حیدرآباد میں ہیں۔ ریلوے کے آفیسز پہلے کولکاتہ میں تھے، اب بھونیشور میں ہیں۔ بزنس کلاس کے ان لوگوں کو آنے جانے اور ریلوے سے سمبندھت دیگر ڈیلنگ میں روزانہ کافی مشکلیں ہوتی ہیں۔ اس لئے، ان

کا یہ مطالبہ ہے کہ والٹر ڈویژن کو آندھرا پردیش کے اندر ساؤتھ سینٹرل ریلوے میں ملایا جائے، تو کافی اچھا ہوگا۔

میں اس کے ساتھ ہی ساتھ آپ سے یہ بھی انورودھ کروں گا کہ حیدرآباد کے اندر ایم۔ایم۔ٹی۔ کا جو اسکیٹل فیز ہے اور اس کے لئے ریلوے اور مرکزی سرکار کا جو معاملہ ہے، اس میں فائننیشنل ڈفکلتی آرہی ہے۔ مجھے کافی امید ہے کہ پبلک کو مدنظر رکھتے ہوئے، شہر کی پوپولیشن کو مدنظر رکھتے ہوئے آندھرا پردیش کی گورنمنٹ نے مطالبہ کیا ہے کہ اس میں جلد سے جلد مرکز سے فائننیشنل اسسٹنٹ دیا جائے اور وہ پایہ تکمیل کو پہنچے۔ اس کے پورا نہ ہونے کی وجہ سے شہر حیدرآباد کی عوام کو کافی زیادہ پریشانی ہو رہی ہے۔

سر، میں آپ کے توسط سے ایک اور اپیل کرنا چاہتا ہوں۔ درنتو ایکسپریس، جو سکندرآباد سے چل کر دہلی کو آتا ہے، اس کو روزانہ بیس پر چلایا جائے، کیوں کہ حیدرآباد سے دہلی آنے کے لئے فاسٹسٹ فاسٹ ٹرین صرف درنتو ایکسپریس ہی ہے۔ میں آپ کے ذریعے وزیر موصوف سے مطالبہ کروں گا کہ اس ٹرین کو سکندرآباد سے روزانہ کی بنیاد پر چلایا جائے۔

سر، میں آپ سے اور یہ ریکویسٹ کروں گا کہ سکندرآباد سے اجمیر تک جو ٹرین جاتی ہے، اس سے ایک مقدس مقام کو حیدرآباد سے جوڑا گیا ہے۔ حیدرآباد کو جانے کے لئے تروپتی ہو یا بھدر اچلم ہو یا ایسے کئی مقامات ہوں، وہاں ٹرین جاتی ہے، میں اس کا خیر مقدم کرتا ہوں۔ ہر مذہب کو ماننے والے، ہر عقیدے کو ماننے والے اور زیارت کرنے والے اجمیر شریف کو جاتے ہیں، لیکن آج کل وہ ٹرین حیدرآباد سے ہفتے میں ایک-دو بار ہی چلتی ہے۔ میں وزیر موصوف سے آپ کے توسط سے یہ مطالبہ کروں گا کہ اس ٹرین کو روزانہ کی بنیاد پر چلایا جائے

اور اس کے اندر جنرل پبلک کے لئے جو کمپارٹمنٹس ہیں، ان کی تعداد زیادہ کی جائے۔

سر، میں نے اس سے پہلے بھی اسپیشل مینشن کے ذریعے اس ہاؤس سے ایک مطالبہ کیا تھا کہ جو ضعیف افراد ہیں، ان کو ریلوے اسٹیشنس پر سیڑھیاں چڑھنے میں تکلیف ہوتی ہو، جو تقریباً ہر بڑے اسٹیشنس پر ایکسیلیٹر کا انتظام کرایا جائے۔۔۔ (وقت کی گھنٹی)۔۔۔ تو اس سے ان کو سہولت ہوگی۔ سر، میں آپ سے یہ خواہش کروں گا کہ۔۔۔

شری اپ سبھا پتی: آپ کے سات منٹ پورے ہو گئے۔۔۔ (مداخلت)۔۔۔ ٹھیک ہے، ایک منٹ اور لے لیجئے۔

جناب محمد علی خان: سر، میری ایک اور بات ہے کہ اجمیر سے ہندو پور کے بیچ ایک نئی ٹرین چلائی جائے۔۔۔ (مداخلت)۔۔۔ (وقت کی گھنٹی)۔۔۔

MR. DEPUTY CHAIRMAN: I know that. ... (Interruptions)... Your own leader has decided this, not me. ... (Interruptions)... No, no, only seven minutes. Everybody will get only seven minutes. That has been decided. There is no exception to that.

جناب محمد علی خان: سر، آندھرا پردیش کے چیف منسٹر نے اس میٹنگ میں بہت مطالبے رکھے تھے۔ پہلی دفعہ ریلوے بورڈ آندھرا پردیش میں ریلوے وزیر کے ساتھ بیٹھی تھی، جس میں ایم پیوز کے ساتھ بھی ملاقات ہوئی تھی اور اس میں کافی سارے پروجیکٹس کو امپورٹینس کے ساتھ افروز دیا گیا تھا۔ میں آپ کے دوارا ریلوے منسٹر سے مطالبہ کروں گا کہ۔۔۔ (مداخلت)۔۔۔

MR. DEPUTY CHAIRMAN: You make your demands. Only one more minute has left.

جناب محمد علی خان: سر، میں چاہتا ہوں کہ محکمہ ریلوے۔۔۔(مداخلت)۔۔۔ ریلوے محکمہ، اس کو پایہ تکمیل تک پہنچائے۔۔۔(مداخلت)۔۔۔ اس کے لئے آپ کو کوئی تکلیف نہیں ہوگی۔

میں اپنی تقریر ختم کرنے سے پہلے پھر ریلوے منتری سے یہ خواہش کروں گا کہ اس دیش کے کسان جو ہیں، وہ اپنی کھیتی باڑی کو کام میں کافی محنت کرتے ہیں۔۔۔(وقت کی گھنٹی)۔۔۔

شری اپ سبھا پتی: ہو گیا۔۔۔(مداخلت)۔۔۔ آپ کا ٹائم پورا ہو گیا۔۔۔(مداخلت)۔۔۔ جناب محمد علی خان: سر، میں وزیر ریلوے سے مطالبہ کروں گا کہ کسانوں میں فرٹیلانزر پہنچانے کے لئے جو ویگنس کا انتظام ہوتا ہے اور ہر ریاست میں جو انتظام ہوتا ہے، وہ صحیح ٹائم پر کرنا چاہئے۔ اس دیش کے کسان، جو اس دیش کی ترقی کے لئے۔۔۔(وقت کی گھنٹی)۔۔۔ بہت کام کرتے ہیں، ان کو سہولتیں ملنی چاہئے۔۔۔(وقت کی گھنٹی)۔۔۔

MR. DEPUTY CHAIRMAN: Okay, now please conclude. ...(Time-bell rings)... That's all. Your time is over.

جناب محمد علی خان: سر، آپ نے مجھے بولنے کا جو سہ دیا، اس کے لئے میں آپ کا شکریہ ادا کرتے ہوئے ایک بار پھر وزیر موصوف کو اور خصوصاً شریمنی سونیا گاندھی جی کو مبارکباد دوں گا۔۔۔(مداخلت)۔۔۔ تاریخ میں اندھرا پردیش کے ایک منسٹر۔۔۔(مداخلت)۔۔۔

(ختم شد)

श्री उपसभापति : मोहम्मद अली खान जी, आप बैठिए। अब यह रिकॉर्ड पर नहीं जा रहा है। ...*(व्यवधान)*... It is not going on record. अब आप बैठिए। Nothing more will go on record. ...*(Interruptions)*... It is not going on record.

SHRI JOY ABRAHAM (Kerala): Mr. Deputy Chairman, I thank you for giving me an opportunity to speak on the Railway Budget, 2013-14. I welcome the maiden budget presented by Shri Pawan Kumar Bansal, hon. Railway Minister in the Lok Sabha. We, the people of Kerala, have certain reservations on the budget. We were pained because we were let down. We have protested. Everybody, including the members belonging to the UDF, LDF, our Chief Minister and all of us together protested. We sought the intervention of the hon. Prime Minister, Dr. Manmohan Singh and the UPA Chairperson, Shrimati Sonia Gandhi. While replying to the debate in the Lok Sabha, Shri Bansal Ji has made certain amends. He has declared a few more trains. He gave certain assurances also so, on behalf of the people of Kerala, I thank Shri Bansalji. But the fact is that we are not fully satisfied.

We have sought a Peninsular Railway Zone. That demand was not conceded. We have asked for two coaching terminals — one at Kottayam, and the other at Nemom. Those terminals were declared in the previous Railway Budget. We have also asked for a coach factory at Palakkad. Then, a wagon factory at Alappuzha; and a wagon component factory at Cherthala. We do hope that Shri Bansalji will consider these demands favourably in the coming months.

The people of Kerala have certain peculiar problems. Kerala is in the South of India. As pointed out by my colleagues earlier, lakhs of Keralites are working in different parts of India. About 25 lakh migrant workers from Bihar, North East and Odisha are coming to Kerala for work. Lakhs of people used to come to Kerala and go out to other States regularly. Besides this, lakhs of pilgrims visit Sabarimala shrine every year so, this is a peculiar problem for Kerala. We want long distance trains. But we have no infrastructure. Our railway lines are not double lines. The doubling of line from Mangalore to Trivandrum should be completed as early as possible.

Again, Shri Bansal Ji has given priority to the railway safety and security in his budget. In several paragraphs of the Railway Minister's speech, he has declared certain measures for the safety of the passengers, especially the women passengers. Recently, the Southern Railway has announced a reform that the ladies' compartment

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should be in the middle of the train, neither in the front nor in the rear. It should be in the middle of the train so that ladies' compartment has proximity to the railway stations especially during the stops at night. I think this is a welcome measure. This can be adopted throughout India by the Railways for the safety of our women folk.

Regarding catering, the Railway Minister has dealt with it in paragraphs 29 and 30. Four suggestions have been made. One, arrangement with food testing laboratories for effective quality control. It is a welcome measure. Secondly, State-of-the-art base kitchens to be set up in railway premises for better monitoring of quality of meal. This is another welcome measure. Thirdly, ISO certification for all base kitchens, and fourthly, a centralized catering services monitoring cell with a toll free number. But merely announcing a toll free number will not solve the problem. Recently, the Railways have prohibited the vendors from entering the coaches and platforms for selling food articles. Now it is entirely the duty of the Railways to take care of the food needs due to passengers. All our passenger trains are not provided with pantry cars. So, catering in the trains is a serious problem. I had recently put a question to the Railway Minister requesting him to consider entrusting the task of catering service to Kudumbasrees and SH Group's.

I would like to make one more suggestion. This is for the whole House. In trains where pantry cars are there, coffee and tea are served only with sugar. The number of diabetic patients, whether older people or middle aged people, is increasing. Therefore, I request the hon. Minister to give instructions for serving coffee and tea without sugar also. This will help millions of diabetic patients. With this suggestion, I conclude my speech. Thank you.

श्रीमती बिमला कश्यप सूद (हिमाचल प्रदेश) : उपसभापति जी, भारतीय रेल भारतीय नदियों की तरह भारतीय लोगों की जीवन-रेखा है। भारतीय रेल विश्व की दूसरी सबसे बड़ी रेल व्यवस्था है, जो लगभग ढाई करोड़ यात्रियों को प्रतिदिन अपने गंतव्य स्थानों तक ले जाती है, परन्तु जिस कुव्यवस्था का शिकार भारतीय रेल है, उसके मूल में फिजूलखर्ची, भ्रष्टाचार तथा साधनों का दुरुपयोग है। अन्यथा, जहां रेल में पैर रखने की जगह नहीं होती, वहां रेल घाटे में चली जाए, यह सोचा भी नहीं जा सकता।

उपसभापति महोदय, रेल मंत्री ने कांग्रेस की रीत निभाते हुए बजट से पहले ही किराए बढ़ा दिए। ये किराए 10 सालों के बाद बढ़ाए गए, परन्तु अगर ये संसद की सहमति से बढ़ते, तो अच्छा रहता। यदि रेल मंत्री बजट में किराया बढ़ाते, तो वे तरह-तरह के उपकरण नहीं

[श्रीमती बिमला कश्यप सूद]

लगा पाते। रेल के घाटे को पूरा करने के लिए भ्रष्टाचार को रोकना चाहिए और अन्य उपाय करने चाहिए। घाटा कम करने के लिए गरीब जनता का खून चूसा जाए, इसका भारतीय जनता पार्टी विरोध करती है। अमीर लोग तो हवाई जहाज से यात्रा करते हैं या अपनी गाड़ियों से यात्रा करते हैं, परन्तु भारत का गरीबजन रेल में जाता है, क्योंकि रेल का किराया सस्ता है। जनता को बढ़ा हुआ किराया देना भी बुरा नहीं लगेगा, यदि यात्रियों को सुविधाएं हों, शौचालय साफ-सुथरे हों और सुरक्षा हो। पिछले दिनों एक वृद्ध कपल को रेल पुलिस ने धक्का दे दिया, जिससे महिला तो उसी समय ट्रेन के नीचे आकर मर गयी और वृद्ध भी जख्मी हो गया। उपसभापति महोदय, मैं इस संबंध में रेल मंत्री जी से पूछना चाहती हूं कि उन कर्मचारियों को क्या सजा हुई? क्या रेल कर्मचारी आज इतने संवेदनहीन हो गए हैं?

आप जब रेल मंत्री बने तो हम बहुत खुश हुए कि कोई उत्तर भारत से रेल मंत्री बना है। आप चंडीगढ़ से हैं, जो कि हिमाचल प्रदेश से लगा हुआ है। हिमाचल प्रदेश के लोग चंडीगढ़ को अपना मानते हैं। जब रेलवे बजट आया, तो हिमाचलवासी टीवी पर नजरें गड़ाये इस उम्मीद में बैठ कर आपका भाषण सुनते रहे कि हिमाचल प्रदेश का नाम भी बजट में आएगा, परन्तु पूर्व रेल मंत्रियों की तरह आपने भी हिमाचल प्रदेश को इग्नोर कर दिया।

मंत्री जी, हम तो आपके पड़ोसी हैं, कुछ तो पड़ोस का ध्यान रखा होता। जब रेल बजट पेश होता है तब भेदभाव नहीं होना चाहिए। सभी प्रदेशों को रेल बजट में स्थान मिलना चाहिए। परन्तु अफसोस के साथ कहना चाहूंगी कि सभी पहाड़ी क्षेत्रों की अनदेखी की जाती है।

हिमाचल बहुत सुंदर है। हिमाचल के कुछ स्थानों की तुलना स्विटजरलैंड से की जाती है। हिमाचल का जिला किन्नौर और लाहुल-स्पीति का भाग तिब्बत से लगता है, जो कि चीन में है। चीन ने रेल लाइन और एयर बेस बॉर्डर तक बना लिए हैं। भारत के लिए हिमाचल प्रदेश का सामरिक दृष्टि से भी बहुत महत्व है। परन्तु सरकार इस तरफ बिल्कुल भी ध्यान नहीं दे रही है। हिमाचल में कालका-शिमला टॉय ट्रेन और पठानकोट जोगिन्दर नगर रेल लाइन अंग्रेजों के समय की है। 66 साल की आजादी के बाद केवल मात्र 44 किलोमीटर ही रेल लाइन बिछी है। नवम्बर, 2003 में कालका-शिमला रेल मार्ग के 100 वर्ष पूरे होने पर तत्कालीन रेल मंत्री श्री नीतीश कुमार ने शिमला में एक भव्य समारोह करके उक्त रेल को हैरिटेज का दर्जा दे दिया था। 2008 में कालका-शिमला रेलवे को विश्व धरोहर स्थल के रूप में घोषित किया गया। उपसभापति महोदय, शिमला रेल मार्ग में 103 सुरंगें हैं, आज तक जिनकी मरम्मत का कार्य भी नहीं हुआ। चण्डीगढ़-बदी तथा भनुपती-विलासपुर-वेरी नई रेल लाइनों का निर्माण कार्य जो क्रमशः रेलवे बजट 2007-08 और 2009-10 में शामिल किया गया था। वर्षों पुरानी मांग जोगिन्दर नगर मण्डी होकर शिमला और विलासपुर-मनाली लेह नई लाइनों को बिछाने की मांग क्या कभी पूरी होगी, मैं रेल मंत्री जी से पूछना चाहती हूं? अब तक केन्द्र सरकार हिमाचल में रेल विस्तार को लेकर कहती रही है कि रेल मंत्रालय कांग्रेस के पास नहीं है, परन्तु अब तो

रेल मंत्रालय आपके ही पास है। इस बजट में भी हिमाचल रेलवे से अछूता रहा और अंग्रेजों द्वारा बनाई नैरो गेज लाइन पर दौड़ती ट्रेन अब तो हांफने लगी है। भारतीय रेल का सफर कब हिमाचल वासी कर सकेंगे, इसी का इंतजार है। आपने कहा कि सर्वे हो रहा है। 2007 से ही सर्वे हो रहा है, 5 वर्ष हो गए। अभी कितना समय सर्वे में और लगेगा।

उपसभापति महोदय, मैं आपके माध्यम से कुछ सुझाव देना चाहूंगी। रेलवे स्टेशनों पर शौचालयों की तरफ ध्यान देना होगा। इसके लिए सुलभ शौचालयों के बारे में सोचा जा सकता है। पीने के स्वच्छ पानी की और साफ-सफाई की व्यवस्था ठीक हो। रिक्त स्थानों को भरने की आपने बात की है, परन्तु उन्हें संवेदनशील बनाने की भी जरूरत है। जो भर्तियां हों उनको संवेदनशीलता की ट्रेनिंग देनी चाहिए। रेलवे स्टेशनों पर भी एयरपोर्ट की तर्ज पर प्राइवेट लोगों को अपने स्टोर खोलने की इजाजत दी जाए। इससे रेलवे की आय भी बढ़ेगी और स्टेशन साफ-सुथरे भी हो जाएंगे।

सुश्री ममता बैनर्जी, जब रेल मंत्री थीं, तब विजन 2020 की चर्चा सामने आई थी। वह बिल्कुल सही विचार था। विजन 2020 के तहत दस वर्षों में 14 लाख करोड़ रुपए हर वर्ष खर्च होने थे, यानी 1.4 लाख करोड़ हर वर्ष के लिए। रेलवे की कुल आमदनी एक लाख करोड़ है। इस आय को बढ़ाने के लिए भ्रष्टाचार पर काबू पाना होगा। महिलाओं की सुरक्षा पर विशेष ध्यान देना होगा। रेल में जो भोजन, वेज खाना 82 रुपए में मिलता है, उस भोजन का मूल्य 30 रुपए से अधिक नहीं है। उसे भी ठीक करना चाहिए। विकलांगों पर सर्वे करने पर पाया गया कि ट्रेन में सीट नहीं मिलने पर 40 प्रतिशत विकलांग मुसाफिरों को टिकट रद्द कराना पड़ता है। सरकार ने उन्हें सहूलियतें देने की जगह टिकट रद्द करने पर चार्ज बढ़ा दिए। माल भाड़ा बढ़ने से लोहा, सीमेंट आदि सभी महंगा होगा। रेल भाड़ा 6 प्रतिशत बढ़ने से महंगाई 10 प्रतिशत तक बढ़ जाएगी। रेल की आमदनी बढ़नी चाहिए, इसके लिए रेल उपकरणों को विश्व बाजार में लाया जा सकता है।

अन्त में, एक मांग रेल मंत्री जी से करना चाहूंगी कि हिमाचल में कालका शिमला में मोनो रेल चलाई जाए। इससे न ही पहाड़ काटने पड़ेंगे, न ही पर्यावरण को नुकसान होगा। स्विटजरलैंड में बर्फ से ढके पहाड़ माउंट टिटलिस तक मोनो रेल जाती है। ऐसी व्यवस्था आप कर पाए तो आपका नाम स्वर्णिम अक्षरों में लिखा जाएगा। एक मांग मैं बहुत बार कर चुकी हूं। जो नंगल-ऊना ट्रेन जाती है, वह अब अम्ब तक जाने लगी है। परन्तु उसमें फर्स्ट ए.सी. की बोगी लगाई जाए। इसी ट्रेन में बहुत रश होता है, जिसके कारण इसमें ज्यादा डिब्बे लगाए जाएं। साथ ही इस ट्रेन के अंदर भी बहुत गंदगी रहती है, इसलिए उसकी सफाई पर विशेष ध्यान दिया जाए। धन्यवाद।

SHRI PANKAJ BORA (Assam): Thank you very much, Mr. Deputy Chairman, Sir. I rise to speak in support of the Railway Budget. My compliment goes to the hon. Railway Minister because after quite a long time, we have observed a non-

[Shri Pankaj Bora]

State specific Budget encompassing the entire country. You find mention of Kashmir, Kanyakumari, Gujarat, Ledo, Manipur, Arunachal and all parts of the country in this Budget. Thank you, Mr. Railway Minister. You have really shown the integrating effect the Railway will have on the Indian sub-continent, and your Budget reflects it. I compliment once again.

I will now come to some salient points regarding the Budget. Because of constraint of time, I don't want to repeat. In this Budget, there is no hike in passenger fares, but freight fare is high and this is needed and there are about 1,047 million tonnes freight loading estimated during 2013 and 2014. The Railway Minister needs a compliment that we have joined one billion tonnes freight club like other countries like China, Russia etc. Mr. Railway Minister, you have allocated Rs. 63,363 crores for security of railway passengers, especially woman passengers. You have raised four companies of woman RPF personnel and another eight have to be raised. I once again pay compliments to you. You have announced about 67 new Express trains and 26 new passenger trains, and eight DEMU services and five MEMU Services. I compliment once again. In the Budget, you have reduced dividend from five to four per cent. It is sound economics. The Finance Minister should be complimented. Then there are sub-urban trains in other parts of the country, and then you have gone for Indian Railways Institute of Financial Management to be set up for better management of finance at Secunderabad. This is another welcome step. Then the Forged Wheel factory at Rae Bareilly. Some hon. Members from the Opposition always try to pick up as if it is some where in other planet. No; my friends from the Opposition, Rae Bareilly is very much in India and very much in Uttar Pradesh. So, it is part of India; the Budget covers it. Now, the Railway energy management company is to be set up to harness solar and wind energy. This is needed because we want to make 1000 crossings to be energised by solar power. So, that is also needed. Then, topping that, 1.51 lakh vacancies to be filled up is a very welcome step and I compliment the Railway Minister for that. I also compliment him for free Wi-Fi, e-ticketing, next generation e-ticketing system, train protection warning system, elimination of more than 10,000 unmanned level crossings are all very welcome steps. Having said that, I want to compliment the Railway Minister for providing certain amenities for Assam in the North-East and for the North-East Frontier Railway. Some projects of national importance that has been given importance too are Harmati-Naharlagun new line, Gauge conversion of Lumding-Silchar and Rangia, Rupai-

Parasuramkunda new line project. Then again I compliment the Railway Minister for setting up skilled development centres and we are fortunate that NF Railways will have five centres in Agartala, Dimapur, Imphal, Katihar, Lumding and Naharlagun. There are some on-going projects like Changrabandha-New Coochbehar new line, Dudhnooi-Mendipather new line etc. There are targets for new lines in NF Railway, that are proposed to be completed in 2013-14. And, North Lakimpur-Murkongselek gauge conversion.

Coming to doubling, I again complement the hon. Railway Minister for announcing the new New Bongaigaon-Kamakhya *via* Rangiya, because there is no double line in entire Assam. Then, survey has been proposed for only two lines. And, there are some projects of national importance like joining of Bogibeel, etc.

Having said that, hon. Railway Minister, I will be failing in my duty if I do not bring to your kind notice about certain great omissions.

MR. DEPUTY CHAIRMAN: Do it quickly. You have only two more minutes.

SHRI PANKAJ BORA: Now, there are no electrified routes in Assam. There are no surveys for new lines. There are no production units of locomotives, wagons or coach manufacturing factories. We need a locomotive unit at Guwahati, as announced in last year's Budget. Then, DEMU rakes needs to replace conventional rakes. Then, there should be some new sub-urban trains and also certain long-distance trains like Duronto, Shatabdi, etc., which have never been given to us. While speaking on the last year's Budget, I spoke about the same thing.

Sir, I, now, come to the crux of the matter. Hon. Railway Minister, you had announced that you are giving money to the N.F. Railways. But, I would like to bring to your kind notice which needs rectification. The Plan outlay for 2013-14 for N.F. Railway is Rs. 2,783.80 crores, whereas, it was Rs. 3,169.41 crores in 2012-13 Budget. It means, there is a reduction by Rs. 385 crores. This should be rectified. Secondly, I talk about doubling...*(Time-Bell rings)*...I will conclude, Sir. For doubling, you had given Rs. 826 crores last year, but in this year's Budget you have given Rs. 121.25 crores. This is I am talking about the North-Frontier Railways. It has come down from Rs. 826 crores to Rs. 121 crores. So, I request the hon. Railway Minister to kindly rectify this and increase the Budget.

Overall, it is a good Budget. I thank you once again.

SHRI A.V. SWAMY (Odisha): Sir, I am proud to be an Indian and most fortunate to be a native of the land of Lord Jagannath, officially known as Odisha. Sir, millions of people, across the world, throng at Puri on Rath Yatra to pray for the blessings of Lord and atone their sins. I stand up today to seek correction of aberrations in provision of most important limb of development — the Railway network in Odisha — from Shri Pawan Kumar Bansal. He would respond, I am sure, in the spirit of Lord Jagannath, in being generous to devotees seeking grace.

His disclosure that he was under compulsion to take a special loan of Rs. 3,000 crores from the Ministry of Finance during 2011-12 to overcome resource constraint and clearing it up along with interest is prizeworthy and he deserves the nation's loud cheers.

I am confident that he would not be hesitant to take up any essential projects on the ground of resource constraint. Unfortunately, the attitude of the Centre towards Odisha's need for Railways ever since Independence has been an unbroken history of continuous neglect and even humiliation.

I would like to present that the East-Coast Railways earns Rs. 14,000 crores per annum. Its Operating Ratio being 45%, 55% of it of revenue earned as surplus which works out Rs. 7,700 crores which is available for reinvestment in development of railway network in this backward region of Odisha.

Odisha's railway density is only 14.60 as against the adjoining State of Bihar, which has 39.90, Jharkhand, which has 35.30, and West Bengal, which has 43.40. The allocation made for 2013-14, is only Rs.846 crores, which is not even 10.8 per cent of the earnings of Railways from this region. This means that the money earned from a poor State that has been demanding Special Category treatment, is being siphoned out to other comparatively developed areas.

Sir, Odisha is a backward State, with a shamefully high percentage of people living below the poverty line, and with 38.76 per cent of SC and ST population *i.e.* scheduled caste (16.35%) and schedule tribe (22.13%) population. Seven out of the 30 districts do not have any railway lines. Of these, two, Nowrangpur and Malkangiri, fall in the KBK area with the least railway density in the country, and they also happen to be the poorest; they figure among the five least literate regions of the country. In the absence of railway communication for social interaction, which has hindered necessary growth coupled with extreme poverty, it has made these

bordering districts, with Chhattisgarh in the west and Andhra Pradesh in the south, the capital of Naxalism in the country.

Despite warning of the new President, Shri Pranab Mukherjee, in his acceptance speech, that the country's priority should be to contain Naxalism and terrorism — which he described as the 'Fourth World War' and his call for a fresh look at our conventional paradigm of development — it is surprising that the Government has failed to take note of area-specific development action plan to remove regional imbalances in the most backward area like the KBK region and in allocating adequate support for communications.

Sir, it is still shocking that despite so many new railway projects elsewhere, not a single new railway project has been given to this disturbed area, more particularly to KBK districts.

There is a deep frustration, Sir.

Kindly allow me a minute or two more. I am not speaking from newspapers. I belong to that area.

There is a deep frustration at the attitude of the Centre towards Odisha after Independence. I am sometimes driven to feel that, perhaps, we would have been better-off in railway communications, had the British continued to rule. That such a feeling should come from a person who had participated in freedom struggle from the age of 12 might sound shocking. But, that is the level of our frustration today. ...(*Time-bell rings*)... I am a native of Nowarangpur which was the epicenter of freedom struggle...

MR. DEPUTY CHAIRMAN: Okay. Only one minute more.

SHRI A.V. SWAMY: Sir, please.

MR. DEPUTY CHAIRMAN: Six minutes are over. Only one minute more.

SHRI A.V. SWAMY: Please. One minute more, Sir. This is not something which I am reading from a newspaper.

MR. DEPUTY CHAIRMAN: Okay. You finish in one minute.

SHRI A.V. SWAMY: Sir, I am a native of Nowarangpur, which was the epicenter of freedom struggle in the 1942 Quit India Movement, and now one of the district

[Shri A.V. Swamy]

headquarters of the KBK region. As a school student, I wrote essays, in the late '30s, on railways even without seeing a railway line. Even today, ironically, my grand children do the same thing, since the Nowarangpur district is still untouched by the Railways after 75 years.

A proposal for covering the present 'War Zone' of KBK from Kantabanji, Khariar, Ampani, Nowarangpur, Jeypore, Malkangir and Bhadrachalam in (A.P.) was sanctioned by the then British Government in the year 1934 which has been put into cold storage. I am sure, the Railway Minister will bring this 79 year-old project initiated by the British and take up on war footing as it is the '4th World War Zone'.*

MR. DEPUTY CHAIRMAN: Your time-limit is over, your speech will not go on record. You may speak on some other occasion. Mr. Swamy, please take your seat, it is not going on record. Everybody has agreed to the time-limit. Why do you not agree? Please sit down. ...*(Interruptions)*... I have called Mr. Nandi Yellaiah to speak. I am not giving concession to anybody today. I have to be very strict today. ...*(Interruptions)*... Mr. Nandi Yellaiah, you may proceed now.

श्री नंदी येल्लैया (आन्ध्र प्रदेश) : माननीय उपसभापति महोदय, 17 साल के बाद this is the first time कि हमारी चेयरपर्सन श्रीमती सोनिया गांधी और भारत के प्रधानमंत्री डा. मनमोहन के आशीर्वाद से रेल बजट पेश करने का मौका रेल मंत्री कांग्रेस के बंसल साहब को मिला।

सर, आज तक जितने भी रेल मंत्री बने, वे बिहार से ज्यादा बने और बंगाल से बने। लोगों का यह आरोप है कि जो भी रेल मंत्री बनता है, उसी के पास पूरा सामान चला जाता है, लेकिन बंसल साहब चंडीगढ़ से आते हैं। न उनके पास हरियाणा है, न पंजाब है, क्योंकि कुछ लोग बिहार को चले गए, उसके बाद फिर बंगाल को चले गए। सर, मैं जानता हूँ कि रेल बजट के बाद जनरल बजट आता है। सभी लोगों की निगाहें आपके रेल बजट पर रहती हैं, जैसे एक गाना भी है--

"नन्हे मुन्ने बच्चे तेरी मुड़ी में क्या है?"

सर, आप तो हंस रहे हैं! Sir, do you understand Hindi? तो जब रेल मंत्री का बॉक्स खुलता है, तो लोक सभा और राज्य सभा में सभी लोगों की निगाह उस पर रहती है कि मेरा प्रपोजल उसमें है या नहीं। सर, बंसल साहब हरेक आदमी को खुश करना चाहते थे, हरेक रेल मंत्री यह चाहता है और कहता है कि आप सभी लोगों के प्रति मुझे हमदर्दी है, लेकिन मेरे पास गुंजाइश नहीं है।

*Not recorded.

सर, रेल विभाग बहुत इम्पोर्टेंट विभाग है। मैं पांच बार लोक सभा का सदस्य रहा। I have contested eight times, लेकिन बदकिस्मती से उसमें तीन बाइ-इलेक्शन थे। श्री पी.वी. नरसिम्हा राव के समय मैं पांच साल सदस्य रहा और मैडम सोनिया गांधी के समय मैं भी मैं पांच साल सदस्य रहा। सर, मैं यह नहीं कहूंगा कि अब मेरा लोक सभा से क्या लेना-देना है? मैं जिस क्षेत्र से आता हूँ, मेरा पोलिटिकल करियर वहीं से शुरू हुआ। मैं वहां से आठ बार लोक सभा चुनाव में खड़ा हुआ, तो उस क्षेत्र का ध्यान रखना, उसके डिवेलपमेंट के बारे में सोचना हमारा फर्ज है। सर, इन्दिरा गांधी जी के मेदक से कान्टेस्ट करने के बाद वहां के श्री बागा रेड्डी, मदन मोहन, रामचन्द्रा रेड्डी ...(व्यवधान)... सर, मुझे बोलने दीजिए।

श्री उपसभापति : आप अपनी डिमांड बोलिए, नहीं तो टाइम खत्म हो जाएगा।

श्री नंदी येल्लैया : सर, मैं इसीलिए कह रहा हूँ कि अगर अभी बंद करना है, तो मैं कल बात करूंगा। Tomorrow I will speak.

सर, मैं सीनियर मेंबर हूँ, कृपया मेरा थोड़ा ख्याल रखिए। ...(व्यवधान)...

MR. DEPUTY CHAIRMAN: You make your demands.

श्री नंदी येल्लैया : सर, जब जनता पार्टी की सरकार थी, मोरारजी देसाई प्रधानमंत्री थे, उस समय डा. एम. चैन्नारेड्डी, वहां के मुख्य मंत्री ने श्रीमती इंदिरा गांधी से एक ख्वाहिश की कि आप मेदक से आई हैं, मेदक से आपने कॉन्टेस्ट किया और प्रधानमंत्री बन गयी हैं। हमने उनसे रिक्वेस्ट की कि उस एरिया के विकास के लिए, डेवलपमेंट के लिए रेल लाइन तो होनी ही चाहिए। उसके बाद 11 किलोमीटर की लाइन तेलापुर टू पटनचेरु बनी। यह बदकिस्मती है कि जब जॉर्ज फर्नान्डीज रेलवे मिनिस्टर थे, उन्होंने आने के बाद यह कहकर कि यह वायबल नहीं है, इसे बंद कर दिया। उसके बाद मनोहराबाद टू कोट्टापल्ली वाया सिद्धीपेट की 4 किलोमीटर रेलवे लाइन सैंक्शन हुई और प्लानिंग कमीशन ने उसे क्लीयर किया। उसके बाद मैंने श्रीमती सोनिया गांधी जी से रिक्वेस्ट की कि यह बैकवर्ड एरिया है, इसके पहले मैडम इंदिरा गांधी जी ने भी वहां से कॉन्टेस्ट किया था, वह प्रोजेक्ट बंद हो गया है, मैंने उनसे वहां के लिए कुछ और फंड देने के लिए रिक्वेस्ट की। सर, इस साल के बजट में 20 करोड़ रुपए वहां के लिए अलॉट किए गए, उसके लिए मैं उन्हें धन्यवाद देता हूँ। महोदय, श्री के.जे. सूर्य प्रकाश रेड्डी साहब रेल मंत्रालय में राज्य मंत्री हैं। इनके पिताजी वहां से चीफ मिनिस्टर थे। इसीलिए मैं दोनों को धन्यवाद देता हूँ। हमारी रिक्वेस्ट है कि ...(व्यवधान)...

श्री उपसभापति : आप जल्दी अपनी रिक्वेस्ट बताइए, टाइम कम है। 6 मिनट हो गए हैं, आप जल्दी समाप्त कीजिए। ...(व्यवधान)...

श्री नंदी येल्लैया : हमारी चेयरपर्सन ने हमें वह दिया। ...(व्यवधान)... सर, हमारी एक डिमांड है कि मनोहराबाद टू कोट्टापल्ली वाया सिद्धीपेट के लिए, इसके लिए हमें ज्यादा संघर्ष करना पड़ेगा। दूसरा, सेकेंड फेज में पटनचेरु टू संधारेड्डी का केवल 22 किलोमीटर का डिस्टेंस है।

[श्री नंदी येल्लैया]

तेलंगाना के एरिया में, आंध्र प्रदेश के अंदर, जितने रेलवे के डिस्ट्रिक्ट हेडक्वार्टर्स हैं, उनके अंदर ऑलरेडी सारे रेलवे स्टेशंस हैं, केवल संघारेड्डी को छोड़कर। हम चाहते हैं कि आप आंध्र प्रदेश से रेल मंत्री बने हैं, मैं आपसे रिक्वेस्ट करूंगा कि आंध्र प्रदेश के होने के नाते इसमें आपका भी स्वार्थ होना चाहिए। वह मेरा प्रदेश है, यह सोचकर उस ओर आपको थोड़ा ध्यान देना चाहिए, वह केवल 22 किलोमीटर का डिस्टेंस है। MMTS, Phase-II के लिए अधिक धन दिया जाए ...**(समय की घंटी)**... इसके अलावा लास्ट बजट में जो आदर्श रेलवे स्टेशन मलकानगिरी, कामारेड्डी, रघुनाथपल्ली, कोठागुडम और गुंटुर सेंक्शन हुए हैं, उनके संबंध में मैं कहना चाहता हूं कि "जो वादा किया वो निभाना पड़ेगा।" या पवन कुमार बंसल जी को निभाना पड़ेगा या श्री के.जी. सूर्य प्रकाश रेड्डी जी को निभाना पड़ेगा या हमने जो प्रॉमिस किया है, हमें निभाना पड़ेगा। आदर्श रेलवे स्टेशन ...**(व्यवधान)**...

श्री उपसभापति : सात मिनट बोलने का वायदा आपने भी किया था, वह आपको निभाना पड़ेगा। अब आप बैठिए। ...**(व्यवधान)**...

श्री नंदी येल्लैया : कामारेड्डी और मलकानगिरी को आदर्श स्टेशन बनाने का वायदा किया था...**(व्यवधान)**... मलकानगिरी, जहां से हम चुनाव लड़ते हैं। ...**(व्यवधान)**... मलकानगिरी, कामारेड्डी और उसके बाद ...**(व्यवधान)**...

MR. DEPUTY CHAIRMAN: It is not going on record. बस हो गया। मंत्री जी कुछ करेंगे।

श्री नंदी येल्लैया : *

श्री विश्वजीत दैमारी (असम) : धन्यवाद सर, इस रेल बजट के ऊपर जो चर्चा चल रही है, उसमें आपने मुझे बोलने का मौका दिया, इसके लिए मैं आपको धन्यवाद देता हूं। ...**(व्यवधान)**...

श्री उपसभापति : नंदी येल्लैया जी, आप बैठिए। आप बाकी लिखकर दीजिए। ...**(व्यवधान)**...

श्री नंदी येल्लैया : *

श्री उपसभापति : सबके लिए एक जस्टिस है। ...**(व्यवधान)**... It is not going on record.

श्री विश्वजीत दैमारी : माननीय रेल मंत्री जी ने यहां पर जो बजट प्रस्तुत किया, इसमें मेरी तरफ से कोई असंतोष नहीं है। हमें संतोष है कि पूर्व की तरह, पिछले सालों की तरह इस बार भी रेलवे बजट में नॉर्थ ईस्ट के लिए कुछ प्रस्ताव रखे गए हैं, कुछ परियोजनाएं रखी गयी हैं। आज मैं रेलवे मंत्री जी को आपके जरिए सिर्फ यही अनुरोध करना चाहता हूं कि आज से 15-16 साल पहले नॉर्थ ईस्ट के लिए बहुत सारे प्रोजेक्ट्स की घोषणा की गयी, वायदे किए गए लेकिन ये स्कीम्स, ये प्रोजेक्ट्स अब तक शुरू नहीं हुए हैं।

जो पुराने घोषणा किए हुए प्रोजेक्ट्स है, उनको भी शुरू करना जरूरी है। इनका भी माननीय मंत्री जी ध्यान रखें, यह मैं अनुरोध करना चाहता हूं। हमारे असम के बोडोलैंड से भूटान तक जाने वाली तीन लाइनों की घोषणा की गई थी और इसका सर्वे भी हो गया था, जैसे बासुगांव से भूटान के गेलिफू तक, रंगिया से भूटान के समदुप झंगकर तक, और आलरेडी इसका सर्वे भी हो चुका है, लेकिन आज तक इसका काम शुरू नहीं हुआ। जब भूटान में coronation प्रोग्राम हुआ था, तब हमारे भारत के प्रधानमंत्री जी भी वहां पर गये थे, उसमें उपस्थित हुये थे और पटचाला से नंगलम तक रेल लाइन एक्सटेंशन करने के लिए भूटान को कमिटमेंट देकर आये थे। भूटान के लोग हर बार हमारे रेल मंत्रालय में आते हैं, यहां के ऑफिसरों के साथ बात करते हैं, लेकिन वे यहां से निराश होकर वापिस चले जाते हैं, क्योंकि भारत सरकार की तरफ से, रेल मंत्रालय की तरफ से यह नहीं बताया जाता है कि ये प्रोजेक्ट्स कब से शुरू होंगे।

सर, आपके जरिए मैं बताना चाहता हूं कि भूटान के लोग बहुत भोले हैं, बहुत धार्मिक हैं, बहुत सीधे हैं। वे लोग सोचते हैं कि भारत के प्रधानमंत्री अगर बोलते हैं, तो यह भगवान की तरफ से बोली हुई बात है, इसलिए यह काम जरूर होगा। भूटान के लोग यह नहीं सोचते हैं कि कोई गलत वादा किया गया है। भूटान के लोग हमसे भी ज्यादा सीधे हैं। इसलिए मैं कहना चाहता हूं कि यह सिर्फ भूटान के लिए ही नहीं, बल्कि भूटान के साथ भारत के लगे हुए जो इलाके हैं, जो बोडोलैंड एरिया है, वहां के लोगों के लिए भी यह लाभदायक है, क्योंकि वहां जनजाति के लोग रहते हैं, एस.सी./एस.टी. के लोग रहते हैं और वहां के जो नॉन एस.सी. लोग हैं, उन लोगों की इकनामिक कंडिशन बहुत खराब है। अगर वहां से रेलवे जुड़ जायेगा, तो वहां के लोगों को बहुत फायदा होगा। रेल मंत्रालय की तरफ से कभी-कभी यह कहा जाता है कि वहां पर रेलवे लाइन बिछाने से, वहां पर ट्रेन चलाने से भारत के रेल मंत्रालय को कोई फायदा नहीं होगा। वहां पर जितना पैसेंजर होगा, जितना माल carry किया जायेगा, उसमें नुकसान ही नुकसान भरना होगा, ऐसा हमारे रेलवे के ऑफिसर कहते हैं। मैं कहना चाहता हूं कि क्या हम भारत में सिर्फ लाभ और हानि को ही ध्यान में रखकर काम करेंगे, क्या हमारा रेल मंत्रालय लोगों की सेवा के लिए काम नहीं करेगा, क्या वह सिर्फ फायदे के लिए ही काम करेगा? हमें कहीं न कहीं, कुछ जगहों पर बिना फायदा, बिना प्रॉफिट देखे, लोगों की भलाई के लिए भी काम करना होगा, लोगों की सुविधा के लिए भी काम करना होगा। इसलिए मैं आपके जरिए रेल मंत्री महोदय से अनुरोध करना चाहता हूं कि भूटान तक जाने वाले तीनों रास्तों के बारे में जो कमिट किया गया था, इसको पूरा करने के लिए फिर से सोच-विचार किया जाए। जो नई डबल लाइन की बात कही गई है बोंगाईगांव से रंगिया जोड़िए, कामाख्या तक जाने के लिए। वहां पर जो ब्रह्मपुत्र ब्रिज है, इस ब्रह्मपुत्र ब्रिज पर डबल लाइन बिछाने से रेलवे ब्रिज की समस्या आयेगी। वहां पर नेशनल हाईवे अथॉरिटी एक नया ब्रिज बना रही है, जिसमें रेलवे ब्रिज के लिए कोई प्रावधान नहीं रखा गया है। हमको पता चला है कि रेलवे ने यह कह कर कि हम खुद ब्रह्मपुत्र पर रेलवे का ब्रिज बनायेंगे, वहां

[श्री बिश्वजीत दैमारी]

पर एक्स्ट्रा ब्रिज बनाने से इन्कार कर दिया। मेरा अनुरोध है कि रेल मंत्रालय इसके बारे में अभी से चिंता करे कि डबल लाइन बिछाने के साथ-साथ ब्रह्मपुत्र का ब्रिज भी बन जाए अन्यथा यह अगले बीस साल में भी कम्पलीट नहीं हो पायेगा।

सर, जो सिक्योरिटी की बात है, उसके बारे में मैं अनुरोध करना चाहता हूँ और इसके बारे में मैंने लिखकर भी दिया है। मैंने कंसल्टेटिव कमेटी की मीटिंग में भी प्रस्ताव रखा था कि जो रंगिया रेलवे डिविजन बनाया गया है, इस रंगिया रेलवे डिविजन को पश्चिम में वेस्ट बंगाल और असम के बार्डर से श्रीरामपुर तक ले जाना चाहिए, क्योंकि यह जो असम का एरिया है, यह बहुत ही डिस्टर्ब एरिया है और हर समय वहाँ की लॉ एंड आर्डर की समस्या का जिक्र होता है। वहाँ पर संग्राम के नाम पर हर बार रेलवे को रोका जाता है। इसलिए वहाँ पर लॉ एंड आर्डर की समस्या को कंट्रोल करने के लिए रंगिया डिविजन के अंदर में रहना बहुत जरूरी है। रेल मंत्रालय के आफिसरों को बंगाल में रिपोर्ट करना पड़ता है। बंगाल से असम को फिर से कम्युनिकेशन करना पड़ता है। इसलिए ये 4-5 छोटे-छोटे रेलवे स्टेशन हैं, इन स्टेशनों को रंगिया डिविजन में लाना चाहिए। इसके साथ ही हमारे असम में सिक्योरिटी परपज के लिए रास्ता बनाने की जरूरत हो गई है, क्योंकि हर समय रेलवे में बम ब्लास्ट होता है, ट्रेन गिर जाती है, तो उसको उठाया जाता है, कहीं अचानक आंदोलन करके ट्रेन को रोका जाता है और इस तरह से पैसेंजर्स की सिक्योरिटी का सवाल पैदा हो जाता है।

...(समय की घंटी)...

श्री उपसभापति : आप सिर्फ एक मिनट में समाप्त कर दीजिए।

श्री विश्वजीत दैमारी : इसलिए मैं अनुरोध करना चाहता हूँ कि रेलवे ट्रैक के साथ ही पैरेलल रास्ता बनाने का काम कीजिए। मैं माननीय मंत्री महोदय से अनुरोध करता हूँ कि ऐसा करने पर वहाँ लोगों को जल्दी से रेस्क्यू किया जा सकता है, उनको हेल्प दी जा सकती है और सपोर्ट दी जा सकती है। हम वहाँ पर एकदम सिक्योरिटी नहीं भेज सकते हैं और कम्युनिकेट भी नहीं कर सकते हैं। जो प्रॉब्लम असम व नार्थ ईस्ट की है, वह अभी खत्म होने वाली नहीं है। अभी भी वहाँ पर प्रॉब्लम है और जब तक इस समस्या का समाधान नहीं होगा, वहाँ पर ऐसे ही बम ब्लास्ट होते रहेंगे। वहाँ पर पैसेंजर्स की सिक्योरिटी बहुत जरूरी है, इसलिए वहाँ पर रास्ता बनाने की चिंता कीजिए।

...(समय की घंटी)...

मैं ज्यादा समय नहीं लेना चाहता हूँ। बजट भाषण में वहाँ के लिए जो भी कहा गया है, उसको पूरा करना चाहिए तथा इन चारों प्रोजेक्ट्स को शुरू करना चाहिए। जो Bola Igo (बोला ईगो) का रेलवे इंडस्ट्रियल पार्क है, मैं जानना चाहता हूँ कि यह प्रोजेक्ट कब तक पूरा होगा।

...(व्यवधान)...

श्री उपसभापति : कम्पलीट हो गया है।

श्री विश्वजीत दैमारी : उसका कोई ठिकाना नहीं है, इसलिए इसको कम से कम अभी से शुरू करने की कोशिश करें।

...(व्यवधान)...

श्री उपसभापति : ओवर, ओ.के।

श्री विश्वजीत दैमारी : मैं अपना भाषण समाप्त करता हूँ। धन्यवाद।

डा. राम प्रकाश (हरियाणा) : उपसभापति महोदय, मैं आपका आभारी हूँ कि आपने मुझे रेलवे बजट पर अपनी बात कहने का मौका दिया है। जब माननीय श्री पवन कुमार बंसल जी को रेल मंत्री बनाया गया था तो अधिकतर लोगों ने इसे शुभ संकेत माना था, मैं उनकी इस भावना के साथ अपने आपको जोड़ता हूँ। इसका कारण यह है कि सरकार का यह इतना बड़ा उपक्रम पिछले कुछ सालों से किन्हीं कारणों से घाटे के कगार पर आकर खड़ा हो गया है। इस बात की जरूरत थी कि कोई व्यक्ति हिम्मत के साथ वह निर्णय ले, जिससे इस मंत्रालय को संभाला जा सके। पिछले एक दशक से थोक मूल्य सूचकांक में तीन सौ प्रतिशत की बढ़ोतरी हुई, लेकिन किराया नहीं बढ़ाया गया। पिछले वर्ष इस प्रसंग में जो कुछ हुआ, मैं यहां उसकी चर्चा नहीं करना चाहता। इसका कारण यह था कि रेलवे बजट को क्षेत्रीय राजनीति के साथ जोड़ दिया गया, जिसकी वजह से कुछ आवश्यक काम रुक गए और किसी भी व्यक्ति ने किराया बढ़ने की जिम्मेवारी अपने ऊपर नहीं लेनी चाही। मैं समझता हूँ कि इसके पीछे उनके अपने कारण रहे होंगे, हर व्यक्ति अपने हस्तिनापुर के साथ बंधा हुआ होता है, लेकिन जब तक किराया नहीं बढ़ाया जाएगा तब तक इसके अंदर सुधार करने की कोई संभावना पैदा नहीं होती। रेलवे का घाटा लगातार बढ़ता गया। सन् 2005-06 में जहां रेलवे के पास 6,193.03 करोड़ रुपए की अतिरिक्त राशि थी, यह 2009-10 में घटकर 75,00,000 रुपए रह गई। बाद में इस विभाग को दैनिक खर्चों के लिए भी सरकार से उधार लेकर, ऋण लेकर, काम चलाना पड़ा। उसका परिणाम यह हुआ कि आज कई हजार रेलवे पुल ऐसे हैं जिनकी उम्र सौ साल से ज्यादा की हो चुकी है और वहां से गाड़ियां सावधानी से निकाली जाती हैं। मैं यहां सभी बातों की चर्चा नहीं करना चाहता। इन सब बातों की जिम्मेवारी एक व्यक्ति, एकदम, एक बजट, के अंदर पूरी नहीं कर सकता।

[उपसभाध्यक्ष (श्री तिरुची शिवा) पीठासीन हुए]

माननीय रेल मंत्री जी ने किराये बढ़ाने का काम हिम्मत के साथ किया है। अगर ऐसा नहीं किया जाता तो मैं समझता हूँ कि रेलवे की स्थिति और गंभीर हो जाती। पिछले 17 सालों में चाहे कोई भी रेल मंत्री रहा हो, उसने यह साहस नहीं जुटाया। आज सारे देश में जो रूट रिले सिस्टम है, वह नहीं लग पाया और अभी ट्रेन प्रोटेक्शन वार्निंग सिस्टम लगाना बाकी है। दुर्घटना रोकने के लिए एन्टी कुलीजन डिवाइस नहीं है, आर्थिक तंगी के कारण सिर्फ भुवनेश्वर राजधानी में फायर अलार्म सिस्टम है, बाकी लगभग साढ़े बारह हजार गाड़ियों में यह सिस्टम नहीं है। जबकि एक गाड़ी में यह सिस्टम लगाने के लिए लगभग पांच लाख रुपए खर्चा आता है। मैं सेम पित्रोदा और काकोदकर की कमेटी की चर्चा नहीं करना चाहूंगा, पर मैं इतना जरूर कहना चाहता हूँ कि माननीय मंत्री जी ने जिस ढंग से इस बजट में व्यावहारिकता दिखाई है, वह सराहनीय है।

[डा. राम प्रकाश]

इसलिए साधारण किराये में उन्होंने जो बढ़ोतरी की है, मैं उसका समर्थन करता हूँ। मैं इसके साथ ही एक बात कहना चाहूंगा कि माल भाड़े में कुछ बढ़ोतरी करनी पड़ती है, लेकिन यात्री किराये के घाटे की पूर्ति माल भाड़े से करने की जो परिपाटी है, वह स्वस्थ परिपाटी नहीं है, इसका बुरा असर पड़ता है। इससे माल ढुलाई का जो काम है, वह रेलवे के हाथ से निकलकर ट्रकों के हवाले हो जाता है। 1970-71 में कुल ढुलाई का 70 प्रतिशत कार्य रेल द्वारा होता था, जो आज केवल 30 प्रतिशत रह गया है। इसका यह परिणाम है कि जो आम सड़कें हैं, उन पर कंजेशन है, डीजल की अधिक खपत हो रही है, सड़कें टूट रही हैं और महंगाई बढ़ रही है। इसका एक कारण माल भाड़े की ऊँची दर के साथ-साथ गाड़ियों का लेट-लतीफ होना भी है। आज रेलवे लाइन की यह हालत है कि एक्सप्रेस गाड़ी निकालने के लिए माल गाड़ी को रोकना पड़ता है। दिल्ली और अम्बाला, जिस क्षेत्र में मैं रहता हूँ, वहाँ दिल्ली से अम्बाला एक्सप्रेस गाड़ी 181 किलोमीटर का सफर 3 घंटे में पार करती है। क्योंकि एक्सप्रेस गाड़ी को निकालने के लिए माल गाड़ी को रोकना पड़ता है, इसलिए माल गाड़ी यह रास्ता करीब 8 घंटे में पूरा करती है, जिसके कारण रेलवे के पास ढुलाई का काम कम हो जाता है। इसके लिए डेडिकेटेड फ्रेट कॉरिडोर की जरूरत है। क्योंकि यह बात क्षेत्रीय वोट बैंक से जुड़ी हुई नहीं थी, इसलिए किसी ने इसकी तरफ ध्यान नहीं दिया, लेकिन मैं माननीय मंत्री जी को इस बात के लिए बधाई देना चाहता हूँ कि उन्होंने इस समस्या को समझा है। मैं अपनी बात को लंबा नहीं करना चाहूंगा, लेकिन बताना चाहता हूँ कि हरियाणा की बहुत लंबे समय से कुछ मांगें लंबित पड़ी थीं, माननीय मंत्री जी ने इधर ध्यान दिया है, इसलिए हरियाणा की जनता की ओर से मैं उनको और हरियाणा के मुख्यमंत्री चौ. भूपेन्द्र सिंह हुडा को बधाई देना चाहता हूँ। हरियाणा सरकार के सहयोग से सोनीपत में 400 एकड़ में रेल कोच का कारखाना लगने लगा है। इस बजट में हरियाणा के लिए 7 नई एक्सप्रेस गाड़ियाँ और 1 पैसेन्जर ट्रेन का प्रावधान हुआ है। इसमें बान्दा-हिसार, दिल्ली-फिरोजपुर, इंदौर-चंडीगढ़, कालका-शिरडी, कटरा-कालका, ऊना-अम्बाला और कोटा-जम्मू तवी आदि एक्सप्रेस गाड़ियाँ शामिल हैं। सोहना, हिसार और यमुना नगर से 3 नई लाइनों का सर्वे किये जाने का प्रावधान किया गया है। दो नई डेमू हरियाणा को मिली हैं। ऐसा विश्वास दिलाया गया है कि जाखल से लुधियाना, हिसार तक रेलवे लाइन का विद्युतीकरण होगा ...(समय की घंटी)... मैं एक-दो मिनट और लेना चाहता हूँ। इन सारे कामों के लिए जहाँ माननीय मंत्री जी ने सहजता दिखाई है, वहाँ चौधरी भूपेन्द्र सिंह हुडा ने भी पूरा आर्थिक सहयोग देने का वायदा करके कामों को निभाना चाहा है। मंत्री जी के बहुत से प्रस्ताव हैं, लेकिन समयाभाव में मैं उन सभी चर्चा नहीं करूंगा, इसलिए एक-दो बात कहकर अपनी बात समाप्त करना चाहूंगा। एक तो यह है कि माननीय मंत्री जी ने दस लाख से अधिक आबादी वाले और धार्मिक स्थानों, जो पर्यटन की दृष्टि से महत्वपूर्ण हैं, उन स्टेशनों की सफाई के ऊपर विशेष ध्यान देने का विश्वास दिलाया है। ऐसे 104 स्टेशनों की पहचान की जाएगी। इसके लिए उनकी जितनी सराहना की जाए, वह थोड़ी है।

महोदय, कुरुक्षेत्र तमाम विश्व के अंदर प्रसिद्ध स्थान है। यहां योगेश्वर कृष्ण ने गीता का उपदेश दिया था। मैं यह समझता हूं कि सफाई के क्षेत्र में भी इस स्टेशन का ध्यान रखा जाएगा। आपसे पहले रेलवे ट्रैक की यह हालत रही है कि यह देश का सबसे बड़ा ओपन शौचालय है। ट्रैक के दोनों तरफ ओपन डस्टबिन है। आपने जो सफाई की बात कही है, उसके लिए मैं आपके प्रति आभार प्रकट करता हूं। ...**(समय की घंटी)**... मैं दो बातें और कहना चाहता हूं कि एक तो आपने जो यह कहा है कि हम प्लास्टिक का इस्तेमाल कम करके, खत्म करके उसकी जगह रीसाइकलड पेपर का इस्तेमाल करेंगे, यह बहुत सराहनीय बात है। ...**(व्यवधान)**...

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Thank you. Dr. Ram Prakash.

डा. राम प्रकाश : दूसरा, आपने शहीदों के साथ जुड़े हुए, स्वतंत्रता संग्राम के साथ जुड़े हुए स्टेशनों की जो बात कही है, उसमें मैं आपका ध्यान एक तो काकोरी स्टेशन की तरफ दिलाना चाहूंगा ...**(व्यवधान)**... एक सैकंड सर, मैं बहुत महत्वपूर्ण बात कहने जा रहा हूं।

रेलवे के इतिहास में काकोरी एक ऐसी घटना है, जिसमें चार आदमियों को फांसी दी गई थी और किसी जगह ऐसा नहीं हुआ है।

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Thank you. Now, Mr. Ram Kripal Yadav.

डा. राम प्रकाश : मैं यह समझता हूं कि राम प्रसाद बिस्मिल और जो बाकी तीन शहीद हैं, राजेन्द्र लाहिड़ी, रोशन लाल, अशफाक उल्लाखां उनका वहां कोई स्मारक बनना चाहिए।

एक, जिस रेल के जरिए नेताजी सुभाष चन्द्र बोस कोलकाता से निकल कर गए थे...

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): It is not going on record.

डा. राम प्रकाश : *

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Dr. Ram Prakash, it is not going on record.

श्री राम कृपाल यादव (बिहार) : सर, मैं आपका आभार व्यक्त करता हूं कि आपने मुझे रेल बजट पर बोलने का अवसर प्रदान किया है। भारतीय रेल लाइफलाइन है और यह लगभग 160 साल पुरानी है। मैं समझता हूं कि लगभग 14 लाख कर्मचारी हैं, जिनके बल और भरोसे पर यह रेलवे चल रही है, मगर विगत दिनों से रेल की स्थिति कुछ ठीक नहीं है। कई माननीय सदस्यों ने हमारे नेता लालू प्रसाद यादव जी जब रेल मंत्री थे, उसकी चर्चा की, मगर मैं आपको बताऊं कि यूपीए-1 में लालू जी सन् 2004 से 2009 तक रेल मंत्री थे। वह रेलवे का स्वर्ण युग था और रेलवे ने 60 हजार करोड़ रुपए का मुनाफा कमाया, बिना भाड़ा बढ़ाए

[श्री राम कृपाल यादव]

हुए, यहां तक कि भाड़ा भी कम किया। उनकी बुद्धि, उनके विवेक, उनकी सोच, उनकी प्रतिभा, जिसकी वजह से रेल चमकी थी, मगर बाद के दिनों में रेल मंत्रालय जिन लोगों के हाथ में गया, मैं किसी का नाम नहीं लेना चाहता, धीरे-धीरे उसकी स्थिति खराब हो गई। आज निश्चित तौर पर रेल खराब स्थिति में चल रही है, पैसैंजर्स की समस्या है, रेल समय पर नहीं चल रही है और मैं समझता हूं कि खान-पान भी ठीक नहीं है। कई तरह की समस्याएं हैं, जिनका जिक्र माननीय सदस्यों ने किया है, मैं अपना समय जाया नहीं करना चाहता।

महोदय, यह कहा गया कि बिहार में सब कुछ चला गया। जो प्रदेश पिछड़ा है, अगर वहां के रेल मंत्री या कोई प्रधानमंत्री उस पर कुछ विशेष कृपा कर रहे हैं, कुछ विशेष योजना देने का काम कर रहे हैं, जो पिछड़ा हुआ प्रदेश है, उसको आगे लाने के लिए, तो बिहार पिछड़ा प्रदेश है, जहां आज भी गरीबी और फटेहाली है, अगर वहां रेल मंत्रालय ने कुछ काम करने का प्रयत्न किया है, अगर लालू जी ने कुछ योजनाएं दीं, तो उसके लिए इतना ज्यादा बवाल और बवंडर! महोदय, मुझे दुख के साथ कहना पड़ रहा है, माननीय रेल मंत्री जी, पवन कुमार बंसल जी बैठे हुए हैं, जो योजनाएं गई थीं, वे अधर में हैं, ठंडे बस्ते में डाल दी गई हैं। मेगा प्रोजेक्ट था, गंगा पर दो रेल ओवरब्रिज बनने थे। एक पटना से लेकर सोनपुर के इलाके और आगे दीघा के इलाके तक और दूसरा मुंगेर पर। मगर मैं आपको बताऊं, जब लालू जी रेल मंत्रालय से हटे, उसके बाद योजना की हालत यह है कि वह दम तोड़ रही है। हर साल जो पैसे दिए जा रहे हैं, वे एक करोड़, दो करोड़ रुपए हैं। 22 ऐसी महत्वपूर्ण परियोजनाएं हैं, जिनसे बिहार की स्थिति में सुधार होता, उन योजनाओं में कोई पैसा नहीं दिया जा रहा है। मेरे एक संसदीय क्षेत्र, जहां से मैं लोक सभा का तीन बार मेम्बर रहा हूं, वहां बिहटा से लेकर औरंगाबाद तक एक रेल लाइन थी और बहुत ही महत्वपूर्ण थी। उसके लिए जमीन एक्वायर कर ली गई थी, मगर आज उसकी हालत यह है कि वह दम तोड़ रही है। दो करोड़-तीन करोड़ रुपए। उस इलाके में आज तक लोगों ने रेल नहीं देखी है। महोदय, ऐसी बहुत सारी परियोजनाएं हैं।

माननीय मंत्री जी, बिहार जैसे पिछड़े इलाके पर आपका ध्यान होना चाहिए था। कहीं-न-कहीं आपने उसे नजरअंदाज करने का काम किया है। आपने 28 नई रेल लाइनें बिछाने का निर्णय लिया है। आपने 36 लाइनों के दोहरीकरण का निर्णय लिया है। कुल 136 योजनाएं हैं, जिनमें से एक भी बिहार के लिए नहीं दी गई है। क्या आपने बिहार की उपेक्षा नहीं की है? क्या आपने सोचा कि वहां चार से पांच कारखाने दिए गए थे, छपरा, महरौरा, मधेपुरा, सोनपुर में। दरियापुर छपरा, जो लालू जी का कार्यक्षेत्र है, संसदीय क्षेत्र है, वहां पर चक्के का कारखाना तैयार है, मगर उसकी कमिशनिंग नहीं हुई, उसको देश को सुपुर्द नहीं किया गया। इसकी क्या वजह है, क्या माननीय रेल मंत्री जी बताएंगे? वहां जांच-पड़ताल भी हो गई है, चक्का निकला भी है, मगर आज तक कमिशनिंग नहीं हुई, जिसकी वजह से काम पड़ा हुआ है। महरौरा, मधेपुरा, और सोनपुर का मामला तो बिल्कुल ही ठंडा पड़ गया है।

महोदय, मैं आपको बताऊं कि महत्वपूर्ण रेल परियोजना में बख्तियारपुर-खड़गपुर-लक्ष्मीपुर-मानपुर तक रेल लाइन थी। वह बिल्कुल पेंडिंग पड़ गई है।

सुल्तानगंज से बेलहर कटोरिया तक रेल लाईन थी, वह भी बिल्कुल मृतप्राय हो गई है। जमालपुर में पहले से एक बहुत बड़ा रेल कारखाना था, जिसका जीर्णोद्धार करना था, मगर आज तक उस पर ध्यान नहीं दिया जा रहा है और वह निश्चित तौर पर दम तोड़ रहा है। मैंने मुंगेर के पुल की चर्चा की, उसके लिए भी पैसे नहीं दिए जा रहे हैं। भागलपुर और थांवे में दो डीआरएम ऑफिस खोलने थे, उनका शिलान्यास भी हो गया था, तत्कालीन रेल मंत्री जी ने वहां कार्यालय भी प्रारंभ कर दिए थे, मगर उनके हटते ही दोनों डीआरएम ऑफिस मर रहे हैं। वहां देखने वाला कोई नहीं है। इसी तरह से और भी कई महत्वपूर्ण योजनाएं हैं।

माननीय मंत्री जी, आपने इस बार बिहार के लिए मात्र 5 ट्रेनें दी हैं, हालांकि आपने बहुत सारी नयी ट्रेन्स प्रारम्भ की हैं। मैं आपको बताना चाहूंगा कि अन्तर्राज्यीय स्तर पर सबसे अधिक जर्नी बिहार के लोग ही करते हैं। रेल यात्रा के माध्यम से जो जर्नी होती है, उसमें 20 प्रतिशत जर्नी केवल बिहार के लोग करते हैं, लेकिन आपने बिहार के लिए एक भी ट्रेन देने की कृपा नहीं की।

माननीय मंत्री जी, बिहार के लिए मात्र 5 ट्रेनों से काम चलने वाला नहीं है। जिस ट्रेन में चले जाएं, उसमें वही हालत है। वहां रेल लाइनों का जो दोहरीकरण हुआ था, उन रेल लाइनों पर कोई नयी गाड़ी नहीं चलाई गई। वहां रेलवे के पैसे का इन्वेस्टमेंट हुआ, लेकिन वहां की जनता को उससे कोई फायदा नहीं हो रहा है, क्योंकि उस पर आपने नई रेल चलाने का काम ही नहीं किया।

महोदय, मैं आपकी तरफ देख रहा हूं। ...**(समय की घंटी)**...

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): We are short of time.
...(Interruptions)...

श्री राम कृपाल यादव : महोदय, मुश्किल यह है कि जो पटना राजधानी ट्रेन है, उसमें से अच्छे कोच भी हटा दिए गए हैं और थर्ड क्लास कोच डाल दिए गए हैं, जिनमें सफर करना मुश्किल हो गया है। इन ट्रेनों में आप ऐसी-॥ का टॉयलेट देख लीजिए या फर्स्ट क्लास का टॉयलेट देख लीजिए या वहां का सब-स्टैंडर्ड खाना देख लीजिए, यह हाल देश की जितनी भी ट्रेनें हैं, उन सबमें है।

महोदय, मैं आपके माध्यम से माननीय मंत्री जी को एक सुझाव देना चाहता हूं।...**(व्यवधान)**...

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Please conclude.
...(Interruptions)...

श्री राम कृपाल यादव : सर, यह मेरा लास्ट प्वाइंट है। मेरा सुझाव यह है, रेलवे की लगभग 60 प्रतिशत जो आमदनी है, वह आप माल-भाड़े से कमाते हैं, 30 प्रतिशत आमदनी यात्री किराये से कमाते हैं और 5 प्रतिशत इधर-उधर से कमाते हैं। आपने इस बात का कोई विशेष ध्यान नहीं दिया कि रेल यात्रियों के लिए आप जितना भी किराया बढ़ा लीजिए, कोई सॉल्यूशन निकलने वाला नहीं है।

तीसरी लाइन बिछाने की जो योजना है, जिसकी शुरुआत लालू जी ने की थी, अगर आप उस योजना को लागू नहीं कीजिएगा तो उसका कोई लाभ नहीं होगा।

जिस डेडिकेटेड फ्रेट कॉरिडोर का मैंने अभी जिक्र किया था, जो लुधियाना से हल्दिया तक जानी थी, उस काम की अभी शुरुआत ही हुई थी, वह काम भी बन्द पड़ा हुआ है।

अंत में एक और निवेदन करके मैं अपनी बात समाप्त करूंगा। मोकामा से लेकर मुगलसराय, जो हमारा पटना और बिहार का क्षेत्र है, वहां पर तीसरी लाइन का प्रपोजल बहुत पहले से आया हुआ है। तीसरी लाइन नहीं होने की वजह से बिहार में जैसे ही ट्रेन प्रवेश करती है, वह डिले होनी प्रारंभ हो जाती है।

[MR. DEPUTY CHAIRMAN *in the Chair*.]

MR. DEPUTY CHAIRMAN: Please conclude. ...*(Interruptions)*... Please conclude. ...*(Interruptions)*...

श्री राम कृपाल यादव : माननीय मंत्री जी, मैं आपसे निवेदन करूंगा कि बिहार की योजनाओं को आप ठंडे बस्ते में नहीं डालिए। आप निश्चित तौर पर बहुत ही सार्थक सोच वाले मंत्री हैं।

MR. DEPUTY CHAIRMAN: Please conclude. ...*(Interruptions)*...

श्री राम कृपाल यादव : जो योजनाएं लंबित हैं, पूर्वाग्रह की जगह उनको पूरा करने का काम कीजिए। इतना कहते हुए मैं अपनी बात समाप्त करता हूं, धन्यवाद।

श्री हुसैन दलवाई (महाराष्ट्र) : धन्यवाद, सर, आपने मुझे बोलने का मौका दिया। मेरे ख्याल से जिन हालात में आज रेलवे जा रहा है, उन हालात में रेल मंत्री जी ने बहुत अच्छा बजट दिया है, ऐसा मैं समझता हूं। उन्होंने रेल फेयर बढ़ाने का काम किया है, अगर रेल-फेयर बढ़ेंगे नहीं तो रेलवे के पास पैसा नहीं आएगा और ऐसे में कोई नया प्रोजेक्ट नहीं आ सकता है। बहुत समय से रेल-फेयर नहीं बढ़े थे, आपने बढ़ाए, इसके लिए मैं आपको बधाई देता हूं।

मैं महाराष्ट्र के कुछ प्रोजेक्ट्स के बारे में बोलूंगा। महाराष्ट्र में रेल बजट को लेकर थोड़ी नाराजगी है। हमारे माननीय मुख्य मंत्री जी ने आपके पास आठ प्रोजेक्ट दिए थे, जिसमें अहमदनगर-बीड-परली-वैजनाथ और वर्धा-नांदेड़ वाया यवतमाल-पुसद हैं। इसके लिए 50 प्रतिशत और 40 प्रतिशत

खर्चा उठाने की बात की थी और ये प्रोजेक्ट आपने सैंक्शन भी किए हैं, लेकिन अभी तक इसमें कुछ काम चालू नहीं हुआ है।

सर, ऐसे छः प्रोजेक्ट्स हैं। इनमें से एक मनमाड़-इंदौर वाया मालेगांव-धुले-शिरपुर-नरदाना है। दूसरा वडसा-देसाईगंज-आरमोरी-गडचिरोली है, जो नक्सलवादी एरिया में है और विशेष प्लान में आता है। इसे आपको जल्दी लेना चाहिए। इसके बाद गडचांदुर-अदीलाबाद है, जो विदर्भ डेवलपमेंट प्रोग्राम के अन्दर आता है। यदि आप इसे करेंगे, तो वहां बड़ी मदद हो जाएगी। पुणे और नासिक दो बड़ी सिटीज़ हैं, जिनको जोड़ना बहुत जरूरी है। इससे एक तरह से वहां एक कॉरिडोर का निर्माण होगा, जिसके जरिए वहां बड़े पैमाने पर डेवलपमेंट हो सकता है। इसमें कराड-चिपलूण भी है, जिसमें हमारे चीफ मिनिस्टर साहब से उसका 50 फीसदी खर्च उठाने का आश्वासन दिया है। अगर कराड-चिपलूण रेलवे लाइन होगी, तो पश्चिमी महाराष्ट्र में बड़े पैमाने पर जो उत्पादन होता है, उसे वहां के पोर्ट्स तक पहुंचाने का काम उससे होगा। मेरा तो यह कहना है कि कराड-चिपलूण-गुहागर-दापोली तक वह लाइन बनानी चाहिए, जिसके जरिए भारतीय शिपयार्ड, चौगुल पोर्ट, एनरॉन और बड़े पैमाने पर वहां जो इंडस्ट्रीज़ आ रही हैं, उनको इसका फायदा हो। वह इलाका पिछड़ा हुआ है, तो वहां बदलाव लाने के लिए भी यह बहुत जरूरी है। नागपुर-नागभीड़ में गेज कन्वर्जन की जरूरत है। महाराष्ट्र सरकार द्वारा जो और 33 प्रोजेक्ट्स दिए गए हैं, उनके बारे में खास कुछ बात इस बजट में नहीं कही गई है।

मैं आपकी मालूमात के लिए बताता हूं कि मैं रेल मजदूर यूनियन के सेंट्रल जोन का अध्यक्ष हूं। मजदूरों के कुछ सवाल हैं। मजदूरों की एक मांग ऐसी है, जिस पर मंत्री महोदय को जरूर विचार करना चाहिए। उनकी एक मांग ग्रांट ऑफ वॉल्यूंटरी रिटायरमेंट स्कीम की है। कुछ मजदूरों का कहना है कि उनके 50 साल के होने के बाद वॉल्यूंटरी रिटायरमेंट स्कीम लागू की जाए। उसका फायदा मजदूरों को भी होगा और रेलवे को भी हो सकता है, क्योंकि इसके जरिए रिटायरमेंट बेनिफिट्स कम देने पड़ेंगे तथा जो उनकी जगह नये-नये आदमी लिए जाएंगे, वे उनके परिवार में से ही लेने चाहिए। तो इससे उनको भी इम्प्लायमेंट मिल जाएगी।

दूसरा यह है कि बहुत दिनों से उनकी यह मांग है कि उनके लिए एक वेजेज़ बोर्ड होना चाहिए। वे अभी सेंट्रल पे कमिशन में कवर होते हैं, तो उसकी बजाय उनके लिए अलग से वेजेज़ बोर्ड होना चाहिए। दुर्गा पूजा के बाद उनको प्रोडक्टिविटी लिंकड बोनस दिया जाता है। उसमें खास बात यह है कि सीलिंग लगाई जाती है। सीलिंग लगाए जाने की वजह से उनको पूरी तरह से उसका फायदा नहीं मिलता है। वे प्रोडक्शन देते हैं, इसलिए उनको यह बोनस दिया जाता है। इसलिए, ऐसा उनके साथ नहीं करना चाहिए, ऐसा मैं आपके जरिए मंत्री महोदय से विनती करूंगा।

सर, मैं कॉकण रेलवे के बारे में यह कहूंगा कि इसको बनाये जाने के लिए हमने बहुत संघर्ष किया था, हम जेल भी गए थे और भी बहुत कुछ हुआ था कॉकण रेलवे बन सकेगी, ऐसा लोगों को लगता नहीं था, लेकिन कॉकण रेलवे बन गई। आज ऐसा है कि कॉकण रेलवे

7.00 P.M.

[श्री हुसैन दलवाई]

मुम्बई से केरल और गोवा जाती है। बीच में हमारा इलाका कोंकणी इलाका है, उसको इसका फायदा नहीं मिलता है, इसलिए ज्यादा गाड़ियां वहां चलनी चाहिए। आज मुम्बई-सावंतवाडी ही एक गाड़ी है, तो उसके बजाए दो गाड़ियां होनी चाहिए। एक गाड़ी मुम्बई-चिपलूण में होनी बहुत जरूरी है और रत्नागिरी तक भी इसका होना बहुत जरूरी है। इसके अलावा, कुछ लोकल गाड़ियां अधिक होनी चाहिए। मैं तो कहूंगा कि अभी एक ही ट्रेक है, इसमें दो ट्रेक्स करना बहुत जरूरी है, उस पर सरकार को ध्यान देना चाहिए।

आखिर में मुम्बई की लोकल गाड़ियों के बारे में कहूंगा। मंत्री महोदय भी इस बात को कुबूल करेंगे कि मुम्बई बड़े पैमाने पर रेवेन्यू देता है। लेकिन, उनकी हिफाजत के लिए और उनका प्रवास सुखकर हो, इसके लिए कोई भी इंतजाम नहीं किया जाता। सालों से मैं देख रहा हूं कि दिन-ब-दिन उसमें भीड़ बढ़ती जा रही है, लेकिन उनको सुविधा नहीं दी जाती। वे सुविधाएं देने के लिए, मैं तो यह कहूंगा कि दोनों ट्रेक्स के अगल-बगल में जो बड़े पैमाने पर जमीन है, जो कि एनक्रोच की गई है, उसको खाली कराकर उस पर दो ट्रेक्स तो अभी ही बढ़ा सकेंगे।

सरकार ने कहा है, रेल मंत्रालय ने कहा है कि हम एलवेटिड रेलवे करेंगे। एलवेटिड रेलवे जैसा बड़ा सपना देखना आकाश की तरफ देखने जैसा है, वह होने से पहले यह हो सकता है, जिसके जरिए वहां जो झोंपड़-पट्टी है, उनको घर भी दिए जा सकते हैं और उस जमीन का कमर्शल उपयोग करके रेलवे को बड़े पैमाने पर राशि भी मिल सकती है, जिससे रेलवे को बढ़ाने का काम हो सकेगा। यह करना चाहिए, आपके माध्यम से यह मेरी वितनी है। मुम्बई की तरफ खास ध्यान देना बहुत जरूरी है। महोदय, मैं आपके माध्यम से विनती करता हूं कि सरकार को मुम्बई के लोगों को राहत देने का काम करना चाहिए, धन्यवाद।

चौधरी मुनब्वर सलीम (उत्तर प्रदेश) : माननीय उपसभापति महोदय, 26 फरवरी को जब हिन्दुस्तान के रेल मंत्री, माननीय एडवोकेट पवन कुमार बंसल साहब हिन्दुस्तान की महान लोक सभा में अपना बजट पेश कर रहे थे, उस वक्त मध्य प्रदेश के भोपाल के नजदीक मुग्वारा नामक गांव से एक मां ने अपने बच्चे को सजा-संवार कर स्कूल के लिए रवाना किया। वे बच्चे स्कूल के लिए रवाना हुए, मां ने उन्हें दुआएं दीं और वे स्कूल के लिए रवाना हो गए, लेकिन माननीय उपसभापति महोदय, चंद घंटों के बाद वे बच्चे जिंदा नहीं, बल्कि गोشت के कुछ लोथड़े उनकी मां के पास पहुंचे और उस लोथड़े को देख कर मां आज तक बेहोश है। यह हादसा विदिशा संसदीय क्षेत्र का है। ...**(व्यवधान)**... महोदय, उन बच्चों की मौत का कारण वहां पर फुट ओवर ब्रिज का नहीं होना है। वहां फुट ओवर ब्रिज न होने के कारण, पैदल पुल नहीं होने के कारण उन बच्चों को पटरी से गुजरना पड़ता था और वहां लगातार इस तरह के हादसे हो रहे थे। इस तरह के हादसे मध्य प्रदेश के विदिशा में हो रहे हैं, जहां पिछले

†[]Transliteration in Urdu Script.

श्री थावर चन्द गहलोत : महोदय, माननीय मंत्री जी ने बहुत सारे राज्यों के संबंध में रेल मंत्रालय से की गई कार्रवाई की जानकारी दी, परंतु मैं उनसे निवेदन करना चाहता हूँ कि उन्होंने मध्य प्रदेश के बारे में कुछ नहीं कहा है, इसलिए मैं पूछना चाहता हूँ कि चल रहे कार्यों की प्रगति क्या है? इसके बारे में भी आप बताएं। मैं आपसे जानना चाहता हूँ कि पिछले तीन बजटों में रेल मंत्रियों ने मध्य प्रदेश की कुछ रेल लाइनों का सर्वे करने का वायदा किया था, उनको क्या हुआ? वे सर्वे शुरू हुए या नहीं हुए? यदि नहीं शुरू हुए, तो कब करेंगे? बीना से भोपाल तक एक मेमू ट्रेन चलनी थी, वह अभी तक नहीं चली है? वह कब तक चलेगी? पिछले रेल बजट में रेल मंत्री जी ने विदिशा में रेल इंजन्स के ऑल्टर्नेटर बनाने का एक कारखाना खोलने का निर्णय लिया था, पर उस संबंध में अभी तक क्या प्रगति हुई, उसकी भी कोई जानकारी नहीं दी गई है।

महोदय, मैं यह भी जानना चाहता हूँ कि पहले दो बार उज्जैन से आगरा-सुसनेर-सोयद-रामगंज-मंडी-छालावाड़ रोड होकर रेल लाइन के लिए अद्यतन सर्वे कराया, उसके पहले सर्वे कराया, पर उस संबंध में भी कोई जानकारी नहीं दी है। इसके साथ ही साथ, जो बजट प्रावधान जिन योजनाओं में है, उनके बारे में भी कोई जानकारी नहीं दी, जैसे इंदौर-रतलाम-खंडवा रेल लाइन का ब्रॉडगेज, इंदौर से मनमाड़ रेल लाइन तथा रतलाम से छोटा उदयपुर वाली रेल लाइन है ...**(व्यवधान)**... इस सब बातों के बारे में आप जानकारी देंगे और चलाने की व्यवस्था करेंगे, काम कराने की व्यवस्था करेंगे, तो बहुत अच्छा होगा। ...**(व्यवधान)**... महोदय, मैं अपेक्षा करता हूँ कि माननीय मंत्री जी इन सब बातों के बारे में, मध्य प्रदेश के बारे में कुछ कहेंगे, तो अच्छा होगा क्योंकि उन्होंने एक बार भी मध्य प्रदेश का नाम नहीं लिया, धन्यवाद।

डा. विजयलक्ष्मी साधू (मध्य प्रदेश) : महोदय, मैं गहलोत जी के इंदौर-मनमाड़ रेल लाइन और खंडवा-इंदौर रेल लाइन को ब्रॉडगेज करने संबंधित मांगों का समर्थन करती हूँ, धन्यवाद।

श्री रणवीर सिंह प्रजापति (हरियाणा) : सर, आपने मुझे बोलने का मौका दिया, इसके लिए धन्यवाद। मेरे ख्याल से आप मुझसे नाराज रहते हैं, इसलिए आपने मुझे जो टाइम दिया है, उससे भी कम समय में अपनी बात पूरी कर मैं आपको खुश रखने की कोशिश करूंगा।

सर, आपने मुझे रेल बजट जैसे महत्वपूर्ण विषय पर बोलने का मौका दिया, इसके लिए आपको धन्यवाद। मैं इस बात के लिए माननीय रेल मंत्री जी को धन्यवाद करूंगा कि हरियाणा की कुछ जो पुरानी मांगें थीं, उनको इन्होंने इस बार रेल बजट में रखने का काम किया है, अदरवाड़ पिछले कई सालों से जब रेल बजट आता था, तो उसमें हरियाणा का कहीं कोई नाम नहीं होता था। इसके लिए मैं माननीय मंत्री जी का तहेदिल से आभार व्यक्त करता हूँ और उनको बधाई देता हूँ।

मैं मंत्री जी को खासकर इस बात के लिए धन्यवाद करना चाहूंगा कि उन्होंने अग्रोहा,

जो कि एक ऐतिहासिक स्थल है और अग्रवाल समुदाय का भी एक बहुत बड़ा तीर्थ स्थल है, उसको रेलवे लाइन से जोड़ने की बात कही है। उन्होंने फतेहाबाद, जो कि जिला हेडक्वार्टर होने के बावजूद रेल लाइन से अछूता था, वहां नयी रेल लाइन बिछाने का ऐलान किया है तथा मेवात एवं नरवाना-उकलाना में भी नयी रेल लाइन बिछाने का ऐलान किया है, जिससे चंडीगढ़ का रास्ता इन जगहों से सीधा जुड़ जाएगा। इसके लिए मैं मंत्री जी का विशेष तौर से धन्यवाद करूंगा।

साथ ही, मैं मंत्री जी से निवेदन करूंगा कि पिछले बजट में भी मैंने ये कुछ मांगे उठायी थीं। सर, हिसार एक बहुत बड़ा शहर है। वहां तीन यूनिवर्सिटीज हैं, एक बहुत बड़ा आर्मी कैंट है और एक थर्मल प्लांट है। इसके बावजूद, हिसार से कोई भी मेल गाड़ी की व्यवस्था नहीं है। महोदय, हिसार से अनेक श्रद्धालु वैष्णो देवी तथा ब्यास का डेरा जाते हैं, इसलिए मैं माननीय मंत्री जी से निवेदन करता हूं कि वे कृपा करके हिसार से अमृतसर वाया ब्यास एक इंटरसिटी ट्रेन चलवाएं या वहां से कोई मेल या एक्सप्रेस गाड़ी चलायी जाए। इसी तरह, हिसार से हरिद्वार वाया जाखल, धुरी, अम्बाला कोई एक्सप्रेस गाड़ी चलायी जाए। वहां इस तरह की किसी गाड़ी की व्यवस्था नहीं है, इसलिए माननीय पवन बंसल जी, जो कि हमारे हरियाणा की राजधानी से हैं, उनसे मैं विशेष रूप से आग्रह करूंगा कि वे अपनापन दिखाते हुए इस बात पर जरूर गौर करें।

मैं रेल मंत्री जी का ध्यान एक बहुत ही जरूरी चीज की ओर भी दिलाना चाहूंगा। हिसार से सादलपुर के बीच जो रेलवे लाइन है, वह पहले छोटी लाइन थी और अब वह बड़ी लाइन बन गयी है। वह लाइन वहां स्थित देवा गांव के साथ होकर जाती है और देवा गांव के खेत रेलवे लाइन के उस पार हैं। जब वहां छोटी रेलवे लाइन थी, तब तो लोग उसको ऊपर से पार कर लिया करते थे, लेकिन अब उसको पार करने में बड़ी भारी दिक्कत है। किसानों को अपने खेत तो सामने दिखायी देते हैं, लेकिन उनको वहां अपनी बैलगाड़ी और अपने ट्रैक्टर लेकर कई किलोमीटर दूर से होकर जाना पड़ता है। इसलिए मंत्री जी, मैं आपसे विशेष रूप से यह आग्रह करूंगा कि जो देवा गांव है, जहां से होकर हिसार से सादलपुर जाने वाली रेलवे लाइन गुजरती है और जो कि हिसार से मात्र सात-आठ किलोमीटर दूर है, वहां एक रेलवे क्रॉसिंग की व्यवस्था की जाए।

इसी तरीके से, गंगवा से कैमिरी रोड का जो मार्ग है, उस पर एक रेलवे क्रॉसिंग की व्यवस्था की जाए ताकि जो किसान हैं, जो कि अन्न पैदा करते हैं और उनको जो बड़ी दिक्कत और परेशानी होती है, उस परेशानी से उनको निजात मिल सके। इसलिए मैं आपसे विशेष रूप से आग्रह करूंगा कि ये जो दो रेलवे क्रॉसिंग्स ऊपर से पार करने के लिए हैं, वे मानवरहित न बनाए जाएं, बल्कि मानवसहित बनाए जाएं, ताकि आम किसानों की दिक्कत दूर हो सके। इसी तरह से, अनेक रेलवे क्रॉसिंग्स, जो मानव रहित हैं, उन पर बहुत ज्यादा दुर्घटनाएं होती हैं और आमतौर पर जब कोई दुर्घटना हो जाती है, तब जाकर हम उस पर अमल करते हैं।

[श्री रणवीर सिंह प्रजापति]

इस रिपोर्ट के अंदर भी यही दिखाया गया है कि जो मानव रहित क्रॉसिंग हैं, उन पर बहुत ज्यादा दुर्घटनाएं हुई हैं। इसलिए खासकर, मैं अपने पड़ोस की एक घटना बतलाता हूं। यह कई साल पुरानी बात है। यहां अब रेलवे फाटक बना है, जहां पर पहले एक बहुत बड़ी घटना हो गई थी। तब घटना के अगले ही दिन वहां फाटक भी बना दिया और वहां आदमी की भी ड्यूटी लगा दी। इसलिए इस तरह की घटनाओं को टालने के लिए जरूरत है कि हम समय रहते उन पर विचार करें। इन्हीं शब्दों के साथ, आप बार-बार समाप्त करने के लिए कह रहे हैं, इसलिए आपसे भी निवेदन करूंगा कि हमें बोलने का समय दिया करें, हम आपके आदेश का पालन करते हैं। इसके साथ ही मैं मंत्री जी से निवेदन करूंगा कि हमने जो छोटी-छोटी दो मांगें रखी हैं, एक रेलगाड़ी की और दूसरी क्रॉसिंग की, इनको इसी बजट के अंदर मंजूर करने की कृपा करें। बहुत-बहुत धन्यवाद।

SHRI BHUBANESWAR KALITA (Assam): Mr. Deputy Chairman, Sir, at the very outset, I congratulate the hon. Railway Minister, Shri Pawan Kumar Bansal, for really presenting a very balanced and progressive Railway Budget, 2013-14.

In the past, when a few Railway Budgets were presented to the other House and to this House, those were blamed to be some Stateoriented or the other. But, for the first time, our hon. Railway Minister has presented a national Railway Budget which is truly appreciable and has almost covered every nook and corner of the country.

I come from a State where the first railway line was built in the year 1882. The then British Assam Railway and Trading Company built the Dibrugarh-Saikhowa railway line in 1882; and Makhum-Ledo railway line in 1884. These two railway lines still exist; and still under operation. I want to suggest to the Railway Minister whether the Ministry can think of a heritage railway line on this. Not only that a number of Members were talking about Mountain Railways in China. Mountain Railways were built in Assam from Lumding via Haflong to Badarpur. Those Railway lines are still existing and still operating. We can think of connecting the entire North Eastern States by Mountain Railways. I would like to request the Railway Minister to consider this in future.

There are some pending projects which have been announced by the Railways but have not yet been completed. Those are Bogibeel Bridge which has not yet been completed. It is still under construction. Similarly, Jiribam-Tupul-Imphal project

and Bhairabi-Sairang project are yet to be completed. Harmuti-Itanagar project has been taken up. I congratulate the Minister.

Rest of the gauge conversion projects although have been taken up, works are yet to be completed. Those are Rangia Murkongselek line, Lumding-Silchar-Jiribam line and Badarpur to Bhairabi line. The survey has been completed in respect of new railway line between Jogigopa and Amingaon via Barpeta/Doulashal but the work has not yet begun. I would request the Railway Minister to consider this, and in the next Railway Budget, please allocate some funds so that the work can be started. A wagon factory at Guwahati has been announced. A multi-specialty hospital each at Guwahati, Rangia, Rangapara North and Bongaigaon had been announced in the Railway Budget, 2010-11; and an industrial park at Bongaigaon, but the works have not yet started. The entire North East Frontier Railway (NFR) is lacking in doubling of railway track; and in electrification. The doubling of railway line has been taken up from New Bongaigaon to Kamakhya via Rangia. I really thank the hon. Minister for taking it up. But earlier for doubling of the track the fund allocated was Rs.800 crores, now it is Rs.100 crores.

I am still in doubt whether it will be completed or not. The most important point is the electrification work in the entire North East Region area and the NF Railway has not been taken up. I have an alternative suggestion for that. Although electrification has not been done maybe due to power shortage or due to whatever reason, but the hon. Railway Minister can genuinely think of generation of new and renewable energy. We have so many railway stations; we have so many railway platforms. Those platforms can be used for generation of new and renewable energy.

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI BHUBANESWAR KALITA: In this way, some of the needs of the Railways can be met. Thank you.

MR. DEPUTY CHAIRMAN: Shrimati Kusum Rai. Please conclude in two minutes.

SHRIMATI KUSUM RAI (Uttar Pradesh): Sir, only two minutes. सर, दो मिनट में क्या बोलें?

श्री उपसभापति : अगर नहीं बोलना तो बैठिए। दो मिनट में बोलना है तो बोलिए।

श्रीमती कुसुम राय : आपने तो वही हाल कर दिया कि हाथ-पैर बांध दिए और कह दिया कि चल कर दिखाओ।

श्री उपसभापति : आपको जो मांगना है, मांग लीजिए। You put your demands. You have given your name now. These names have come to me just now. I am not supposed to call you. But still I have called you to speak. You should understand it.

श्रीमती कुसुम राय : माननीय उपसभापति जी, मुझे आपके द्वारा दो ही मिनट का समय मिला है, इसलिए मैं माननीय रेल मंत्री जी से यह कहना चाहती हूँ कि भारतीय रेल ही ऐसी व्यवस्था है, जो गंगा, यमुना और सरस्वती - तीनों की हमारी भारतीय संस्कृति को जोड़ती है। महोदय, हमारे सभी सदस्यों ने बड़े अच्छे तरीके से अपनी मांगों को यहां रखा है।

मैं दो मांगें रेल मंत्री जी से विशेष रूप से करना चाहती हूँ। महोदय, उत्तर प्रदेश बहुत बड़ा प्रदेश है। उसमें सबसे ज्यादा ईस्टर्न यूपी के लोग हैं, जो हरेक प्रदेश में जाकर रोजी-रोटी कमाने का काम कर रहे हैं। उनकी बहुत सी समस्याएं ऐसी हैं, जिनके बारे में मैं दो मिनट में चर्चा नहीं कर सकती। ये सभी समस्याएं मैं लिखकर माननीय रेल मंत्री जी को दे दूंगी।

श्री उपसभापति : आप अपनी मांग रख दीजिए।

श्रीमती कुसुम राय : मैं पत्र लिखती हूँ तो आपका जवाब आता है, जैसे कि हमारी बड़ी बहन प्रभा जी भी कह रही थीं।

श्री उपसभापति : आप लिखिए, आपको रिप्लाय जरूर मिलेगा।

श्रीमती कुसुम राय : माननीय प्रभा जी, बोल रही थीं कि हमारे विपक्ष के लोग तारीफ नहीं करते। हम तारीफ भी करते हैं, लेकिन मुझे लगता है कि संसद हमारा चुनावी अखाड़ा नहीं है। हम यहां अपनी समस्याओं को आप को बताने के लिए आते हैं। आपने एक विषय रखा कि अटल जी की फोटो नहीं लगायी जाती है और राम का नाम लेते हैं, उसकी मैं घोर निंदा करती हूँ क्योंकि हम सब लोग यहां जन-प्रतिनिधि की हैसियत से आए हैं। हम यहां अपने प्रदेश की और अपने लोगों की समस्याओं को लेकर आते हैं। इसलिए मंत्री जी, मैं इन समस्याओं के बारे में आपको लिखित रूप में भेजूंगी। महोदय, आजादी के बाद से शाहगंज से लेकर बनारस तक डबल लाइन बिछाने का काम चल रहा है, लेकिन वह अभी तक पूरा नहीं हुआ है जिससे 50-60 गाड़ियां प्रभावित होती हैं। वे वहां से 25-30 किलोमीटर की दूरी से चली जाती हैं। दूसरे बलिया से और गाजीपुर से लखनऊ के लिए इंटरसिटी की मांग सदियों से चली आ रही है। मैं सदन के माध्यम से आपसे मांग करती हूँ कि अपने बजट में जोड़कर इस समस्या का समाधान करें। सर, बोलने को तो बहुत कुछ है, लेकिन समय नहीं है। सर, वैसे भी पीछे वाले तो अनाथ की तरह बैठे रहते हैं, लेकिन आप कृपा कर के इधर भी देख लिया कीजिए और हमें भी टाइम दे दिया कीजिए।

श्री उपसभापति : बाकी के बारे में चिड़्डी लिख दीजिए।

श्रीमती कुसुम राय : सर, मैं लिखकर तो बहुत सी समस्याएं लाई थी, लेकिन आपने मुझे बोलने का समय दिया, बहुत-बहुत धन्यवाद।

श्री उपसभापति : धन्यवाद। श्री अविनाश राय खन्ना। सिर्फ दो मिनट।

श्री अविनाश राय खन्ना (पंजाब) : पवन जी, मैं एक बात कहना चाहूंगा। पंजाबी में एक कहावत है, "हिंग लगे न फटकड़ी, रंग चौखा होवे।" मैं आपको ऐसे संजेशंस देना चाहता हूँ, जिनसे कुछ न करने से भी आपको वाह-वाही मिलेगी। सर, अमृतसर में एक बहुत ही धार्मिक स्थान दुर्गेश्वर मंदिर है। अमृतसर से बहुत सी ट्रेन्स देश के अलग-अलग भागों के लिए चलती हैं। इसलिए अगर किसी भी ट्रेन का नाम आप दुर्गियाना टेम्पल के नाम से रख दें, तो वहां के लोगों और महामायी का आपको बहुत बड़ा आशीर्वाद मिलेगा। दूसरी बात, मैं पंजाब के लास्ट गांव जैजों से आता हूँ, वहां जालंधर तक रेल चलती है और जालंधर से अमृतसर तक जाती है। अगर वह गाड़ी मेरे गांव से चलकर अमृतसर के लिए जाए तो उसमें आपको कोई खर्च नहीं करना है बल्कि सिर्फ समय की एडजस्टमेंट करनी है। ऐसा करने से आपको वाह-वाही मिलेगी।

इसी तरह जो होशियारपुर से जालंधर तक डीएमयू आती है, सिर्फ उसका समय एडजस्ट करके आप उस गाड़ी को अमृतसर ले जाइए। इसके अलावा अगर आप हफ्ते में एक दिन एक गाड़ी होशियारपुर से हरिद्वार चला देंगे, तो जितने भी लोग वहां स्नान करेंगे, उसका काफी पुण्य आपको मिलेगा। इतनी बात कहते हुए आपका धन्यवाद करना चाहूंगा।

सर, लास्टली एक बात यह कि लंबी दूरी की जितनी ट्रेन चलती हैं, उनमें मेडिकल फैसलिटीज नहीं हैं। ट्रेन में बार-बार यह एनाउन्समेंट होती है कि अगर कोई डॉक्टर है तो आ जाए। कई बार उसमें डॉक्टर होता है, कई बार नहीं होता है और लोगों को दूर जाना होता है। इसलिए निवेदन है कि आप कम से कम हर लंबी दूरी की ट्रेन में मेडिकल स्टाफ की फैसिलिटी प्रोवाइड करवा दें। बहुत-बहुत धन्यवाद। सर, मैंने एक मिनट लिया है। ...**(व्यवधान)**...

एक माननीय सदस्य : सर, जो ले करने की व्यवस्था दी गई है, वह यहां पर भी लागू कर दीजिए। ...**(व्यवधान)**...

MR. DEPUTY CHAIRMAN: Now, the discussion on the Railway Budget is over. I thank every hon. Member who co-operated by limiting their time to seven minutes. The reply will be made later. ...**(Interruptions)**... You had not given your name earlier. It is over now. Now, the statement by Shri Salman Khursheed.

STATEMENT BY MINISTER

Apprehension of Indian Fishermen by Sri Lankan Navy

THE MINISTER OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHED):

Sir, I notice that concern has been expressed by some Members of the House on

[Shri Salman Khursheed]

the recent incidents of attack and arrest of India fishermen by the Sri Lankan Navy in the waters between India and Sri Lanka.

At the outset, I would like to reiterate that the Government attaches the highest priority to the welfare, safety and security of our fishermen. I would like to apprise this august House about the steps taken by the Government with regard to recent incidents involving Indian fishermen.

On 03 March 2013, 16 Indian fishermen with three boats were apprehended by the Sri Lankan Navy. On 04 March 2013, they were remanded to judicial custody for 14 days on charges of fishing in Sri Lankan waters. We had immediately taken up the matter with the Sri Lankan Government seeking their immediate release and repatriation. Our Mission officials secured consular access and were in constant touch with these fishermen to ensure their safety and well-being. Pursuant to our efforts, they were released on 11 March 2013. Our High Commission in Sri Lanka arranged for their safe custody, 330 litres of diesel for boats, and in coordination with the Indian Coast Guards arranged their safe return to India on March 12, 2013.

An incident of firing on Indian fishermen allegedly by the Sri Lankan Navy was reported in the early hours of 07 March 2013 in which one Indian fisherman was injured. We had, through diplomatic channels, lodged a strong protest with the Sri Lankan Government on the same day. The Sri Lankan Navy has, however, denied having fired at any fishing craft.

According to available information, 19 Indian fishermen with four boats were apprehended by the Sri Lankan Navy at 2030 hrs on 13 March, 2013 and 34 Indian fishermen with five fishing boats were apprehended at 0530 hrs earlier today. Officials from the Consulate General in Jaffna have sought consular access to these fishermen.

In the absence of Sri Lankan High Commissioner to India (who is out of New Delhi), the Sri Lankan Deputy High Commissioner to India was called in today and a strong protest was lodged at these incidents of apprehensions of Indian fishermen. We have called for immediate release and repatriation of the apprehended Indian fishermen. We have emphasized on the need for the Sri Lankan Navy to exercise restraint, extend humane treatment and not to resort to violence under any circumstances.

We are also aware of the case of some Indian nationals who have been arrested in Sri Lankan waters on charges of smuggling narcotics and contraband. These include the five fishermen detained on 29 November 2011. Officials from our High Commission in Colombo and Consulate in Jaffna are in regular touch with the detained Indian nationals and are extending all possible consular assistance to them.

I would like to reiterate that we remain engaged with the Government of Sri Lanka to ensure that the fishermen on both sides continue to pursue their livelihood in a safe, secure and sustainable manner. Thank you, Sir..

DR. V. MAITREYAN (Tamil Nadu): Sir, Government has at last tried to muster some courage to summon the Lankan envoy. मगर सलमान जी, आपने तो बड़े प्यार से एक थप्पड़ मारने की कोशिश की है। Such feather touch approach will not work with Sri Lanka. What is needed is an iron hand approach. What is needed is an Italian model. Will the Government tell Sri Lanka that enough is enough? The Government will not tolerate another attack on the Tamil Nadu fishermen and will go to any extent. The considered view of Tamil Nadu and our Chief Minister, that the only lasting solution of this vexed problem, is the retrieval of Katchatheevu. What is the Government's stake on that? I would like to know.

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, continuously, on 3rd March, on 7 March, then on 13th March and on 14th March, in all these four days, within a week or ten days, four attempts have been made by the Sri Lankan Navy on the Indian fishermen. Approximately, 669 fishermen have been arrested and have been remanded to judicial custody. It is good that the Government has summoned the Deputy High Commissioner to India today after we had raised the issue this morning. But these repeated incidents, that too within ten days, occurred; four incidents have occurred and nearly 100 fishermen are being taken away by the Sri Lankan Navy and one person has been shot and has been injured. But the Sri Lankan Navy has denied it. May I know when they have agreed that they have shot dead our fishermen? Who else have come there? So, these excess activities are being repeatedly done by the Sri Lankan Navy. They not only arrest our people but they also take away their catches, they also damage their boats. Then they take away their nets and they do all sorts of nonsense. These things should not be repeated. Sir, the last paragraph of your statement says, "We remain engaged with the Government of Sri Lanka to ensure that the fishermen on both sides can continue to pursue their livelihood in a safe, secure and sustainable manner." From both sides, never has news come

[Shri Tiruchi Siva]

so far that a Sri Lankan fisherman has been taken away by the Indian Government. So, when you are ensuring a safe, secure and sustainable livelihood for Sri Lankan fishermen also, we would urge upon the Government of India to first bother about Indian fishermen, and we also urge on behalf of the fishermen in the Southern part of this country that such an incident should not be repeated again. We drew the attention of the House and the Minister in the morning about the Kashmir incident that such things should not recur in future. So also, it should not be a sermon every time. We should raise our voices. Our leaders should write a letter to the Government, again and again, repeatedly, that some sort of reason and consolation will not suffice and they should give a strict instruction to Sri Lanka, as you have given to Italian Government, that if they continue in this manner, the consequences will be very bad. Such a message should go from India and we again request the Minister to take necessary steps that such an incident does not occur in the Southern part of this country.

SHRI T.K. RANGARAJAN (Tamil Nadu): Sir, I also join with my two colleagues. I agree with what they have expressed. My question to the Minister or my clarification is, when I spoke on this subject earlier, I told the Minister that we have a traditional way of fishing in an area. Now you have demarcated with Sri Lanka and you have given Katchatheevu to them. It is the traditional area where they get fishes. Why don't you discuss it with the Sri Lankan Government and try to see that traditional fishing is allowed? My question to you is; what is our Coast Guard doing? When the fishermen were arrested, harassed, sometimes fired, why don't our Coast Guards intervene? Why did they not give protection to our Indian fishermen? Sir, this is my question. But, if you see the documents supplied to us, we see that Indian and Sri Lankan Coast Guards are very friendly in nature. When they are so friendly in nature, why are they not able to avoid these types of things?

My second point is: What is the position of Kachchativu? Cannot we, at least, take it back on lease basis so that our fishermen will be safe in that area?

So, Sir, all these three points have to be looked into. I thank the hon. Minister. But, every time, as Shri Siva has said, they arrest our people, they harass our people and then we raise it here. So, it creates unnecessary tension to the entire Tamil people. We don't do it with Pakistan, or, we don't do it with any other neighbour.

So, why does Sri Lanka alone do this? So, I would like to have clarifications on these points from the hon. Minister. I want the Government of India should take every action to protect the Indian fishermen. Thank you.

SHRI TIRUCHI SIVA: Sir, I just want to add only one sentence.

Sir, there is a charge that the Indian fishermen are crossing the Indian territorial waters and going to Sri Lankan waters and that is the reason for everything. If at all they cross the waters, it is only for fishing and not to rob anything from Sri Lanka. So, kindly consider retrieving Kachchativu Island which alone will solve this problem. Thank you.

SHRIMATI VASANTHI STANLEY (Tamil Nadu): Thank you Deputy Chairman, Sir. Through you, I would like to submit that every time, as our leader, Shri Tiruchi Siva said, the fishermen cross the Indian territorial waters by mistake. Or, if there is any mistake on the part of our fishermen, I would like to know whether the Ministry has ever tried to educate our fishermen not to cross our waters. And, Sir, what steps taken by the Ministry to ensure that they do not cross the border, if at all they do. Sir, every now-and-then the hon. Minister is saying that they have consultations with other fishermen from Sri Lanka and all that. I would like to know have you ever tried to do something to stop this kind of things. This is what I would like to know from the hon. Minister. Thank you.

श्री बसावराज पाटिल (कर्णाटक) : सर, हिन्दी में एक कहावत है - "बिनु भय प्रीति कहां से आवे?" तो केवल एक महीने के अंदर अगर इस प्रकार की तीन-चार घटनाएं होती हैं, तो भारत सरकार को इसे बहुत सीरियसली सोचना चाहिए कि कहीं न कहीं अपने रिलेशन्स में गड़बड़ है और इसको जितनी जल्दी हो, ठीक करना होगा। भविष्य में हमारे सामान्य नागरिकों के साथ इस प्रकार की दुख की घटनाएं न हों, इस तरफ सरकार ध्यान दे और श्रीलंका सरकार को वॉर्न करते हुए जल्द से जल्द बातचीत करे।

SHRI SALMAN KHURSHEED: Sir, I am very grateful to all the hon. Members for having articulated a concern that is the concern of all of us. There is no difference of opinion as far as this issue is a shared concern. This concern is a priority for all of us. I also appreciate that the House and the hon. Members don't want to hear sermons from us, or, repeated explanations.

Having said that, let me say with all sincerity at my command that in every interaction that we have had at every level with Sri Lanka, including our interaction

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with the Foreign Minister on two occasions, we have ensured that the highest priority is given to this very issue of fishermen.

Sir, we have to keep in mind that in 1974 we had entered into an agreement on demarcation of the international maritime boundary line between India and Sri Lanka and also the exchange of letters in 1976 on the issue of fishing rights that stipulate fishing vessels or fishermen from India shall not engage in fishing in the historic waters, territorial seas and Exclusive Economic Zone of Sri Lanka. And, this has happened because, over the years, the concept and the idea of the Exclusive Economic Zone has developed in the international community. Under this agreement, our fishermen are allowed access to Kachchativu Island for rest, drying of nets and also the very important annual St. Anthony's Festival. The right of access is not understood to cover fishing rights around the Island to the Indian fishermen. And, it may be noted that St. Anthony's Festival has been successfully organized in the Island with the participation of Indian nationals repeatedly every year. Sir, because of this problem of lack of demarcation of maritime boundary, it is possible that fishermen from both sides stray from one side to the other. We have tried to bring fishermen community organizations from two sides together.

We have also shared with the Government of Tamil Nadu that we have tried to bring them together, and contacts have already been established so that the fishing community should themselves come to some kind of an arrangement that does not, therefore, require what is seen as a hostile intervention of the Navy of Sri Lanka. Fortunately, every time we have interceded with Sri Lanka, despite judicial orders made for remand, they have been good enough to release the fisherman. I hope that the same thing will happen today. We have serious concern for our fishermen who are in their custody, and it would be our immediate and very determined effort to ensure that they safely return to their homes as quickly as possible. But I do agree that you are pained by the fact that these incidents have happened. I am happy, at least, to be able to say that since early 2011, no incident of violence has caused fatal casualty. Only one incident of injury has happened but one such incident of injury is also one too many. I accept that. And, therefore, we are constantly putting pressure on Sri Lanka that there we must not, no matter what happens, be resort to violence.

The system that we have established with them and the access that we get, very quickly, to fisherman who are apprehended, has certainly worked to a much greater satisfaction than before. But, nevertheless, I accept the concern of the House that we need to improve this even further and use every instrument at our command to persuade Sri Lanka that this is not acceptable and that is not neither in their interest or in ours. Fishermen on both sides are poor people. We don't want to dominate over any country and exploit their waters as we don't want anyone to come into our waters. But, Sir, we will all have to work together to ensure that not only is our livelihood protected, not only is the safety and security of our fishermen ensured, but also that we do not do anything provocative that causes ultimately loss to us. Our concern and our priority will be, the interest and welfare of our fishermen. This is something I have no hesitation in sharing with the House. I am grateful to the Members who have raised this issue. I do promise you that our constant effort will be to ensure that the recent incidents that have come very rapidly, one after the other, will be a matter of the past quickly, that this is not repeated. Wherever we need the assistance of hon'ble Members Sir, I will seek their assistance and expect that we work on this together.

SHRI TIRUCHI SIVA: Kindly see to it, Sir, that no case is filed against fishermen.

SHRI SALMAN KHURSHEED: I may just say that this is indeed important. Up till now, we have been able to avoid cases. There are five of them, who, our investigations and inquiries have established, are not really guilty of having anything to do with narcotics. We have even said this to Sri Lanka. I said it personally to the Foreign Minister, that our investigations establish that they are not, in any way, linked with narcotics trade, and I got an assurance that the position they had taken will be re-examined and reviewed so that we can come to a satisfactory solution, even in the case of those five fishermen on whom they put a question-mark. I share your pain, anguish and I your concern. I can only say this to you that I will do a more than what I would have done for anybody else and, certainly, as far as the fishermen of Tamil Nadu are concerned, I will treat them as members of my family to ensure that we give them the best possible attention and ensure that they remain secure and safe. Thank you.

DR. V. MAITREYAN: Sir, what about retrieval of Katchatheevu? That has been our persistent demand.

SHRI SALMAN KHURSHEED: Sir, as you know, an agreement was made between two sovereign countries in 1974, and there was an exchange of letters in 1976; so, it would be very foolhardy on my part to, in any way, indicate that this is something that we could review.

DR. V. MAITREYAN: Please, revisit that.

SHRI SALMAN KHURSHEED: But, certainly, whatever you are saying is a matter of record and, obviously, we look into the totality of the issues. All these issues will certainly get examined. But it would be wrong on my part at this point of time to be able to give you any assurance.

SPECIAL MENTIONS*

Demand to increase budgetary allocation for Prime Minister's Employment Generation Programme

MR. DEPUTY CHAIRMAN: We shall now take up Special Mentions. Shrimati Jaya Bachchan, not present; Shri Devender Goud T., not present.

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, the Prime Minister's Employment Generation Programme is a credit-linked subsidy programme of the Government of India which was launched on 15th August, 2008. The PMEGP generates employment opportunities in rural as well as urban areas by setting up self-employment ventures. It provides continuous and sustainable employment to a large segment of traditional and prospective artisans as well as unemployed youth, so as to help/arrest migration of rural youth to urban areas. It economically empowers the youth by enabling them to create employment opportunities for themselves and for others in the nonfarming sector. The PMEGP has benefited youth all over the country, including the States of J & K, Maharashtra and the North-East. However, in spite of the improvement it is bringing about in the quality of life of youth all over the country, the Scheme has not found favour in the 2013-14 Union Budget. The PMEGP has only been allotted a total of Rs. 1,418 crores under the Union Budget as opposed to the MGNREGS which has been allotted as much as Rs. 33,000 crores. This is in spite of the fact that the NREGS only provides 100 days of wage employment in a financial

*Laid on the Table.

year as opposed to PMEGP whose objective is to create first generation entrepreneurs who will generate employment not only for themselves but also for others and contribute to the growing economy. There is, thus, an urgent need to reconsider and increase the allocation to the PMEGP.

**Demand to increasing the number of centres for JEE main
examinations conducted by CBSE in Odisha**

SHRIMATI RENUBALA PRADHAN (Odisha): Sir, I would like to bring to your kind attention that around 50,000 students from Odisha are likely to appear in the JEE Main Examinations conducted by CBSE in April this year. However, CBSE has sanctioned only one Examination Centre in Rourkela, Odisha, for such a huge number of students appearing in the said examination.

Sir, Rourkela is situated in one corner of the state. The town lacks accommodation facilities for such a large number of candidates. Further, students from the southern part of the State, like Malkangiri, Koraput, Rayagada, Nabarangpur and Kandhamal district face much difficulty in reaching Rourkela. Last year, a large number of students were forced to stay at railway platforms and under trees on the roadside. Due to bad weather and unhygienic conditions, several students suffered from diarrhoea and failed to appear in the exams.

Despite such serious problems, CBSE has sanctioned only one centre this year, causing much concern among the aspiring candidates and their parents. Their anxiety and concern is justified since CBSE has sanctioned more than one centre in other states like Andhra Pradesh, Haryana, Punjab, Maharashtra, Madhya Pradesh, Rajasthan, etc.

I would, therefore, appeal to the Government to intervene in the matter and direct CBSE to create, at least, three more JEE main Centres at Berhampur, Rourkela and Bhubaneswar.

Demand to allocate adequate power to Andhra Pradesh

SHRIMATI GUNDU SUDHARANI (Andhra Pradesh): Andhra Pradesh is now facing unprecedented power crisis in its history. Statement of the Chief Minister of Andhra Pradesh that the situation would continue for another six months indicates the level of crisis. It is examination time and children are forced to prepare themselves under candle light! There is no power for farmers, industries, domestic users and

[Shrimati Gundu Sudharani]

others. And, above all, the Government of Andhra Pradesh is imposing Rs. 903 crores as surcharge on the people of the State. And, DISCOMs proposed to impose another Rs. 920 crores in the name of adjustment between September, 2012 and December, 2012.

Six gas-based power plants have stopped production as Reliance refused to supply gas to these plants from KG Basin. As a result, 700 MW of production has been stopped. The State Government has set up plants to produce 2,800 MW of power, thinking that it would get gas from KG Basin. But, no gas is being given to Andhra Pradesh.

The daily demand of power in the State is 303 million units, but Andhra Pradesh is generating only 240 million units making a deficit of nearly 60 million units per day. Secondly, the demand, when compared to last year, has gone up by nearly 11 per cent. I have no hesitation to say that Andhra Pradesh is the only State in the country which is facing highest power crisis now.

In view of the grave and serious situation in Andhra Pradesh, I request Government of India to immediately come to the rescue of Andhra Pradesh by allocating sufficient power to Andhra Pradesh from Southern and other Grids.

SHRI ANANDA BHASKAR RAPOLU (Andhra Pradesh) : I associate myself with the Special Mention made by Smt. Gundu Sudharani.

**Demand to take steps to make the River Bharalu Pollution
free in Guwahati, Assam**

SHRI KUMAR DEEPAK DAS (Assam): Sir, Guwahati is the biggest city of the North-East. The rapid unplanned expansion, unplanned drainage system, mushrooming growth of industries hotels and nursing homes and other factors are responsible for the increasing degree of pollution in the city. The river Bharalu, flowing through Guwahati city, is one of the most polluted rivers in India. Bharalu was once full of different type of fishes, but due to pollution there are no fishes available now. Now, Bharalu has become the great carrier of all the polluting materials of the city of Guwahati.

Sir, the water quality of Bharalu was found to be polluted both organically and

inorganically. Bacterial quality of the water was also very poor, and practically not fit for any type of human use.

Sir, there must be a systematic approach for cleansing the Bharalu river, identification of major pollution sources and treating of waste water at various locations so that water which meets the prevailed permissible limit is then only discharged into the Bharalu river. It should be stopped to throw garbage of polythene, plastic material, remains of vegetable and agriculture waste into the river. Therefore, it is demanded that the Union Ministry of Environment and Forests should take urgent action for a pollution free river Bharalu in Assam.

**Demand to provide special assistance for protection of ecosystem
around the Ashtamudi Lake at Kollam in Kerala**

SHRI K.N. BALAGOPAL (Kerala): The Ashtamudi Lake, the nation's second largest and deepest wetland ecosystem belongs to the district of Kollam of Kerala State. In Malayalam, Ashtamudi means eight cornered in shape, and it is lying like an octopus. Importance of this multi-branched estuary is that it is the gateway to the backwaters of Kerala. It is included in the list of wetlands of International importance defined by the RAMSAR convention for the conservation and sustainable utilisation. The lake is rich with different species of mangroves and different species of flora and fauna. World Wild Life Fund (WWF) reports 97 species of fishes (42 are typically marine, 3 estuarine, 9 estuarine riverine, 15 marine-estuarine) and unique copepod species. It is also a congenial habitat for all species of penacid and palamonid prawns, edible crabs, black clams and a variety of fish. The estuary is the source of livelihood for thousands of fishermen and is stated to be the second biggest fish-landing centre after the Vembanad estuary.

But, due to the urbanisation, the lake's environment is facing serious threat. Even the total area of the lake has come down. According to the recent survey, it had shrunk to 34 sq. kms from the earlier 54 sq. kms due to encroachments. Oil spills from thousands of fishing boats and from industries in the surrounding area is a serious threat. Large quantities of untreated sewage, disposal of human excreta and the pollution from different industries are aggravating the situation.

Hence, an honest and urgent intervention from the part of the Central Government is needed for the protection and revival of this very important ecosystem. The Government is requested to provide special fund under special scheme to protect the environment of Ashtamudi Lake of Kollam in Kerala. Thank you.

Demand to enhance telephone connectivity in villages for economic development of rural areas in the country

SHRI VIVEK GUPTA (West Bengal): Telecom connectivity constitutes an important part of infrastructure facilities in the country. Enabling people to communicate information easily is an essential precondition to empowerment of rural people and development of rural economies. Having regard to the fact that many of the country's villages are not connected by telephone services, the Ministry of Communications and Information Technology rolled out a scheme for extending telephone services to more villages in 2009, with subsidy support from Universal Obligation Fund. Roll-out period for the Scheme is upto 30th September, 2013. However, with hardly six months left for the complete roll out of the Scheme, the figures of villages that are yet to be connected with telephone facility or mobile services are grossly large. As on 31st of January, 2013, 11,852 villages in the country are yet to be connected with mobile services. States which have the highest number of villages yet to be connected by telephone services include Orissa with 2,588 villages, Andhra Pradesh with 1,511 villages, Arunachal Pradesh with 1,089 villages and West Bengal with 581 villages. Because of lower population density and low commercial activity, normal market forces alone would not direct the telecom sector to adequately serve backward and rural areas. Considering the inadequacy of the market mechanism to serve rural and inaccessible areas on one hand and the importance of providing vital telecom connectivity on the other, conscious efforts have to be taken by the Ministry to extend the telephone services to cover more villages. Access to telecommunication and information services provides crucial knowledge inputs into productive activities of rural and poor households. Telephone connectivity is crucial for the rural population to access many other services and schemes under various other Ministries as well. Hence, immediate attention has to be given for including all villages of the country in the telephone network.

MR. DEPUTY CHAIRMAN: Dr. C.P. Thakur, not present.

Demand to take steps to maintain the equality and standard of life saving drugs in the country

श्रीमती माया सिंह (मध्य प्रदेश) : महोदय, देश में दवा उत्पादन क्षेत्र में कई देशी-विदेशी कम्पनियां हैं और वे आवश्यकतानुसार विभिन्न दवाओं का निर्माण कर रही हैं, पर चौंकाने वाली बात यह है कि भारतीय बाजार में बिकने वाली और विदेशों में निर्यात होने वाली दवाओं की गुणवत्ता में बहुत अन्तर है और यही अन्तर दवाओं की निर्माता कम्पनियां निर्माण के समय उसकी

प्रक्रिया में करती हैं। विदेश जाने वाली दवाइयों की सही मात्रा की जांच, गुणवत्ता तय मानक के अनुसार होती है, पर देश के उपभोक्ताओं के लिए बनाई जाने वाली दवाइयां इस प्रक्रिया की बारीकी से महरूम रह जाती हैं।

देश में दवा कम्पनियों की जिस हिसाब से मशरूम ग्रोथ हो रही है और जगह-जगह पर छोटी-बड़ी कम्पनियां हैं, जिनमें तरह-तरह की दवाइयां बन रही हैं, इनमें तय मानक और सही दिशा में जांच-परख के लिए सरकारी तंत्र की कार्यकुशलता भी संतोषजनक नहीं है।

इन कम्पनियों में न तो सक्षम मानव संसाधन हैं और न ही उच्च कोटि और गुणवत्ता वाली मशीनरी। यहां तक कि ऐसी तथाकथित कम्पनियों में जिन सॉल्ट्स का प्रयोग होता है, वे निर्धारित मापदंडों को पूरा नहीं करते। इनमें जीवन रक्षक दवाएं और सप्लीमेंट्री दवाइयां, जैसे-विटामिंस, एंटी ऑक्सिडेंट्स और दर्द निवारक लोशन एवं बाम आदि तमाम रूटीन की दवाइयाँ हैं। ये दवाइयां गांवों, कस्बों और शहरों की आम दुकानों में उपलब्ध हैं। मरीजों को जब ऐसी सब-स्टैंडर्ड दवाएं मिलती हैं, तो निश्चय ही यह मरीजों के साथ छल है।

सरकार और प्रशासन को यह सुनिश्चित करना चाहिए कि बाजार में आने वाली सभी दवाएं तय मानक के अनुसार हों, जिससे जीवन-मरण से निजात पाने वाले संघर्षरत व्यक्ति को सही दवा मिले, ताकि वह सही मायने में स्वास्थ्य लाभ पा सके। धन्यवाद।

MR. DEPUTY CHAIRMAN: Shri P. Kannan, not present; Shri Y.S. Chowdary, not present.

Demand to impose import duty on the import of palm oil to protect the palm oil producers in andhra pradesh

SHRI PALVAI GOVARDHAN REDDY (Andhra Pradesh): Sir, Andhra Pradesh is the leader in cultivation of oil palm with 1.3 lakh hectares' plantation out of the country's plantation of 2.10 lakh hectares. It all happened due to encouragement given by the Government of India through Technology Mission on Oilseeds and Pulses. Initially, oil palm farmers have been getting better remunerative prices.

Indonesia and Malaysia are leading producers of palm oil in the world. Last year, there was a bumper crop in these countries. Due to this, to increase exports, Malaysia took a decision that if per tonne raw palm oil cost comes down to 2250 Ringgits, export duty would become zero. And, last month, price has come down to 2147 Ringgits and Malaysia brought down export duty to zero. Looking at this, Indonesia has also brought down export duty to 8 per cent. Due to this, global palm oil prices have fallen drastically. This has resulted in large scale import of palm oil into the country resulting in drastic fall in palm oil price, thereby affecting

[Shri Palvai Govardhan Reddy]

the oil palm farmers. It is all happening due to reduction in the duty from 80 per cent in 2005 to zero per cent now. The total import of edible oils during 2011-12 has already reached 8.5 million tonnes.

Now, palm oil mills are purchasing one tonne Fresh Fruit Bunches for Rs.5,730. In May, it was Rs.7,800. The CACP recommended for giving Rs.8,500, but it has not been implemented. So, if free imports are allowed, oil palm farmers will be ruined. Hence, I request the Government of India to intervene in this immediately and impose import duty on palm oil and ensure implementation of CACP recommendation.

SHRI ANANDA BHASKAR RAPOLU (Andhra Pradesh): Sir, I associate myself with the Special Mention made by the hon. Member.

SHRI ANANDA BHASKAR RAPOLU: I associate myself with the Special Mention made by Shri Palvai Govardhan Reddy.

Demand to withdraw the provision of making English Language a mandatory paper in Civil Services Examination held by UPSC

प्रो. एस.पी. सिंह बघेल (उत्तर प्रदेश) : महोदय, संघ लोक सेवा आयोग ने सिविल सेवा की परीक्षा के ढांचे में परिवर्तन करके अंग्रेजी जानने वाले छात्रों का दबदबा कायम करवा दिया है। इससे ग्रामीण इलाकों के पिछड़े एवं दलित आवासियों के छात्रों का नुकसान होगा, क्योंकि इनकी पढ़ाई-लिखाई अंग्रेजी वातावरण में नहीं होती। नये ढांचे में अंग्रेजी का पेपर अनिवार्य कर दिया है, जबकि पहले अंग्रेजी अथवा भारतीय भाषाओं का एक प्रश्न-पत्र होता था। पहले भाषा के पेपर में केवल पास होना अनिवार्य था, उसके नम्बर फाइनल की मैरिट में नहीं जुड़ते थे। सर, यह पूरे देश की क्लास वन परीक्षा का सवाल है। अब अंग्रेजी पेपर के नम्बर प्रिलिम्स एवं मेन परीक्षाओं के आधार पर तैयार की जाने वाली सूची का हिस्सा बनेंगे। इसका मतलब यह हुआ कि जिन छात्रों की अंग्रेजी कमजोर है, उनके लिए अब सिविल सर्विस की परीक्षा में चयनित होना आसान नहीं होगा। पुरानी पद्धति में क्षेत्रीय भाषाओं को लेकर परीक्षा पास करने वाले छात्रों में देहात के गरीब, हर वर्ग के पिछड़े, दलित, आदिवासी छात्रों की संख्या अधिक थी। उदाहरण के लिए पिछले पांच वर्षों में गुजरात में 85 छात्रों ने सिविल सेवा परीक्षा पास की, उनमें से कम से कम 50 छात्रों ने गुजराती साहित्य की मुख्य पेपर बनाया। अब भारतीय भाषाओं जैसे - तमिल, तेलगु, कन्नड़, गुजराती, मलयाली, बंगला, असमी आदि भाषाओं को मुख्य पेपर में रखने की सुविधा नहीं होगी जबकि अंग्रेजी अनिवार्य होगी। इसका परिणाम यह होगा कि अभिजात्य वर्ग और आम आदमी के बच्चे के लिए यूपीएससी के चयन में भाषा एक दीवार बनकर खड़ी

होगी और अधिकारियों के व्यवहार में अंग्रेजियत दिखाई पड़ेगी। असली भारत को समझने, जानने वाले देहाती बच्चों, विशेषकर पिछड़े, दलित, मुस्लिम आदिवासी अधिकारी कम बनेंगे।

मेरा केन्द्रीय सरकार से अनुरोध है कि पुरानी परीक्षा प्रणाली लागू करे और अंग्रेजी की अनिवार्यता समाप्त करके भारतीय भाषाओं को इसमें रखे, ताकि गांव के हर वर्ग के, उच्च वर्ग के गरीब बच्चे तथा पिछड़े, दलित, आदिवासी और मुस्लिम बच्चे चयनित हो सकें। धन्यवाद।

श्री आलोक तिवारी (उत्तर प्रदेश): महोदय, मैं अपने आपको इससे सम्बद्ध करता हूँ।

चौधरी मुनब्वर सलीम (उत्तर प्रदेश): महोदय, मैं अपने आपको इससे सम्बद्ध करता हूँ।

[چودھری منور سلیم (اتر پردیش): مہودے، میں اپنے آپ کو اس سے سمبڈھ کرتا ہوں۔]

श्री अरविन्द कुमार सिंह (उत्तर प्रदेश): महोदय, मैं अपने आपको इससे सम्बद्ध करता हूँ।

DR. K.P. RAMALINGAM (Tamil Nadu): I associate myself with the Special Mention made by Prof. Baghel.

DR. V. MAITREYAN (Tamil Nadu): I associate myself with the Special Mention made by Prof. Baghel.

SHRI TIRUCHI SIVA (Tamil Nadu): I associate myself with the Special Mention made by Prof. Baghel.

SHRI ANANDA BHASKAR RAPOLU (Andhra Pradesh): I associate myself with the Special Mention made by Prof. Baghel.

MR. DEPUTY CHAIRMAN: The whole House associates itself with the Special Mention made by Prof. Baghel.

**Demand to take effective steps to resolve the problems being
faced by fishermen in the country**

श्री हुसैन दलवाई (महाराष्ट्र) : महोदय, "राष्ट्रीय फिश वर्कर फोरम" और "महाराष्ट्र मच्छिमार कृति समिति" की तरफ से दिनांक 4 मार्च, 2013 से जंतर मंतर पर धरना दिया जा रहा है। फोरम की तरफ से मछुआरों की समस्याओं को सरकार तक पहुंचाने का कार्य किया जा रहा है।

देश के सागर का किनारा 8129 किलोमीटर है। यह किनारा गुजरात, दमन और दीव, दादरा और नगर हवेली, महाराष्ट्र, गोवा, कर्नाटक, केरल, तमिलनाडु, पुदुचेरी, आंध्र प्रदेश और पश्चिम बंगाल आदि दस राज्यों से लगा हुआ है। इस किनारे पर सदियों से सागर से मछलियां पकड़ने का कार्य किया जा रहा है।

†[]Transliteration in Urdu Script.

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Thursday
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[P.T.O.]

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Web-site Address: <http://rajyasabha.nic.in>
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[श्री हुसैन दलवाई]

सरकार ने अब तक "फिशरी सर्वे ऑफ इंडिया", "नेशनल इंस्टिट्यूट ऑफ ओसनोग्राफी", "सेन्ट्रल वॉटर एंड पावर रिसर्च स्टेशन" आदि संस्थान स्थापित किए हैं, लेकिन वे सब अलग-अलग मंत्रालयों के अधीन हैं और उद्देश्य पूर्ति के मामले में कोई तालमेल नहीं है। अतः मैं सरकार से आग्रह करूंगा कि केवल मच्छिमार व्यवसाय को समर्पित एक अलग मंत्रालय स्थापित करें।

मछुआरों को मोटर बोट चलाने के लिए डीजल/केरोसिन/पेट्रोल सब्सिडाइज्ड रेट पर मिले और मछुआरों के कर्ज भी माफ किए जाएं। मानसून सीजन में मछली पकड़ना पूरी तरह बैन किया जाए।

अरब सागर के किनारे "जवाहरलाल नेहरू पोर्ट" और जैतपुर न्यूक्लियर पावर प्लांट बनाने के लिए कई लोगों को अन्य स्थानों पर भेजा गया, उनमें सबसे ज्यादा इस समुदाय के लोग हैं।

मछुआरों के परिवार की महिलाओं को कस्बों, गांवों और शहरों में मछलियां बेचने का पारंपरिक अधिकार दिया जाए। उनको मछली बेचने के लिए स्टाल दिए जाएं। सरकार को सागर भी प्रदूषण मुक्त रखने के लिए कोशिश करनी चाहिए।

मछुआरों को आधुनिक मच्छिमार व्यवसाय करने के लिए आर्थिक सहायता/बैंकों से कम रेट पर कर्ज उपलब्ध कराया जाए। "सी फूड" को प्रिजर्व करने के लिए बड़ी संख्या में कोल्ड स्टोरेज बनाए जाएं। जिससे पकड़ी गई मछलियों को गंतव्य तक फ्रेश पहुंचाया जा सके। हम इस क्षेत्र में एफडीआई का स्वागत करेंगे।

2010-11 में भारत ने 12,901 करोड़ रुपए "सी फूड" एक्सपोर्ट किया है, लेकिन फिर भी सरकार इस समुदाय की तरफ ध्यान नहीं दे रही है।

अतः मैं इस व्यवसाय में कार्यरत दो करोड़ लोगों और गरीब 30 करोड़ लोगों के भोजन का मुख्य स्रोत "सी फूड" होने की वजह से उनके हितों की सुरक्षा के लिए यथाशीघ्र कदम उठाए जाने की मांग करता हूं। धन्यवाद।

MR. DEPUTY CHAIRMAN: Shri Motilal Vora, not present; Shri Jugul Kishore, not present. Now, this is over.

The House stands adjourned to meet tomorrow at 11.00 a.m.

The House then adjourned at forty-five minutes past seven of the clock till eleven of the clock on Friday, the 15th March, 2013.