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सत्यमेव जयते

PARLIAMENTARY DEBATES

RAJYA SABHA

OFFICIAL REPORT

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Website : http://rajyasabha.nic.in
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RAJYA SABHA

Monday, 14th March, 2016/24th Phalguna, 1937(Saka)

The House met at eleven of the clock,

MR. DEPUTY CHAIRMAN *in the Chair.*

PAPERS LAID ON THE TABLE

I. Notifications of Ministry of Rural Development

II. Outcome Budget (2016-17) in respect of the Department of Land Resources and Ministry of Panchayati Raj

THE MINISTER OF RURAL DEVELOPMENT; THE MINISTER OF PANCHAYATI RAJ AND THE MINISTER OF DRINKING WATER AND SANITATION (SHRI CHAUDHARY BIRENDER SINGH): Sir, I lay on the Table:— *...(Interruptions)...*

I. A copy each (in English and Hindi) of the Ministry of Rural Development (Department of Land Resources) Notification G.S.R. 985 (E), dated the 18th December, 2015, publishing the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Compensation, Rehabilitation and Resettlement and Development Plan) Rules, 2015, under Section 110 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.

[Placed in Library. *See* No.L.T. 4099/16/16]

II. A copy each (in English and Hindi) of the following papers:—

(i) Outcome Budget for the year 2016-17, in respect of the Department of Land Resources. [Placed in Library. *See* No.L.T. 4215/16/16]

(ii) Outcome Budget for the year 2016-17, in respect of the Ministry of Panchayati Raj. [Placed in Library. *See* No.L.T. 4214/16/16]

Report and Accounts (2014-15) of DPC, Delhi and CIDC, Delhi and related papers

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAO INDERJIT SINGH): Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers:—

(i) (a) Annual Report and Accounts of the Development Planning Centre of the Institute of Economic Growth, Delhi, for the year 2014-15, together with the Auditor's Report on the Accounts.

(b) Review by Government on the working of the above Centre.

(c) Statement giving reasons for the delay in laying the papers mentioned at (i)(a) above. [Placed in Library. *See* No.L.T. 4250/16/16]

(ii) (a) Annual Report and Accounts of the Construction Industry Development Council (CIDC), Delhi, for the year 2014-15, together with the Auditor's Report on the Accounts.

(b) Review by Government on the working of the above Council.

(c) Statement giving reasons for the delay in laying the papers mentioned at (ii) (a) above. ...*(Interruptions)*...

[Placed in Library. *See* No.L.T. 4249/16/16]

Outcome Budget for the year 2016-17, in respect of the Ministry of Labour and Employment

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI BANDARU DATTATREYA): Sir, I lay on the Table, a copy (in English and Hindi) of the Outcome Budget for the year 2016-17, in respect of the Ministry of Labour and Employment. [Placed in Library. *See* No. L.T. 4290/16/16]

I. Notifications of the Ministry of Environment, Forest and Climate Change

II. Annual Report and Accounts(2014-15) of various Corporations, Centres and Authority and related papers

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): Sir, I lay on the Table:—

I. (1) A copy each (in English and Hindi) of the following Notifications of the Ministry of Environment, Forest and Climate Change, under Section 26 of the Environment (Protection) Act, 1986:—

(1) S.O. 189 (E), dated the 20th January, 2016, publishing the Hazardous Wastes (Management, Handling and Transboundary Movement) Amendment Rules, 2016.

(2) S.O. 745 (E), dated the 13th March, 2015, publishing the e-waste (Management and Handling) Amendment Rules, 2015.

[Placed in Library. *See* No.L.T. 4390/16/16]

(2) A copy each (in English and Hindi) of the Ministry of Environment, Forest and Climate Change Notification No. S.O. 256 (E), dated the 27th January, 2016, amending Notification No. S.O. 1878 (E), dated the13th July, 2015, to substitute certain entries in the original Notification, under sub-section (3) of Section 23 of the Public Liability Insurance Act, 1991.

[Placed in Library. *See* No.L.T. 4146/16/16]

II. (1) A copy each (in English and Hindi) of the following papers, under sub-section (1) (b) of Section 394 of the Companies Act, 2013:—

(a) Thirty-eighth Annual Report and Accounts of the Andaman and Nicobar Islands Forest and Plantation Development Corporation Limited (ANIFPDCL), Port Blair, for the year 2014-15, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.

(b) Review by Government on the working of the above Corporation.

(c) Statement (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) above.

[Placed in Library. *See* No.L.T. 4386/16/16]

(2) A copy each (in English and Hindi) of the following papers:—

(a) Annual Report and Accounts of the Centre for Environment Education (CEE), Ahmedabad, for the year 2014-15, together with the Auditor's Report on the Accounts.

(b) Statement by Government accepting the above Report.

(c) Statement giving reasons for the delay in laying the papers mentioned at (i) (a) above.

[Placed in Library. *See* No.L.T. 4387/16/16]

(3) (a) Annual Report and Accounts of the Central Zoo Authority (CZA), New Delhi, for the year 2014-15, together with the Auditor's Report on the Accounts.

(b) Review by Government on the working of the above Authority.

(c) Statement giving reasons for the delay in laying the papers mentioned at (ii) (a) above.

[Placed in Library. *See* No.L.T. 4147/16/16]

(4) (a) Annual Report and Accounts of the C.P.R. Environmental Education Centre (CPREEC), Chennai, for the year 2014-15, together with the Auditor's Report on the Accounts.

(b) Statement by Government accepting the above Report.

(c) Statement giving reasons for the delay in laying the papers mentioned at (iii) (a) above.

[Placed in Library. *See* No.L.T. 4390/16/16]

I. Notifications of the Ministry of Coal and the Ministry of Power

II. Annual Report and Accounts of (2014-15) of various companies and Corporation and related papers

THE MINISTER OF STATE OF THE MINISTRY OF POWER; THE MINISTER OF STATE OF THE MINISTRY OF COAL AND THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): Sir, I lay on the Table:—

(a) A copy each (in English and Hindi) of the following Notifications of the Ministry of Coal, under sub-section (3) of Section 31 of the Coal Mines (Special Provisions) Act, 2015:—

(1) S.O. 2704 (E), dated the 6th October, 2015, regarding modification made in Schedule - III of the Coal Mines (Special Provisions) Act, 2015.

(2) S.O. 2848 (E), dated the 16th October, 2015, issuing corrigendum to Notification No. S.O. 2704 (E), dated the 6th October, 2015.

[Placed in Library. *See* No.L.T. 3980/16/16]

(b) A copy each (in English and Hindi) of the following Notifications of the Ministry of Power, under Section 179 of the Electricity Act, 2003:—

(1) No. 2/2/(2)/2011-Estt./CERC, dated the 4th December, 2015, publishing the Central Electricity Regulatory Commission (Recruitment, Control and Service Conditions of Staff) (Second Amendment) Regulations, 2015.

(2) No. 2/1/(21)/2009-CERC, dated the 4th December, 2015, publishing the Central Electricity Regulatory Commission (Indoor/outdoor Medical Facilities) (First Amendment) Regulations, 2015.

[Placed in Library. *See* No.L.T. 4220/16/16]

II. A copy each (in English and Hindi) of the following papers, under sub-section (1) (b) of Section 394 of the Companies Act, 2013:—

(i) (a) Ninety-fourth Annual Report and Accounts of the Singareni Collieries Company Limited (SCCL), Khammam, Telangana, along with the Annual Report and Accounts of its subsidiary/ associate/joint venture companies, for the year 2014-15, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.

(b) Review by Government on the working of the above Company.

[Placed in Library. *See* No.L.T. 4219/16/16]

(ii) (a) Annual Report and Accounts of the North Eastern Electric Power Corporation Limited (NEEPCO), Shillong, Meghalaya, for the year 2014-15, 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. 4134/16/16]

(iii) A copy each (in English and Hindi) of the following papers, under sub-section (5) of Section 45 of the Damodar Valley Corporation Act, 1948:—

(a) Annual Report and Accounts of the Damodar Valley Corporation Limited (DVC), Kolkata, for the year 2014-15, together with the Auditor's Report on the Accounts.

(b) Review by Government on the working of the above Corporation.

(c) Statement (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) above.

[Placed in Library. *See* No.L.T. 4100/16/16]

Annual Report and Accounts(2013-14) of APSIDC, Hyderabad and related papers

जल संसाधन, नदी विकास और गंगा संरक्षण मंत्रालय में राज्य मंत्री (श्री सांवर लाल जाट): महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूं: —

(1) A copy each (in English and Hindi) of the following papers, under sub-section (1) (b) of Section 394 of the Companies Act, 2013:—

(a) Fortieth Annual Report and Accounts of the Andhra Pradesh State Irrigation Development Corporation Limited (APSIDC LTD.), Hyderabad, for the year 2013-14, 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.

(2) Statement (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) above. [Placed in Library. *See* No.L.T. 4137/16/16]

I. Notifications of the Ministry of Shipping.

II. Notifications of the Ministry of Road Transport and Highways.

THE MINISTER OF STATE IN THE MINISTRY OF MINORITY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKHTAR ABBAS NAQVI): Sir, on behalf of my colleague, Shri Radhakrishnan P., I lay on the Table:—

I.(a) A copy each (in English and Hindi) of the following Notifications of the Ministry of Shipping, under sub-section (4) of Section 124 of the Major Port Trusts Act, 1963:—

(1) G.S.R. 819 (E), dated the 30th October, 2015, publishing the Paradip Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2015.

(2) G.S.R. 820 (E), dated the 30th October, 2015, publishing the Mormugao Port Trust Employees' (Recruitment, Seniority and Promotion) Amendment Regulations, 2015.

(3) G.S.R. 821 (E), dated the 30th October, 2015, publishing the Kandla Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2015.

(4) G.S.R. 887 (E), dated the 19th November, 2015, publishing the Tuticorin Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2015.

(5) G.S.R. 888 (E), dated the 19th November, 2015, publishing the New Mangalore Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2015.

(6) G.S.R. 889 (E), dated the 19th November, 2015, publishing the Jawaharlal Nehru Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2015.

(7) G.S.R. 919 (E), dated the 1st December, 2015, publishing the Jawaharlal Nehru Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2015.

[Placed in Library. For (1) to (7) *See* No.L.T. 4019/16/16]

(8) G.S.R. 36 (E), dated the 15th January, 2016, publishing the Chennai Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2016. [Placed in Library. *See* No.L.T. 4101/16/16]

(9) G.S.R. 149 (E), dated the 8th February, 2016, publishing the Mumbai Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2016.

(10) G.S.R. 150 (E), dated the 8th February, 2016, publishing the Jawaharlal Nehru Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2016.

(11) G.S.R. 151 (E), dated the 8th February, 2016, publishing the Kolkata Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2016.

(12) G.S.R. 152 (E), dated the 8th February, 2016, publishing the Kandla Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2016.

(13) G.S.R. 153 (E), dated the 8th February, 2016, publishing the Mormugao Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2016.

(14) G.S.R. 154 (E), dated the 8th February, 2016, publishing the Tuticorin Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2016.

(15) G.S.R. 156 (E), dated the 10th February, 2016, publishing the Mumbai Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2016.

[Placed in Library. For (9) to (15) *See* No.L.T. 4138/16/16]

I.(b) A copy each (in English and Hindi) of the following Notifications of the Ministry of Shipping, under sub-section (3) of Section 458 of the Merchant Shipping Act, 1958:—

(1) G.S.R. 84 (E), dated the 19th January, 2016, publishing the Merchant Shipping (Control of Anti-fouling System) Rules, 2016.

[Placed in Library. *See* No.L.T. 4139/16/16]

(2) G.S.R. 128 (E), dated the 29th January, 2016, publishing the Merchant Shipping (Medical Examination) Amendment Rules, 2016.

(3) G.S.R. 169 (E), dated the 16th February, 2016, publishing, the Merchant Shipping (Recruitment and Placement of Seafarers) Rules, 2016.

[Placed in Library. For (1) to (3) See No. L. T. 4228/16/16]

II. A copy each (in English and Hindi) of the following Notifications of the Ministry of Road Transport and Highways, under Section 10 of the National Highways Act, 1956:—

(1) S.O. 330 (E), dated the 2nd February, 2015, regarding acquisition of land, with or without structure, from K.M. 3.400 to K.M. 22.800 (Jabalpur-Mandla-Chilpi Section) on National Highway No. 12A in Jabalpur District in the State of Madhya Pradesh, along with delay statement.

(2) S.O. 331 (E), dated the 2nd February, 2015, regarding acquisition of land, with or without structure, from K.M. 22.800 to K.M. 76.800 (Jabalpur-Mandla-Chilpi Section) on National Highway No. 12A in Mandla District in the State of Madhya Pradesh, along with delay statement.

(3) S.O. 332 (E), dated the 2nd February, 2015, regarding acquisition of land, with or without structure, from K.M. 76.800 to K.M. 159.800 (Jabalpur-Mandla-Chilpi Section) on National Highway No. 12A in the State of Madhya Pradesh, along with delay statement.

(4) S.O. 706 (E), dated the 10th March, 2015, regarding acquisition of land, with or without structure, from K.M. 24.500 to K.M. 58.330 (Pupanki - Mirdha Section) on National Highway No. 32 in Bokaro District in the State of Jharkhand, along with delay statement.

(5) S.O. 1018 (E), dated the 16th April, 2015, amending Notification No. S.O. 2558 (E), dated the 30th September, 2014, to substitute certain entries in the original Notification, along with delay statement.

(6) S.O. 1019 (E), dated the 16th April, 2015, regarding appointment of competent authority for acquisition of land for construction of proposed Bridge over river Shali at Chainage 247.000 K.M. on National Highway No. 60 in Bankura District in the State of West Bengal, along with delay statement.

(7) S.O. 1020 (E), dated the 16th April, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 6.000 on Asian Highway No. 48 in Cooch Behar District in the State of West Bengal, along with delay statement.

(8) S.O. 1029(E), dated the 17th April, 2015, regarding acquisition of land, with or without structure, from K.M. 6.000 to K.M. 20.410 and from K.M. 36.100 to K.M. 106.116 (Hasimara By Pass) on Asian Highway No. 48 in Jalpaiguri & Alipurduar Districts in the State of West Bengal, along with delay statement.

(9) S.O. 1030 (E), dated the 17th April, 2015, regarding appointment of competent authority for acquisition of land, for construction of proposed bridge over river Tarapur between Chainage K.M. 270.500 to K.M. 271.000 on National Highway No. 60 in Bankura District in the State of West Bengal, along with delay statement.

(10) S.O. 1086 (E), dated the 27th April, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 3.3269 on National Highway No. 131A in Malda District in the State of West Bengal, along with delay statement.

(11) S.O. 1092 (E), dated the 27th April, 2015, regarding acquisition of land, with or without structure, from K.M. 191.416 to K.M. 295.000 (Berhampore Farakka Section) on National Highway No. 34 in Murshidabad District in the State of West Bengal, along with delay statement.

(12) S.O. 1178 (E), dated the 5th May, 2015, amending Notification No. S.O. 1162 (E), dated the 29th April, 2014, to insert certain entries in the original Notification, along with delay statement.

(13) S.O. 1179 (E), dated the 5th May, 2015, regarding acquisition of land with or without structure, from K.M. 143.000 to K.M. 304.000 on National Highway No. 565 in Prakasam District in the State of Andhra Pradesh, along with delay statement.

(14) S.O. 1224 (E), dated the 7th May, 2015, regarding acquisition of land, with or without structure, from K.M. 27.000 to K.M. 40.000 (Banjariya-Sheohar Section) on National Highway No. 104 in Sheohar District in the State of Bihar, along with delay statement.

(15) S.O. 1287 (E), dated the 14th May, 2015, regarding acquisition of land, with or without structure, from K.M. 6.000 to K.M. 20.410 and from K.M. 36.100 to K.M. 106.116 on Asian Highway No. 48 in Jalpaiguri and Alipurduar Districts in the State of West Bengal, along with delay statement.

(16) S.O. 1358 (E), dated the 21st May, 2015, regarding acquisition of land, with or without structure, from K.M. 468.373 to K.M. 531.250 (Pathalgaon - CG/JH Border Section) on National Highway No. 78 (New NH No. 43) in Jashpur Nagar District in the State of Chhattisgarh, along with delay statement.

(17) S.O. 1359 (E), dated the 21st May, 2015, regarding acquisition of land, with or without structure, from K.M. 531.250 to K.M. 598.00 (Pathalgaon - CG/JH Border Section) on National Highway No. 78 (New NH. No. 43) in Jashpur Nagar District in the State of Chhattisgarh, along with delay statement.

(18) S.O. 1360 (E), dated the 21st May, 2015, regarding acquisition of land, with or without structure, from K.M. 468.373 to K.M. 531.250 (Pathalgaon - CG/JH Border Section) on National Highway No. 78 (New NH No. 43) in Jashpur Nagar District in the State of Chhattisgarh, along with delay statement.

(19) S.O. 1361 (E), dated the 21st May, 2015, regarding acquisition of land, with or without structure, from K.M. 141.050 to K.M. 238.500 (Bilaspur-Urdawal Section) on National Highway No. 200 (New NH. No. 49) in Janjgir-Champa District in the State of Chhattisgarh, along with delay statement.

(20) S.O. 1362 (E), dated the 21st May, 2015, regarding acquisition of land, with or without structure, from K.M. 141.050 to K.M. 238.500 (Bilaspur-Urdawal Section) on National Highway No. 200 (New NH. No. 49) in Janjgir-Champa District in the State of Chhattisgarh, along with delay statement.

(21) S.O. 1363 (E), dated the 21st May, 2015, amending Notification No. S.O. 335 (E), dated the 14th February, 2011, to insert certain entries in the original Notification, along with delay statement.

(22) S.O. 1419 (E), dated the 28th May, 2015, regarding acquisition of land, with or without structure, at K.M. 634.000 (Mategaon Village of Bhainsa Mandal) on National Highway No. 222 (New NH No. 61) in Adilabad District in the State of Telangana, along with delay statement.

(23) S.O. 1420 (E), dated the 28th May, 2015, regarding acquisition of land, with or without structure, from K.M. 615.00 to K.M. 668.600 (Maharashtra/Telangana border - Nirmal Section) on National Highway No. 222 (New NH No. 61) in Adilabad District in the State of Telangana, along with delay statement.

(24) S.O. 1524 (E), dated the 10th June, 2015, regarding acquisition of land, with or without structure, from K.M. 196.245 to K.M. 198.300 (Sri Balajee Bypass) (Nagaur-Bikaner Section) on National Highway No. 89 in Nagaur District in the State of Rajasthan, along with delay statement.

(25) S.O. 1525 (E), dated the 10th June, 2015, regarding acquisition of land, with or without structure, from K.M. 75.771 to K.M. 90.460 (Raigarh-Sarangarh-Saraipalli Section) on National Highway No. 216 (New NH No. 153) in Mahasamund District in the State of Chhattisgarh, along with delay statement.

(26) S.O. 1553 (E), dated the 11th June, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 66.000 (Indo Nepal Border - Varanasi Section) on National Highway No. 233 in Sidharth Nagar District in the State of Uttar Pradesh, along with delay statement.

(27) S.O. 1628 (E), dated the 17th June, 2015, regarding acquisition of land, with or without structure, from K.M. 28.950 to K.M. 37.270 on Asian Highway No. 02 in Jalpaiguri District in the State of West Bengal, along with delay statement.

(28) S.O. 1630 (E), dated the 17th June, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 28.950 on Asian Highway No. 02 in Darjeeling District in the State of West Bengal, along with delay statement.

(29) S.O. 1698 (E), dated the 25th June, 2015, publishing corrigendum to Notification No. S.O. 2243 (E), dated the 27th September, 2011, along with delay statement.

(30) S.O. 1699 (E), dated the 25th June, 2015, regarding acquisition of land, with or without structure, from K.M. 34.000 to K.M. 48.000 (Rewa-Sidhi Section) on National Highway No. 75 Ext. in Sidhi District in the State of Madhya Pradesh, along with delay statement.

(31) S.O. 1700 (E), dated the 25th June, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 7.000 (Rewa-Sidhi Section) on National Highway No. 75 Ext. in Rewa District in the State of Madhya Pradesh, along with delay statement.

(32) S.O. 1701 (E), dated the 25th June, 2015, regarding acquisition of land, with or without structure, from K.M. 7.000 to K.M. 28.000 (Rewa-Sidhi Section) on National Highway No. 75 Ext. in Rewa District in the State of Madhya Pradesh, along with delay statement.

(33) S.O. 1702 (E), dated the 25th June, 2015, regarding acquisition of land, with or without structure, from K.M. 48.000 to K.M. 82.400 (Rewa-Sidhi Section) on National Highway No. 75 Ext. in Sidhi District in the State of Madhya Pradesh, along with delay statement.

(34) S.O. 1730 (E), dated the 26th June, 2015, regarding acquisition of land, with or without structure, from K.M. 11.200 to K.M. 25.200 (Jalandhar-Hoshiarpur Section) on National Highway No. 70 in Jalandhar District in the State of Punjab, along with delay statement.

(35) S.O. 1731 (E), dated the 26th June, 2015, regarding acquisition of land, with or without structure, from K.M. 25.200 to K.M. 59.000 (Jalandhar-Hoshiarpur Section) on National Highway No. 70 in Hoshiarpur District in the State of Punjab, along with delay statement.

(36) S.O. 1733 (E), dated the 26th June, 2015, regarding appointment of competent authority for acquisition of land on National Highway No. 82 (Gaya-Hisua-Rajgir-Biharsharif Section) in Nalanda District in the State of Bihar, along with delay statement.

(37) S.O. 1805 (E), dated the 3rd July, 2015, regarding acquisition of land, with or without structure, from K.M. 195.300 to K.M. 203.039 (Satna-

Bela Section) on National Highway No. 75 in Satna District in the State of Madhya Pradesh, along with delay statement.

(38) S.O. 1806 (E), dated the 3rd July, 2015, 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, along with delay statement.

(39) S.O. 1807 (E), dated the 3rd July, 2015, regarding acquisition of land, with or without structure, from K.M. 195.300 to K.M. 203.039 (Satna-Bela Section) on National Highway No. 75 in Satna District in the State of Madhya Pradesh, along with delay statement.

(40) S.O. 1871 (E), dated the 10th July, 2015, regarding acquisition of land, with or without structure, from K.M. 294.000 to K.M. 361.327 (Vaggampalli - Dornala 'T' Junction) on National Highway No. 565 in Sri Potti Sriramulu Nellore District in the State of Andhra Pradesh, along with delay statement.

(41) S.O. 1872 (E), dated the 10th July, 2015, regarding acquisition of land, with or without structure, from K.M. 246.849 to K.M. 268.345 (Kawardha- Simga Section) on National Highway No. 12A (New NH No. 30) in Kabirdham District in the State of Chhattisgarh, along with delay statement.

(42) S.O. 1873 (E), dated the 10th July, 2015, regarding acquisition of land, with or without structure, from K.M. 191.422 to K.M. 245.450 (M.P. Border Chilpi-Kawardha Section) on National Highway No. 12A (New NH No. 30) in Kabirdham District in the State of Chhattisgarh, along with delay statement.

(43) S.O. 1875 (E), dated the 10th July, 2015, regarding acquisition of land, with or without structure, from K.M. 127.500 to K.M. 136.500 (Chinchinada-Digamarru Section) of National Highway No. 214 (New NH No. 216) and from K.M. 0.000 to K.M. 33.560 (Digamarru-Gutlapadu Section) on National Highway No. 214 A (New NH No. 216) in West Godavari District in the State of Andhra Pradesh, along with delay statement.

(44) S.O. 1879 (E), dated the 13th July, 2015, regarding acquisition of land, with or without structure, from K.M. 294.000 to K.M. 361.327

(Vaggampalli - Dornala 'T' Junction) on National Highway No. 565 in Prakasam District in the State of Andhra Pradesh, along with delay statement.

(45) S.O. 1925 (E), dated the 16th July, 2015, regarding rate of fee to be collected from users of the stretch from K.M. 83.400 to K.M. 195.800 (Sidhi Singrauli Section) on National Highway No. 75 in the State of Madhya Pradesh, along with delay statement.

(46) S.O. 2009 (E), dated the 22nd July, 2015, regarding acquisition of land, with or without structure, from K.M. 141.050 to K.M. 238.500 (Bilaspur - Urdawal Section) on National Highway No. 200 (New NH No.49) in Janjgir-Champa District in the State of Chhattisgarh, along with delay statement.

(47) S.O. 2010 (E), dated the 22nd July, 2015, regarding acquisition of land, with or without structure, from K.M. 238.500 to K.M. 310.900 (Bilaspur - Urdawal Section) on National Highway No. 200 (new NH No. 49) in Raigarh District in the State of Chhattisgarh, along with delay statement.

(48) S.O. 2032 (E), dated the 24th July, 2015, regarding acquisition of land, with or without structure, from K.M. 294.000 to K.M. 361.327 (Vaggampalli - Dornala 'T' Junction) on National Highway No. 565 in Sri Potti Sriramulu Nellore District in the State of Andhra Pradesh, along with delay statement.

(49) S.O. 2034 (E), dated the 24th July, 2015, amending Notification No. S.O. 42 (E), dated the 7th January, 2014, to insert certain entries in the original Notification, along with delay statement.

(50) S.O. 2035 (E), dated the 24th July, 2015, regarding acquisition of land, with or without structure, from K.M. 195.355 to K.M. 254.672 (Chirala - Ongole Section) on National Highway No. 214 (new NH No. 216) in Prakasham District in the State of Andhra Pradesh, along with delay statement.

(51) S.O. 2036 (E), dated the 24th July, 2015, regarding acquisition of land, with or without structure, from K.M. 143.000 to K.M. 304.000 on National Highway No. 565 in Prakasam District in the State of Andhra Pradesh, along with delay statement.

(52) S.O. 2111 (E), dated the 3rd August, 2015, regarding acquisition of land, with or without structure, from K.M. 72.600 to K.M. 121.000 (Thanamcherla - Jamandlapally Section) on National Highway No. 365 in Warrangal District in the State of Telangana, along with delay statement.

(53) S.O. 2138 (E), dated the 7th August, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 35.000 (Barabanki - Bahraich Section) on National Highway No. 28C (New NH No. 927) in Barabanki District in the State of Uttar Pradesh, along with delay statement.

(54) S.O. 2139 (E), dated the 7th August, 2015, amending Notification No. S.O. 2582 (E), dated the 1st October, 2014, to insert certain entries in the original Notification, along with delay statement.

(55) S.O. 2140 (E), dated the 7th August, 2015, regarding acquisition of land, with or without structure, from K.M. 641.000 to K.M. 695.000 (Dornala T Junction - Atmakur Section) on National Highway No. 67 in SPS Nellore District in the State of Andhra Pradesh, along with delay statement.

(56) S.O. 2144 (E), dated the 7th August, 2015, regarding acquisition of land, with or without structure, from K.M. 589.000 to K.M. 641.000 (Mydukur - Dornala T Junction Section) on National Highway No. 67 in Kadapa District in the State of Andhra Pradesh, along with delay statement.

(57) S.O. 2145 (E), dated the 7th August, 2015, amending Notification No. S.O. 2744 (E), dated the 22nd October, 2014, to insert certain entries in the original Notification, along with delay statement.

(58) S.O. 2147 (E), dated the 7th August, 2015, regarding acquisition of land, with or without structure, from K.M. 152.100 to K.M. 254.700 (Dhamtari - Jagdalpur Section) on National Highway No. 43 in Kondagaon District in the State of Chhattisgarh, along with delay statement.

(59) S.O. 2148 (E), dated the 7th August, 2015, regarding acquisition of land, with or without structure, from K.M. 105.200 to K.M. 152.100

(Dhamtari - Jagdalpur Section) on National Highway No. 43 (new NH No. 30) in Kanker District in the State of Chhattisgarh, along with delay statement.

(60) S.O. 2149 (E), dated the 7th August, 2015, regarding acquisition of land, with or without structure, from K.M. 126.400 to K.M. 152.600 (Dhamtari - Jagdalpur Section) on National Highway No. 43 (new NH No. 30) in Kanker District in the State of Chhattisgarh, along with delay statement.

(61) S.O. 2150 (E), dated the 7th August, 2015, regarding acquisition of land, with or without structure, from K.M. 152.600 to K.M. 188.200 (Dhamtari - Jagdalpur Section) on National Highway No. 43 in Kondagaon District in the State of Chhattisgarh, along with delay statement.

(62) S.O. 2189 (E), dated the 11th August, 2015, regarding acquisition of land, with or without structure, from K.M. 425.400 to K.M. 509.400 (Penchalakona - Yerpedu Section) on National Highway No. 565 in Chittoor District in the State of Andhra Pradesh, along with delay statement.

(63) S.O. 2233 (E), dated the 14th August, 2015, regarding acquisition of land, with or without structure, from K.M. 92.547 to K.M. 99.000 (Barabanki - Bahraich Rupaidiha Section) on National Highway No. 28C (New NH No. 927) in Bahraich District in the State of Uttar Pradesh, along with delay statement.

(64) S.O. 2478 (E), dated the 14th September, 2015, regarding acquisition of land, with or without structure, from K.M. 294.000 to K.M. 361.327 (Vaggampalli - Dornala 'T' Junction) on National Highway No. 565 in Sri Potti Sriramulu Nellore District in the State of Andhra Pradesh, along with delay statement.

(65) S.O. 2479 (E), dated the 14th September, 2015, regarding acquisition of land, with or without structure, from K.M. 290.200 to K.M. 298.200 (Dhamtari - Jagdalpur Section) on National Highway No. 43 (New NH No. 30) in Bastar District in the State of Chhattisgarh, along with delay statement.

(66) S.O. 2498 (E), dated the 15th September, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 6.000 on Asian Highway No. 48 in Cooch Behar District in the State of West Bengal, along with delay statement.

(67) S.O. 2513 (E), dated the 17th September, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 66.000 (Indo Nepal Border - Varanasi Section) on National Highway No. 233 in Siddhartha Nagar District in the State of Uttar Pradesh, along with delay statement.

(68) S.O. 2516 (E), dated the 17th September, 2015, regarding acquisition of land, with or without structure, from K.M. 172.105 to K.M. 202.380 (including Nagaur bypass from K.M. 180.500 of NH-65 to K.M. 172.105 of NH-89) on National Highway No. 89 in Nagaur District in the State of Rajasthan, along with delay statement.

(69) S.O. 2518 (E), dated the 17th September, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 144.630 (Jalandhar - Barnala Section) on National Highway No. 71 in Moga District in the State of Punjab, along with delay statement.

(70) S.O. 2519 (E), dated the 17th September, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 144.630 (Jalandhar - Barnala Section) on National Highway No. 71 in Moga District in the State of Punjab, along with delay statement.

(71) S.O. 2520 (E), dated the 17th September, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 144.630 (Jalandhar - Barnala Section) on National Highway No. 71 in Jalandhar District in the State of Punjab, along with delay statement.

(72) S.O. 2521 (E), dated the 17th September, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 144.630 (Jalandhar - Barnala Section) on National Highway No. 71 in Jalandhar District in the State of Punjab, along with delay statement.

(73) S.O. 2522 (E), dated the 17th September, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 144.630 (Jalandhar - Barnala Section) on National Highway No. 71 in Moga District in the State of Punjab, along with delay statement.

(74) S.O. 2523 (E), dated the 17th September, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 144.630 (Jalandhar - Barnala Section) on National Highway No. 71 in Barnala District in the State of Punjab, along with delay statement.

(75) S.O. 2524 (E), dated the 17th September, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 144.630 (Jalandhar - Barnala Section) on National Highway No. 71 in Barnala District in the State of Punjab, along with delay statement.

(76) S.O. 2525 (E), dated the 17th September, 2015, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 144.630 (Jalandhar - Barnala Section) on National Highway No. 71 in Jalandhar District in the State of Punjab, along with delay statement.

(77) S.O. 2659 (E), dated the 29th September, 2015, regarding appointment of competent authority for acquisition of land, from K.M. 551.000 to K.M. 575.060 on National Highway No. 31 in Darjeeling District in the State of West Bengal, along with delay statement.

(78) S.O. 2661 (E), dated the 29th September, 2015, regarding appointment of competent authority for acquisition of land for installation of Weigh-in-Motion-Cum-Automatic Traffic Counter-Cum-Classifier (WIM-CUM-ATCC) machines at K.M. 332.200 of National Highway No. 60 in Birbhum District in the State of West Bengal, along with delay statement.

(79) S.O. 3158 (E), dated the 24th November, 2015, regarding rate of fee to be collected from users of the stretch from K.M. 4.230 to K.M. 117.750/4.000 and from K.M. 4.000 to K.M. 16.350 (Jalandhar - Punjab/J&K Border Section) on National Highway No. 1A in the State of Punjab.

(80) S.O. 3323 (E), dated the 9th December, 2015, amending Notification No. S.O. 2645 (E), dated the 28th September, 2015, to substitute certain entries in the original Notification.

(81) S.O. 3513 (E), dated the 23rd December, 2015, regarding rate of fee to be collected from users of the stretch from K.M. 368.255 to K.M. 419.793 (Adloor Yellareddy - Chegunta Section) and from K.M. 419.793 to K.M. 481.331 (Chegunta - Bewenpally Section) on National Highway No. 44 (Old NH-7) in the State of Andhra Pradesh.

(82) S.O. 2 (E), dated the 1st January, 2016, regarding rate of fee to be collected from users of the stretch from K.M. 0.000 to K.M. 145.646, from K.M. 145.646 to K.M. 156.456 and from K.M. 156.456 to K.M. 285.007 (Muzaffarpur - Darbhanga - Purnea Section) on National Highway No. 57 in the State of Bihar.

(83) S.O. 174 (E), dated the 19th January, 2016, rescinding Notification No. S.O. 249 (E), dated the 8th February, 2012.

(84) S.O. 225 (E), dated the 22nd January, 2016, regarding rate of fee to be collected from users of the stretch from K.M. 0.000 to K.M. 61.840 [Jorbat - Shillong (Barapani) Section] on National Highway No. 40 (new NH-6) in the States of Assam and Meghalaya.

(85) S.O. 263 (E), dated the 28th January, 2016, amending Notification No. S.O. 50 (E), dated the 6th January, 2015, to revise certain entries in the original Notification.

(86) S.O. 353 (E), dated the 3rd February, 2016, regarding rate of fee to be collected from users of the stretch from K.M. 199.660 to K.M. 323.525 (Agra/Etawah Bypass Section) on National Highway No. 2 in the State of Uttar Pradesh.

(87) S.O. 409 (E), dated the 9th February, 2016, rescinding Notification No. S.O. 249 (E), dated the 8th February, 2012.

(88) S.O. 513 (E), dated the 17th February, 2016, regarding rate of fee to be collected from users of the stretch from K.M. 88.000 to K.M. 239.000 (Chhattisgarh/Orissa Border - Aurang Section) on National Highway No. 6 in the State of Chhattisgarh.

[Placed in Library. For (1) to (88) *See* No.L.T. 4227/16/16]

Annual Report and Accounts(2014-15) of BRLF, New Delhi and NIRLPS, New Delhi

ग्रामीण विकास मंत्रालय में राज्य मंत्री (श्री सुदर्शन भगत): महोदय, मैं निम्नलिखित पत्रों की एक-एक प्रति (अंग्रेज़ी तथा हिन्दी में) सभा पटल पर रखता हूं:-

(i) (a) Annual Report and Accounts of the Bharat Rural Livelihoods Foundation (BRLF), New Delhi for the year 2014-15, together with the Auditor's Report on the Accounts.

(b) Review by Government on the working of the above Foundation.

(c) Statement giving reasons for the delay in laying the papers mentioned at (i) (a) above. [Placed in Library. *See* No.L.T. 4520/16/16]

(ii) (a) Annual Report and Accounts of the National Rural Livelihoods Promotion Society (NIRLPS), New Delhi, for the year 2014-15.

(b) Statement by Government accepting the above Report.

(c) Statement giving reasons for the delay in laying the papers mentioned at (ii) (a) above.

[Placed in Library. *See* No.L.T. 4229/16/16]

MESSAGE FROM LOK SABHA

The Aadhaar (Targeted Delivery of Financial and Other Subsidies, Benefits and Services) Bill, 2016

SECRETARY-GENERAL: Sir, I have to report to the House the following message received from the Lok Sabha, signed by the Secretary-General of the Lok Sabha:

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Aadhaar (Targeted Delivery of Financial and Other Subsidies, Benefits and Services) Bill, 2016.

2. The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India.

Sir, I lay a copy of the Bill on the Table.

REPORT OF THE DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE ON ENERGY

DR. K.P. RAMALINGAM (Tamil Nadu): Sir, I lay on the Table, a copy (in English and Hindi) of the Thirteenth Report of the Department-related Parliamentary Standing Committee on Energy (2015-16) on the Subject 'Development and Status of Small Hydro Sector' relating to the Ministry of New and Renewable Energy.

RECOMMENDATIONS OF BUSINESS ADVISORY COMMITTEE

MR. DEPUTY CHAIRMAN: I have to inform the House that the Business Advisory Committee at its meeting held on the 11th of March, 2016, allotted time for Government Legislative and other business:—

Sl. No.	Business	Time Allotted
1.	Consideration and passing of the Child Labour (Prohibition and Regulation) Amendment Bill, 2012.	Two and a half hours
2.	Consideration and passing of the Enemy Property (Amendment and Validation) Bill, 2016, as passed by Lok Sabha - to replace an Ordinance.	Two hours
3.	Consideration and return of the Aadhaar (Targeted Delivery of Financial and Other Subsidies, Benefits and Services) Bill, 2016, as passed by Lok Sabha.	Three hours
4.	Motion for modification of Notification No. 46/2015- Central Excise, dated the 16th December, 2015, seeking to further amend Notification No. 12/2012-Central Excise, dated the 17th March, 2012, for increasing the Basic Excise Duty (BED) on unbranded petrol, branded petrol, unbranded diesel and branded diesel, and laid on the Table of the Rajya Sabha on the 16th of December, 2015, admitted in the name of Shri K.N. Balagopal, MP.	Half-an-hour

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STATEMENTS BY MINISTERS

Action taken on the recommendations contained in the Eighth Report of the Department-related Parliamentary Standing Committee on Rural Development

THE MINISTER OF RURAL DEVELOPMENT; THE MINISTER OF PANCHAYATI RAJ AND THE MINISTER OF DRINKING WATER AND SANITATION (SHRI CHAUDHARY BIRENDER SINGH): Sir, I make a statement on the Action

taken by the Government on the recommendations contained in the Eighth Report of the Department-related Parliamentary Standing Committee on Rural Development on the Demands for Grants (2015-16), pertaining to the Ministry of Panchayati Raj.

Status of implementation of the recommendations contained in the Twentieth Report of the Department-related Parliamentary Standing Committee on Finance

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE(RAO INDERJIT SINGH): Sir, I make a statement regarding the Status of implementation of recommendations contained in the Twentieth Report of the Department-related Parliamentary Standing Committee on Finance on the subject 'Planning Process-A Review'.

Status of implementation of the recommendations contained in the First Report of the Department-related Parliamentary Standing Committee on Labour

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI BANDARU DATTATREYA): Sir I make a statement regarding the Status of implementation of the recommendations contained in the First Report of the Department-related Parliamentary Standing Committee on Labour on the Demands for Grants (2014-15), of the Ministry of Labour and Employment.

DEMAND FOR DISCUSSION UNDER RULE - 267

श्री नरेश अग्रवाल (उत्तर प्रदेश): उपसभापति जी, मेरा रूल 267 के अंतर्गत नोटिस है। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: A notice under Rule 267 was, of course, given by Shri Naresh Agrawal. But the Chairman has not admitted it. ...*(Interruptions)*...

श्री नरेश अग्रवाल: उपसभापति जी, कल नागौर में आरक्षण पर आरएसएस की जो मीटिंग हुई है, उसमें आरक्षण समाप्त करने की बात हुई है। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Your notice is there. But it has not been admitted ...*(Interruptions)*... A notice, under Rule 267, was also there from Shri Pramod Tiwari. Both have not been admitted. ...*(Interruptions)*...

प्रो. राम गोपाल यादव (उत्तर प्रदेश): उपसभापति जी, बहुत दिनों से प्लानिंग चल रही है ...(**व्यवधान**)... बिहार में भी आरक्षण की इस तरह की बात हुई ...(**व्यवधान**)... यह आरक्षण समाप्त करने की बहुत गंभीर साजिश है। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: The Chairman has not admitted. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN (West Bengal): Sir, it is a very important issue. ...*(Interruptions)*...

श्री नरेश अग्रवालः आप सुने बिना कैसे कैंसिल कर सकते हैं? ...(**व्यवधान**)... आप इसको सुन लीजिए ...(**व्यवधान**)... सदन के सामने रख दीजिए ...(**व्यवधान**)... अगर सदन एग्री करता है तो ठीक है। ...(**व्यवधान**)... नहीं करता है तो इसको टर्न डाउन कर दीजिए। ...(**व्यवधान**)... कल नागौर में आरएसएस की जो मीटिंग हुई है ...(**व्यवधान**)... उस मीटिंग में आरएसएस ने एक प्रस्ताव पास किया है कि क्रीमीलेयर वाले आरक्षण छोड़ दें ...(**व्यवधान**)... यह काम एक सिस्टमेटिक तरीके से चल रहा है। ...(**व्यवधान**)... बिहार के ...(**व्यवधान**)... में भी ...(**व्यवधान**)... यह बात कही थी। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: That is a private organisation. Why are you worried about that? ...*(Interruptions)*...

श्री नरेश अग्रवालः उपसभापति जी, यह सरकार भी ...(**व्यवधान**)... आरएसएस का पार्ट है ...(**व्यवधान**)... यह सरकार ...(**व्यवधान**)... आरक्षण समाप्त कर रही है ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: It is a private organisation. Why are you worried about that? ...*(Interruptions)*...

प्रो. राम गोपाल यादवः उपसभापति जी, आरएसएस और इस सरकार में कोई फर्क नहीं है। ...(**व्यवधान**)... जो आरएसएस कहती है, वही गवर्नमेंट करती है ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: That is your view only. ...*(Interruptions)*... That is your view only. ...*(Interruptions)*...

प्रो. राम गोपाल यादवः इसलिए हम कहते हैं कि यह आरक्षण को समाप्त करने की साजिश है। ...(**व्यवधान**)... यह बहुत गंभीर साजिश है। ...(**व्यवधान**)...

सुश्री मायावती (उत्तर प्रदेश)ः माननीय उपसभापति जी, आरक्षण के बारे में ...(**व्यवधान**)... समय-समय पर ...(**व्यवधान**)... जब से बीजेपी के नेतृत्व में सरकार बनी है ...(**व्यवधान**)... बीजेपी और आरएसएस रिज़र्वेशन को लेकर ...(**व्यवधान**)... जो किस्म-किस्म की बयानबाज़ी कर रहे हैं ...(**व्यवधान**)... खास तौर से जो कल नागौर में आरएसएस का जो बयान आया है ...(**व्यवधान**)... यह आरक्षण संपन्न लोगों को नहीं मिलना चाहिए ...(**व्यवधान**)... हम चाहते हैं कि यह सरकार आरक्षण के मामले में अपनी स्थिति स्पष्ट करे। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Now listen, please. ...*(Interruptions)*... In any case, ...*(Interruptions)*... Let me listen to the Minister first. Mr. Naqvi wants to say something. ...*(Interruptions)*... The Minister is reacting. ...*(Interruptions)*... Let us listen to the Minister. ... *(Interruptions)*...

SHRI NARESH AGRAWAL: We will only listen to the Leader of the House. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Kumari Mayawatiji, please listen to the Minister. ...*(Interruptions)*... Mr. Naresh Agrawal, please listen to the Minister. ...*(Interruptions)*...

अल्पसंख्यक कार्य मंत्रालय में राज्य मंत्री तथा संसदी कार्य मंत्रालय में राज्य मंत्री (श्री मुख्तार अब्बास नक़वी): ... सर आरक्षण के बारे में जो कहा जा रहा है ...(**व्यवधान**)... हमारी सरकार और हमारी पार्टी का बिल्कुल स्पष्ट मत है कि आरक्षण रहना चाहिए। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Let us listen to the Minister.

श्री मुख्तार अब्बास नक़वी: संघ ने आरक्षण को मजबूत करने की बात कही है ...(**व्यवधान**)... आरक्षण को खत्म करने की बात नहीं कही है। ...(**व्यवधान**)... सर, एक और महत्वपूर्ण मुद्दा है ...(**व्यवधान**)... कल टेलीविजन चैनल्स और समाचार-पत्रों में ऑनरेबल लीडर ऑफ दि अपोजिशन का एक बयान आया है। ...(**व्यवधान**)... उस बयान में उन्होंने आरएसएस की तुलना आईएसआईएस के साथ की है ...(**व्यवधान**)... यह ग्रैंड ओल्ड पार्टी का ब्रैंड न्यू सेक्यूलर फॉर्मूला है ...(**व्यवधान**)... यह ग्रैंड ओल्ड पार्टी का ब्रैंड न्यू सेक्यूलर फॉर्मूला ...(**व्यवधान**)... कि आतंकवादियों को महिमामंडित करना ...(**व्यवधान**)... आतंकवादियों को ...(**व्यवधान**)... राष्ट्रवादियों पर हमला, यह नहीं चलेगा ...(**व्यवधान**)... इसलिए कांग्रेस पार्टी को माफी मांगनी चाहिए ...(**व्यवधान**)... उन्होंने जिस तरह से ...(**व्यवधान**)... आरएसएस को आईएसआईएस जैसे आतंकवादी संगठन के साथ जोड़ा है। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: In any case, the matter has been raised here. Let me listen to the Minister as to what he has to say. After that, you can raise. ...*(Interruptions)*... उसके बारे में ...(**व्यवधान**)... क्या बोलना है? ...(**व्यवधान**)...

श्री मुख्तार अब्बास नक़वी: उपसभापति जी, आरक्षण के बारे में हमारी पार्टी ...(**व्यवधान**)... हमारी सरकार बार-बार स्पष्ट कर चुकी है कि आरक्षण को हटाने का ...(**व्यवधान**)... सवाल ही पैदा नहीं होता। ...(**व्यवधान**)... जो दबे हैं ...(**व्यवधान**)... जो पिछड़े तबके हैं ...(**व्यवधान**)... उनके लिए जो आरक्षण की व्यवस्था है ...(**व्यवधान**)... वह थी और रहेगी। ...(**व्यवधान**)... जहां तक आरएसएस का सवाल है ...(**व्यवधान**)... आरएसएस ने भी आरक्षण को मजबूत करने की बात कही है। ...(**व्यवधान**)... आरक्षण को खत्म करने की बात नहीं कही है ...(**व्यवधान**)... अगर आपको उनका बयान समझ में नहीं आया ...(**व्यवधान**)... तो हमें लगता है कि हम उस पर कुछ नहीं कर सकते हैं। ...(**व्यवधान**)...

श्री उपसभापति: क्यों समझ में नहीं आया? ...(**व्यवधान**)...

श्री मुख्तार अब्बास नक़वी: दूसरी चीज़ ...(**व्यवधान**)... जो महत्वपूर्ण है ...(**व्यवधान**)... लीडर ऑफ दि अपोजिशन यहां बैठे हुए हैं। ...(**व्यवधान**)... कल उनका एक बयान आता है ...(**व्यवधान**)... टेलीविज़न पर ...(**व्यवधान**)... मैंने बता दिया है ...(**व्यवधान**)... कल बयान आता है ...(**व्यवधान**)...

श्री उपसभापतिः सुनिए, सुनिए ...(**व्यवधान**)...

श्री मुख्तार अब्बास नक़वीः जिस चैनल पर कहा गया है कि आरएसएस और आईएसआईएस एक है ...(**व्यवधान**)... यह बयान कांग्रेस पार्टी की तरफ से आया है ...(**व्यवधान**)... यह ग्रैंड ओल्ड पार्टी का ब्रैंड न्यू सेक्युलर फॉर्मूला है कि आतंकवादियों को फूलों का गमला और राष्ट्रवादियों पर हमला। ...(**व्यवधान**)... यह ग्रैंड ओल्ड पार्टी का एक ब्रैंड न्यू सेक्यूलर फॉर्मूला है, इसलिए हमारी मांग है कि कांग्रेस पार्टी और ऑनरेबल लीडर ऑफ दि अपोजिशन देश से माफी मांगें, क्योंकि उन्होंने एक ऐसी बात कही है, जिससे देश में बेचैनी है, देश में आक्रोश है और देश में गुस्सा है। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Do you want to say something, Mr. Leader of the Opposition? ...*(Interruptions)*...

SHRI NARESH AGRAWAL: Sir, ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: I will call you after the Leader of the Opposition. Let me listen to him.

श्री नरेश अग्रवालः सर, आप हम लोगों को समय नहीं दे रहे हैं। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Nareshji, the Minister has mentioned the name of the Leader of the Opposition and made an allegation. Naturally, the Leader of the Opposition wants to reply; let me listen to him. उसके बाद आपको भी समय मिलेगा। ...(**व्यवधान**)... All of you are talking together. ...*(Interruptions)*... रिज़र्वेशन के बारे में he has given an assurance. Please listen. ...*(Interruptions)*... रिज़र्वेशन के बारे में he has given an assurance to the House that it will not be reconsidered. What else do you want? ...*(Interruptions)*... That is okay, ...*(Interruptions)*... After the Leader of the Opposition, please. ...*(Interruptions)*... Firstly, please allow the Leader of the Opposition. ...*(Interruptions)*...

प्रो. राम गोपाल यादवः सर ...(**व्यवधान**)...

सुश्री मायावतीः सर ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Ram Gopal Yadavji, I will call you after the Leader of the Opposition. Kumari Mayawati, I will call you too after the Leader of the Opposition. ...*(Interruptions)*... I said that I will call Ram Gopal Yadavji. Please sit down. ...*(Interruptions)*... मैं दोनों को बुलाऊंगा। ...(**व्यवधान**)...

श्री नरेश अग्रवालः सर, क्या आप इसके बाद हमें बोलने का मौका देंगे? ...(**व्यवधान**)...

श्री उपसभापतिः हां।

विपक्ष के नेता (श्री गुलाम नबी आज़ाद)ः माननीय डिप्टी चेयरमैन साहब ...(**व्यवधान**)...

†قائد حزب اختلاف (جناب غلام نبی آزاد) : مانئے ڈپٹی چیئرمین صاحب ...(مداخلت)...

श्री उपसभापतिः कृपया आप लोग बैठिए। आप लोग सुनिए। ...(**व्यवधान**)...

श्री गुलाम नबी आज़ादः चूंकि आप लोगों ने मुद्दा उठाया है, इसलिए आप सुन लीजिए न। ...(**व्यवधान**)...

†جناب غلام نبی آزاد : چونکہ آپ لوگوں نے مدّعا اٹھایا ہے، اس لئے اپ سن لیجئے نا ...(مداخلت)...

MR. DEPUTY CHAIRMAN: Let us listen to what he is going to say. ...*(Interruptions)*... कृपया आप लोग बैठिए। ...(**व्यवधान**)...

श्री गुलाम नबी आज़ादः या तो मुद्दा उठाइए नहीं, अगर उठाया है, तो कृपया आप सुनिए। ...(**व्यवधान**)...

†جناب غلام نبی آزاد : یا تو مدّعا اٹھائیے نہیں، اگر اٹھایا ہے، تو مہربانی کرکے اپ سنئے ...(مداخلت)...

श्री उपसभापतिः कृपया आप लोग बैठिए, आप लोग सुनिए। ...(**व्यवधान**)...

श्री गुलाम नबी आज़ादः माननीय डिप्टी चेयरमैन साहब, माननीय नक़वी साहब ने यहां पर मुद्दा उठाया है, मैं उनका बहुत धन्यवाद करता हूं और शायद सबसे ज्यादा सुनने के लिए मेरे दोस्त, रविं शंकर प्रसाद जी बेकरार हैं। ...(**व्यवधान**)...

†جناب غلام نبی آزاد : مانئے ڈپٹی چیئرمین صاحب، مانئے نقوی صاحب نے یہاں پر مدّعا اٹھایا، میں ان کا بہت دھنیواد کرتا ہوں اور شاید سب سے زیادہ سننے کے لئے میرے دوست، روی شنکر پرساد جی بے قرار ہیں ...(مداخلت)...

संचार और सूचना प्रौद्योगिकी मंत्री (श्री रवि शंकर प्रसाद)ः हम तो चाहते हैं कि आप माफी मांगें। ...(**व्यवधान**)... आपने यह क्या कर दिया? ...(**व्यवधान**)... आपसे यह उम्मीद नहीं थी। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Okay; please listen to him. ...*(Interruptions)*...

श्री रवि शंकर प्रसादः गुलाम नबी आज़ाद जी, आपसे यह उम्मीद नहीं थी, आपने यह क्या कह दिया? ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Mr. Ravi Shankar Prasad, please listen to the Leader of the Opposition. The floor is given to the Leader of the Opposition. ...*(Interruptions)*... कृपया आप लोग बैठिए। ...(**व्यवधान**)... ट्रेज़री बेंचेज, कृपया आप लोग बैठिए। ...(**व्यवधान**)... अपोज़िशन बेंचेज़, कृपया आप लोग भी बैठिए। ...(**व्यवधान**)... कृपया आप लोग सुनिए। ...(**व्यवधान**)...

श्री गुलाम नबी आज़ादः अगर निन्दा करने की हिम्मत है, तो जवाब सुनने की हिम्मत भी रखिए। ...(**व्यवधान**)... यह intolerance, जो आप बाहर करते हैं, वही intolerance आप लोग इस सदन के

†Transliteration in Urdu script.

अंदर भी कर रहे हैं। ...(**व्यवधान**)... जो intolerance चौबीस घंटे आप बाहर करते हैं, उसी intolerance का एक दृश्य आप यहां भी दिखा रहे हैं। ...(**व्यवधान**)...

†جناب غلام نبی آزاد : اگر نندا کرنے کی ہمت ہے، تو جواب سننے کی ہمت بھی رکھنے ...(مداخلت)... یہ intolerance جو آپ باہر کرتے ہیں، وہی intolerance آپ لوگ اس سدن کے اندر بھی کر رہے ہیں intolerance جو intolerance چوبیس گھنٹے آپ باہر کرتے ہیں اسی intolerance کا ایک منظر آپ یہاں بھی دکھا رہے ہیں ...(مداخلت)۔

MR. DEPUTY CHAIRMAN: Smt. Viplove, please sit down. ...*(Interruptions)*... Order please. ...*(Interruptions)*... It is our practice in the House to listen to the hon. Leader of the Opposition. Please sit down. ...*(Interruptions)*...

श्री के.सी. त्यागीः सर ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: No, Mr. K.C. Tyagi, please sit down. I am not allowing you. ...*(Interruptions)*...

श्री के.सी. त्यागीः सर, नेता प्रतिपक्ष को ...(**व्यवधान**)...

श्री उपसभापतिः त्यागी जी, कृपया आप बैठिए। ...(**व्यवधान**)... What Mr. K.C. Tyagi says will not go on record. Please sit down, Mr. K.C. Tyagi.

श्री के.सी. त्यागीः *

MR. DEPUTY CHAIRMAN: The floor is given to the Leader of the Opposition. ...*(Interruptions)*...

श्री गुलाम नबी आज़ादः बीजेपी के लिए इनको छोड़ कर सब आतंकवादी हैं। ...(**व्यवधान**)... जो बीजेपी के नहीं हैं, आरएसएस के नहीं हैं, वे सब आतंकवादी हैं। ...(**व्यवधान**)...

† جناب غلام نبی آزاد : بی۔جے۔پی۔ کے لئے ان کو چھوڑ کر سب آتنک۔وادی ہیں ...(مداخلت)... جو بی۔جے۔پی۔ کا نہیں ہے، آر۔ایس۔ایس۔ کا نہیں ہے، وہ سب آتنک۔وادی ہیں ...(مداخلت)۔

श्री उपसभापतिः कृपया आप लोग बैठिए। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Please. ...*(Interruptions)*...

श्री गुलाम नबी आज़ादः माननीय डिप्टी चेयरमैन, सर, यह मेरी स्पीच की सीडी है। ...(**व्यवधान**)... मैं माननीय लीडर ऑफ दि हाउस से गुज़ारिश करूंगा और यह सीडी उनको दूंगा। ...(**व्यवधान**)... टेबल पर तो मैं रखूंगा ही, लेकिन उनको अलग से भी दूंगा, या फिर वे टेबल से ही इसे ले लें और अपने कमरे में जाकर हमारे बीजेपी के सदस्यों और मंत्रियों समेत, रवि शंकर प्रसाद जी समेत इस सीडी को सुन लें। ...(**व्यवधान**)... रवि शंकर प्रसाद जी को सुना दें। ...(**व्यवधान**)...

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†Transliteration in Urdu script.
*Not recorded.

[श्री गुलाम नबी आज़ाद]

†قائد حزب اختلاف (جناب غلام نبیؔ آزاد) : مانیئے ڈپٹی چیئرمین سر، یہ میری اسپیچ کی سی ڈی ہے ۔۔(مداخلت)۔۔ میں مانیئے لیڈر آف دی ہاؤس سے گزارش کرونگا اور یہ سی ڈی ان کو دونگا۔۔(مداخلت)۔۔ ٹیبل پر تو میں رکھوں گا ہی، لیکن ان کو الگ سے بھی دونگا، یا پھر یہ ٹیبل سے ہی اسے لے لیں اور

اپنے کمرے میں جاکر ہمارے بی جے پی کے ممبروں اور منتریوں سمیت، روی شنکر پرساد جی سمیت اس سی ڈی کو سن لیں ۔۔(مداخلت)۔۔ روی شنکر پرساد جی کو سنا دیں۔۔(مداخلت)۔۔

MR. DEPUTY CHAIRMAN: Please. ...*(Interruptions)*...

श्री गुलाम नबी आज़ादः जो इस सीडी में और जो मैं पढ़ रहा हूं, अगर इसमें कुछ गलत लिखा हो, तो रवि प्रसाद जी, आप कल हमारे खिलाफ ...(**व्यवधान**)... प्लीज़, एक मिनट ...(**व्यवधान**)... आप कल हमारे खिलाफ प्रिविलेज मोशन ले आइए। मैं यह पहले ही बता रहा हूं, इसमें जो है, वह मैं पढ़ रहा हूं। मैं पूरी स्पीच नहीं पढ़ रहा हूं, लेकिन मुझे सिर्फ दो पेज पढ़ने की इजाज़त दीजिए, क्योंकि अगर अगला और पिछला पेज नहीं पढ़ेंगे, तो फिर वही बात होगी, जैसे एक टीवी चैनल सिर्फ एक लाइन पकड़कर पूरे देश में उबाल खड़ा करता है। इसीलिए इससे एक पेज पहले का और एक पेज बाद का पढ़ना बहुत जरूरी है। ...(**व्यवधान**)... पूरी स्पीच पढ़ने के लिए एक घटा चाहिए, मैं उसकी सीडी आपको दे रहा हूं।

"भाइयों, आज जैसा मैंने शुरू में कहा..." इसमें जब आप 'का', 'की' बोलते हैं, तो थोड़ा गलत हो जाता है, कहीं पर 'का' की जगह 'कि' लग जाता है। मैं उसका वर्बेटिम पढ़ रहा हूं। जैसे मैंने वहां कहा था, वैसे ही इसे खिने की कोशिश की है। "...आज जैसा मैंने शुरू में कहा, बहुत मुश्किल दौर से हम गुज़र रहे हैं और आज की इस जमीयत उलेमा-ए-हिंद की तारीख़ी कॉन्फरेंस के इस स्टेज से मैं आपको मुबारकबाद देना चाहता हूं। मैं हिन्दोस्तान के उन हिन्दू भाइयों को, जो चाहे जज हों, रिटायर्ड जज हों, पत्रकार हों, हिन्दी, अंग्रेज़ी या उर्दू के लिखने वाले हों, चाहे वे कुछ चंद टेलिविज़न चैनल हों।" मैं अपने लफ्ज़ों को फिर से दोहराता हूं, यहां मैं 'चंद' लफ्ज़ लगा रहा हूं। "...चंद टेलिविज़न के ऐर्डिटस हों, जिनको सरकार की तरफ से निकाला जाता है, एक चैनल या दूसरे चैनल से, क्योंकि वे सेकुलर और सेकुलरिज्म की बात करते हैं। मैं एन ऐंकर्स को बधाई देता हूं, जो इस सरकार के होने के बावजूद भी लड़ाई लड़ रहे हैं और नौकरी से बरखास्त होना मंजूर करते हैं, लेकिन अपने रास्ते को छोड़ना नहीं चाहते हैं। मैं उन हिन्दू भाइयों को भी मुबारकबाद देता हूं, इख़तिलाफ के बाद जिन्होंने अपने एवार्ड वापस किए, चाहे ज़ाती तौर पर आपको और हमें उनसे बात करने का मौका न मिला हो, लेकन क़ौमी यकजेहती के इस स्टेज से शायद उनके इस काम के लिए कोई ऐसा मंच नहीं हो सकता। जो हिन्दुस्तान के सेकुलरिज्म के लिए लड़ाई लड़ रहे हैं, अगर उसकी हम सराहना न करें, तो शायद हम इंसाफ नहीं कर सकते हैं। वे भी एक तरह की कुरबानी देते हैं।"

"मेरे भाइयों, आज हिन्दू और मुसलमान की लड़ाई हिन्दुस्तान में नहीं है।" मैं रिपीट करता हूं, "...मेरे भाइयों, आज हिन्दू और मुसलमान की लड़ाई हिन्दुस्तान में नहीं है। कौन कहता है कि इस मुल्क़ में हिन्दू और मुसलमान की लड़ाई है? मौलाना...", मौलाना माने, मौलाना अर्शद मदनी, जो चेयरमैन हैं, उनकी तरफ इशारा करके मैंने कहा, "मौलाना हमेशा कहते हैं कि यह नज़रियात की

†Transliteration in Urdu script.

लड़ाई है।..." नज़रियात means ideology. यह नज़रियात की लड़ाई है, यानी ideology की लड़ाई है। "सोच की लड़ाई है। हम उस बोसीदा..." now I am talking about ideology, "हम उस बोसीदा सोच के खिलाफ हैं, वह हिन्दू की बोसीदा सोच हो, सिख की बोसीदा सोच हो, वह मुसलमान की ही बोसीदा सोच ही क्यों न हो। हम देखते हैं, मुसलमानों में भी जो मुसलमान आज दुनिया में मुल्कों की तबाही और बरबादी का बाईस बने हैं, अगरचे उनके पीछे कुछ ताकतवर मुमालिक हैं, लेकिन मुसलमान इसमें क्यों शामिल हो रहे हैं?

मुसलमान क्यों? मैंने आरएसएस का नहीं बताया कि उसमें क्यों शामिल है? मैं मुसलमान का बता रहा हूं उसमें मुसलमान क्यों शामिल होते हैं। "वह इस चाल में क्यों आ रहा है?" अब आपका बीच में से उठा कर किसी ने उसको तोड़-मरोड़ कर पेश किया, "हम ऐसी आईएसआईएस वाली जैसी संगठनें..." यह क्वोट है। मंत्री जी, आप इसको दस दफा सुनिए और तब कमेंट पास कीजिए। तो "ऐसी आईएसआईएस वाली जैसी संगठनें, हम उनका भी उतना ही विरोध करते हैं, जितना आरएसएस का करते हैं।" Where is the comparison? I have not said... ...*(Interruptions)*... आप कल प्रिविलेज प्रस्ताव कीजिए। आप प्रिविलेज प्रस्ताव मुझे पार्लियामेंट से निकालने का कीजिए, अगर मैंने यह बताया कि आरएसएस और आईएसआईस एक हैं। That is comparison. I will repeat again for the entire nation. "ऐसी आईएसआईएस वाली जैसी संगठनें हैं, हम उनका भी उतना ही विरोध करते हैं, जैसा आरएसएस का करते हैं। लिहाजा यह मजहब..." ...(**व्यवधान**)... नहीं, नहीं। It is not that. ...*(Interruptions)*... It is not that ...*(Interruptions)*... चालाकी क्या? ...(**व्यवधान**)... यह सीडी में है। ...(**व्यवधान**)... मैं आपको बता रहा हूं कि सीडी लीजिए। ...(**व्यवधान**)... ये कम्युनिकेशन मंत्री हैं। ...(**व्यवधान**)... मैंने क्यों बताया? मैं इसलिए बता रहा हूं कि ये कम्युनिकेशन मंत्री हैं। अच्छी तरह से आपके लिए डॉकेट बना सकते हैं। "लिहाजा यह मजहब की लड़ाई नहीं है। हमारे बीच भी इस्लाम में, दुनिया में कोई अलग काम करता है, वह आरएसएस से कम नहीं है।" I am talking of कि अगर इस्लाम में भी...। अब इस्लाम में भी आपको तकलीफ होगी? ...(**व्यवधान**)...

†جناب غلام نبی آزاد: اگر اس سی ڈی میں اور جو میں پڑھ رہا ہوں، اگر اس میں کچھ غلط لکھا ہو، تو روی شنکرپرساد جی کل ہمارے خلاف۔(مداخلت)۔ پلیز، ایک منٹ۔(مداخلت)۔ آپ کل ہمارے خلاف پری ولیج موشن لے آئیے، اس لیے میں یہ پہلے ہی بتارہا ہوں، جو اس میں ہے، وہ میں پڑھ رہا ہوں۔ میں پوری اسپیش نہیں پڑھ رہا ہوں، لیکن مجھے صرف دو صفحے پڑھنے کی اجازت دیجیے، کیوں کہ اگر اگلا صفحہ اور پچھلا صفحہ نہیں پڑھیں گے، تو پھر وہی ٹی وی چینل صر ف ایک لائن پڑھکر پورے ملک میں ابال کھڑا کرتا ہے، اس لیے اس سے ایک صفحہ پہلے اور ایک صفحہ بعد میں پڑھنا بہت ضروری ہے۔(مداخلت)۔ پوری تقریر پڑھنے کے لیے ایک گھنٹہ چاہیے، اس لیے اس کی سی ڈی میں آپ کو دے رہا ہوں۔

"بھائیوں، آج جیسا میں نے شروع میں کہا ''اس میں جب آپ 'کا،کی' بولتے ہیں تو تھوڑا غلط ہوجاتا ہے، کہیں پر 'کا' کی جگہ 'کی' لگ جاتا ہے۔ میں اس کا وریئم پڑھ رہا ہوں۔ جیسے میں نے وہاں کہا تھا، ویسے ہی اسے لکھنے کی کوشش کی ہے۔''آج جیسا میں نے شروع میں کہا، بہت مشکل دور سے ہم گزررہے ہیں۔ اور آج کی اس جمعیت العلمائے ہند کی تاریخی کانفرنس کے اس اسٹیج سے میں آپ کو مبارکباد دینا چاہتا ہوں۔ میں ہندستان کے ان ہندو بھائیوں کو، جو چاہے جج ہوں، ریٹائرڈ جج ہوں، پترکار ہوں، ہندی انگریزی یا اردو کے لکھنے والے ہوں، چاہے وہ کچھ چند ٹیلی ویژن چینل ہوں"، میں اپنے لفظوں کو پھر سے دوہراتا

†Transliteration in Urdu script.

[श्री गुलाम नबी आज़ाद]

ہوں، یہاں میں چند لفظ لگارہا ہوں" چند ٹیلی ویژن کے اینکرس ہوں، جن کو سرکار کی طرف سے نکالا جاتا ہے، ایک چینل یا دوسرے چینل سے، کیوں کہ وہ سیکولر اور سیکولرزم کی بات کرتے ہیں۔ میں ان اینکرس کو بدھائی دیتا ہوں، جو اس سرکار کے ہونے کے باوجود بھی لڑائی لڑرہے ہیں اور نوکری سے برخاست ہونا منظور کرتے ہیں، لیکن اپنے راستے کو چھوڑنا نہیں چاہتے ہیں۔ میں ان ہندوبھائیوں کو بھی مبارکباد دیتا ہوں، اختلافات کے بعد جنہوں نے اپنے ایوارڈس واپس کیے ہیں، چاہے ذاتی طور پر آپ کو اور ہمیں ان سے بات کرنے کا موقع نہ ملا ہو، لیکن قومی یکجہتی کے اس اسٹیج سے شاید ان کے اس کام کے لئے کوئی ایسا منچ نہیں ہوسکتا جو ہندستان کے سیکولرزم کے لیے لڑائی لڑرہے ہیں، اگر اس کی ہم سراہنا نہ کریں، تو شاید ہم انصاف نہیں کرسکتے ہیں۔ وہ بھی ایک طرح کی قربانی دیتے ہیں۔

†میرے بھائیوں، آج ہندو اور مسلمان کی لڑائی ہندستان میں نہیں ہے۔ میں دوہراتا ہوں، میرے بھائیوں، لڑائی آج ہندو اور مسلمان کی لڑائی ہندستان میں نہیں ہے۔ کون کہتا ہے کہ اس ملک میں ہندو اور مسلمان کی لڑائی ہے؟ مولانا، مولانا یعنی، مولانا ارشد مدنی، جو چیئرمین ہیں، ان کی طرف اشارہ کرکے میں نے کہا، مولونا ہمیشہ کہتے ہیں کہ یہ نظریات کی لڑائی ہے۔ نظریات یعنی ideology یہ نظریات کی لڑائی ہے، یعنی ideologyکی لڑائی ہے۔ سوچ کی لڑائی ہے۔ ہم اس ہوسیدہ، now I am talking about ideology, ہم اس ہوسیدہ سوچ کے خلاف ہیں، وہ ہندو کی ہوسیدہ سوچ ہو، سکھ کی ہوسیدہ سوچ ہو، وہمسلمان کی ہی ہوسیدہ سوچ کیوں نہ ہوں۔ ہم دیکھتے ہیں مسلمانوں میں بھی، جو مسلمان آج دنیا میں ملکوں کی تباہی اور بربادی کا باعث بنے ہیں، اگر چہ ان کےپیچھے کچھ طاقتور ممالک ہیں، لیکن مسلمان اس میں کیوں شامل ہورہے ہیں؟ مسلمان کیوں؟ میں نے آر۔ایس۔ایس۔ کا نہیں بتایا کہ اس میں کیوں شامل ہے۔ میں مسلمان کا بتا رہا ہوں کہ اس میں مسلمان کیوں شامل ہوتے ہیں۔ وہ اس چال میں کیوں آ رہا ہے؟ اب آپ کا بیچ میں سے اٹھا کر کسی نے اس کو توڑ مروڑ کر پیش کیا "ہم ایسی آئی۔ایس۔آئی۔ایس۔ والی جیسی تنظیمیں"۔۔۔ یہ کیوٹ ہے۔ منتری جی آپ اس کو دفعہ سنئے اور تب کمینٹ پاس کیجئے، تو ایسی آئی۔ایس۔آئی۔ایس۔ والی جیسی تنظیمیں، ہم ان کا بھی اتنا ہی ورودھ کرتے ہیں، جتنا آر۔ایس۔ایس۔ کا کرتے ہیں۔

Where is the comparison? I have not said... ...*(Interruptions)*... آپ کل پریولیج موشن کیجئے۔ آپ پریولیج موشن مجھے پارلمینٹ سے نکالنے کا کیجئے کہ اگر میں نے یہ بتایا کہ آر۔ایس۔ایس۔ اور آئی۔ایس۔آئی۔ایس۔ ایک ہیں۔" That is comparison. I will repeat again for the entire nation. ایسی آئی۔ایس۔آئی۔ایس۔ والی جیسی تنظیمیں ہیں ہم ان کی بھی اتنی ہی مخالفت کرتے ہیں، جیسا آر۔ایس۔ایس۔ کی کرتے ہیں لہذا یہ مذہب ۔۔(مداخلت)۔۔ نہیں، نہیں، It is not that. It is not that. ...*(Interruptions)*... چالاکی کیا؟ ۔۔(مداخلت)۔۔ یہ سی۔ڈی۔ میں ہے۔ اس میں چالاکی کیا؟ ۔۔(مداخلت)۔۔ میں تو آپ کو بتا رہا ہوں کہ سی۔ڈی لیجئے ۔۔(مداخلت)۔۔ یہ کمیونکیشن منتری ہیں ۔۔(مداخلت)۔۔ میں نے کیوں بتایا؟ میں اس لئے بتا رہا ہوں کہ یہ کمیونکیشن منتری ہیں۔ اچھی طرح سے آپ کے لئے ٹاکیٹ بنا سکتے ہیں ۔۔(مداخلت)۔۔ لہذا یہ مذہب کی لڑائی نہیں ہے۔ ہمارے بیچ بھی اسلام میں، دنیا میں کوئی غلط کام کرتا ہے، وہ آر۔ایس۔ایس۔ سے کم نہیں ہے۔ آئی ایم ٹاکنگ آف، کہ اگر اسلام میں بھی۔ اب اسلام میں بھی آپ کو تکلیف ہوگی؟ ۔۔(مداخلت)۔۔

श्री अनिल माधव दवे (मध्य प्रदेश): सर ...(**व्यवधान**)...

श्री गुलाम नबी आज़ाद: इस्लाम में भी तकलीफ होगी? ...(**व्यवधान**)... इस्लाम में भी आपको तकलीफ है? आपको इस्लाम से कम्पेयर करने में भी तकलीफ है कि अगर इस्लाम में कोई गलत काम करता है, तो उसको आरएसएस से कम्पेयर कर दिया? ...(**व्यवधान**)... रवि जी, आप इतना तो ऊपर हवा नहीं खाइए! ...(**व्यवधान**)... "इसलिए वे हिन्दू फिरकापरस्त हों, मुस्लिम फिरकापरस्त हों, फंडामेंटलिस्ट हों या सिफ फिरकापरस्त हों, हमें सब फिरकापस्तों का मुकाबला करना है, क्योंकि वे दुनिया के लिए और हमारे मुल्क के लिए कैंसर का काम करते हैं।" ...(**व्यवधान**)... "जो इंसान को इंसान से दूर करने की कोशिश करते हैं, नफरत की कोशिश करते हैं, चाहे वह किसी भी धर्म या किसी भी मजहब का हो, उसका हमें एकजुट होकर मुकाबला करना है। इसलिए आज इस नज़रिए को खत्म करने की भी जरूरत है। वे तमाम सेक्युलर ताकतें, जो जद्दोज़हद कर रही हैं, चाहे अखबारात के जरिए या टेलिविजन के जरिए, वे जहां भी हैं, वे हिन्दू, मुसलमान, सिख और ईसाई सब एक हो जाएं। आज लड़ाई फिरकापरस्ती और सेक्युलरिज्म के बीच में है। हमें देखना है कि जीत सेक्युलरिज्म की होती है या फिरकापरस्ती की जीत होती है। इस सेक्युलरिज्म की लड़ाई में आप देखेंगे कि आपको हर मजहब के लोग मिलेंगे, लेकन फिरकापस्ती की लड़ाई में आपको सब मजहब के लोग नहीं मिलेंगे। हिन्दुस्तान सभी मजहबों का है, जिसका मतलब है कि अक्सरियत हमारे साथ है।" ...(**व्यवधान**)...

جناب غلام نبی آزاد : اسلام میں بھی تکلیف ہوگی؟ ۔(مداخلت)۔ اسلام میں بھی آپ کو تکلیف ہے۔ آپ کو اسلام سے کمپئر کرنے میں بھی تکلیف ہے کہ اگر اسلام میں کوئی غلط کام کرتا ہے، تو اس کو آر۔ایس۔ایس۔ سے کمپئر کر دیا؟۔(مداخلت)۔ روی جی، آپ اتنا تو اوپر ہوا نہیں کھائیے ۔(مداخلت)۔ "اس لئے وہ ہندو فرقہ پرست ہوں، مسلم فرقہ پرست ہوں، فنڈامینٹلسٹ ہوں یا سکھ فرقہ پرست ہوں، ہمیں سب فرقہ پرستوں کا مقابلہ کرنا ہے، کیوں کہ وہ دنیا کے لئے اور ہمارے ملک کے لئے کینسر کا کام کر رہے ہیں" ۔(مداخلت)۔ "جو انسان کو انسان سے دور کرنے کی کوشش کرتے ہیں، وہ نفرت کی کوشش کرتے ہیں۔ وہ کسی بھی دھرم یا کسی بھی مذہب کا ہو، اس کا ہمیں ایک-جٹ ہوکر مقابلہ کرنا ہے۔ اس لئے آج اس نظریے کو ختم کرنے کی بھی ضرورت ہے۔ وہ تمام سیکولر طاقتیں، جو جدوجہد کر رہی ہیں، چاہے اخبارات کے ذریعے یا ٹیلی ویژن کے ذریعے، جہاں بھی وہ ہیں، وہ ہندو، مسلمان، سکھ اور عیسائی سب ایک ہو جائیں۔ آج لڑائی فرقہ پرستی اور سیکولرزم کے بیچ میں ہے۔ ہمیں دیکھنا ہے کہ جیت سیکولرزم کی ہوتی ہے یا فرقہ پرستی کی جیت ہوتی ہے۔ اس سیکولرزم کی لڑائی میں آپ دیکھیں گے کہ آپ کو ہر مذہب کے لوگ ملیں گے۔ لیکن فرقہ پرستی کی لڑائی میں آپ کو سب مذہب کے لوگ نہیں ملیں گے۔ ہندوستان سبھی مذہبوں کا ہے، جس کا مطلب ہے کہ اکثریت ہمارے ساتھ ہے ۔(مداخلت)۔

श्री उपसभापति: हो गया। ...(**व्यवधान**)...

श्री गुलाम नबी आज़ाद: "जिस नजरिए के साथ सब मजहब के लोग हैं, वही मेजॉरिटी है, उसी की जीत है।" ...(**समय की घंटी**)... अब मुझे बताइए कि यहां क्या है? ...(**व्यवधान**)... अब आप बताइए। ...(**व्यवधान**)...

[श्री गुलाम नबी आज़ाद]

جناب غلام نبی آزاد : جس نظریے کے ساتھ سب مذہب کے لوگ ہیں، وہی میجورٹی ہے۔ اسی کی جیت ہے ۔۔(وقت کی گھنٹی)۔۔ اب مجھے بتائیے کہ یہاں کیا ہیں؟ ۔۔(مداخلت)۔۔ اب آپ بتائیے ۔۔(مداخلت)۔۔

सभा के नेता (श्री अरुण जेटली): माननीय डिप्टी चेयरमैन साहब, मैं ज़ाती तौर पर नेता विरोधी दल, आज़ाद साहब की हमेशा इज़्ज़त करता रहा हूं। जब वे सदन में बोलते हैं और बाहर भी बोलते हैं, तो एक तहज़ीब, जिसकी अपेक्षा होती है, उनसे हमेशा मिलती है। मुझे लगता है कि उनको एक बार सोचना चाहिए कि जाने-अनजाने में इस बार कुछ फिसले हैं। ...(**व्यवधान**)... आईएसआईएस क्या है, इसकी स्पष्ट कल्पना सबको है। आज पूरी दुनिया में विश्व शांति में सबसे बड़ा खतरा अगर कोई संगठन बना है, जो दुनिया में अराजकता फैला रहा है, तो वह आईएसआईएस है। एयरक्राफ्ट्स, मिसाइल्स, टैंक्स, जिनके दस्तावेज छपते हैं कि दूसरे मजहब में विश्वास करने वालों के साथ क्या इलाज होना चाहिए, उनकी महिलाओं का बलात्कार कैसे होना चाहिए। उसकी ये फिलॉसिफी उसके दस्तावेज हैं और उसकी तुलना करना कि it is like any other organisation... it is like any other organization, मुझे लगता है कि आपने जाने-अनजाने में इस बयान से आईएसआईएस को respectability दी है, जिससे आपको बचना चाहिए था। ...(**व्यवधान**)...

श्री गुलाम नबी आज़ाद: यह गलत है। आप लोगों ने इलेक्शन के लिए ...(**व्यवधान**)... बीजेपी का हमेंशा यह फंडा रहता है कि ...(**व्यवधान**)...

†قائد حزب اختلاف (جناب غلام نبی آزاد): یہ غلط ہے آپ لوگوں نے الیکشن کے لیے ۔۔(مداخلت)۔۔ بی جے پی کا ہمیشہ یہ فنڈا رہتا ہے کہ ۔۔(مداخلت)۔

श्री मुख्तार अब्बास नक़वी: आपको सफाई देने की जरूरत नहीं है। ...(**व्यवधान**)... अगर जाने-अनजाने में ...(**व्यवधान**)... माफी माँग लें, इश्यू क्लोज़ हो जाता है। ...(**व्यवधान**)...

प्रो. राम गोपाल यादव: सर, नरेश अग्रवाल जी ने रूल 267 के अंतर्गत एक नोटिस दिया था कि कल आरएसएस की तरफ से आरक्षण को समाप्त करने के लिए एक सुझाव दिया गया है।

श्री उपसभापति: उसके बारे में मिनिस्टर ने बताया है।

प्रो. राम गोपाल यादव: यह आरक्षण को समाप्त करने की साजिश है। इसकी प्रक्रिया...

श्री उपसभापति: ऐसा कोई अटेम्प्ट नहीं है, ऐसा बोला गया है। ...(**व्यवधान**)...

प्रो. राम गोपाल यादव: यह नेता सदन कह दें, हम बैठ जाएंगे।

श्री अरुण जेटली: राम गोपाल जी, आप इसकी चिन्ता मत कीजिए। सरकार की स्पष्ट नीति है कि आरक्षण की मौजूदा व्यवस्था बनी रहेगी, हर हालत में बनी रहेगी। आप जिस प्रस्ताव का जिक्र कर रहे हैं, उसमें भी वह नहीं कहा गया है जो आप कहने का प्रयास कर रहे हैं। ...(**व्यवधान**)...

†Transliteration in Urdu script.

MR. DEPUTY CHAIRMAN: It is clear.

सुश्री मायावतीः माननीय उपसभापति जी ...(**व्यवधान**)...

श्री उपसभापतिः मायावती जी, मंत्री जी ने आश्वासन दिया है। ...(**व्यवधान**)...

सुश्री मायावतीः माननीय उपसभापति जी, मैं माननीय नेता सदन को याद दिलाना चाहती हूं। इनको भारतीय संविधान के बारे में अच्छी-खासी जानकारी है। भारतीय संविधान में यह स्पष्ट है कि इस देश में जो एससी, एसटी, ओबीसी और वीकर सेक्शन के लोग हैं, उनको आरक्षण की सुविधा मिलेगी। भारतीय संविधान में उसके तीन क्राइटीरिया हैं - जो शैक्षणिक रूप से पिछड़े हों, सामाजिक रूप से पिछड़े हों और आर्थिक रूप से पिछड़े हों। संविधान में ये तीन क्राइटीरिया रखे गए हैं, जिनके आधार पर आरक्षण की व्यवस्था की गई है, लेकिन दुःख की बात यह है कि आए दिन आरएसएस के लोगों के ऐसे बयान आ रहे हैं कि इसका आधार आर्थिक होना चाहिए, सामाजिक नहीं होना चाहिए। ...(**व्यवधान**)...

श्री उपसभापतिः इसका जवाब मंत्री जी ने दे दिया है। ...(**व्यवधान**)... It is clear. No problem. ...*(Interruptions)*...

श्री अरुण जेटलीः हमने कहा कि ऐसा नहीं होगा। ...(**व्यवधान**)... ऐसा किसी ने नहीं कहा। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: The Government has made it clear. ...*(Interruptions)*...

सुश्री मायावतीः सर, मैं यह कहना चाहती हूं कि यह अच्छी बात है कि नेता सदन ने स्पष्ट किया है कि आरक्षण के साथ कोई छेड़छाड़ नहीं की जाएगी, लेकिन नेता सदन से मेरा यह भी कहना है कि आरएसएस, जो कि इनका सहयोगी संगठन है और वह आए दिन इस किस्म की बयानबाजी करता रहता है कि जो आरक्षण की व्यवस्था है, उसका आधार सामाजिक न होकर आर्थिक होना चाहिए ...(**व्यवधान**)...

श्री उपसभापतिः यह दूसी बात है। सरकार ने आश्वासन दिया है। The Government has made the policy very clear. ...*(Interruptions)*... That is okay. ...*(Time-bell rings)*... No problem; the Government is very clear. The policy is very clear.

सुश्री मायावतीः सर, मैं समझती हूं कि सरकार को आरएसएस, जो कि इनका सहयोगी संगठन है, वह जो इस किस्म की बयानबाज़ी कर रहा है, उनको भारतीय संविधान के बारे में बताया जाना चाहिए। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Now I am going to Zero Hour. Kumari Selja. ...*(Interruptions)*... Kumari Selja. ...*(Interruptions)*...

सुश्री मायावतीः अगर आप उनको यह बता देते हैं, तो फिर इस किस्म की बयानबाजी देना वे बन्द कर देंगे। उनको यह बताना बहुत जरूरी है। ...(**व्यवधान**)...

श्री उपसभापतिः ठीक है, हो गया। Kumari Selja. ...*(Interruptions)*...

श्री प्रमोद तिवारी (उत्तर प्रदेश): सर, विजय माल्या **...(व्यवधान)...**

MR. DEPUTY CHAIRMAN: Kumari Selja. ...*(Interruptions)*... Only Kumari Selja's will go on record. Nothing else will go on record. ...*(Interruptions)*...

कुमारी शैलजा (हरियाणा) : सर, **...(व्यवधान)...**

SHRI PRAMOD TIWARI: Sir, I have a point of order. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: I told you, your notice is not accepted by the hon. Chairman. So, please sit down. Kumari Selja. ...*(Interruptions)*... I am not allowing you, Shri Tiwari. ...*(Interruptions)*...

SHRI PRAMOD TIWARI: Sir, I have a point of order. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Why are you disturbing your own Member, Tiwariji? ...*(Interruptions)*... Tiwariji, I told you ...*(Interruptions)*... Shri Punia, you are not controlling the Chair. ...*(Interruptions)*... Shri Punia, do you want to come here and control the Chair? Then you come here. ...*(Interruptions)*... Sit down. Shri Tiwari, I have already told you that the hon. Chairman has not admitted your notice under Rule 267. Therefore, you are not permitted. Sit down. Kumari Selja. ...*(Interruptions)*... Only what Kumari Selja speaks will go on record. ...*(Interruptions)*... I have told you that ...*(Interruptions)*... Tiwariji, I have told you that ...*(Interruptions)*... Mr. Punia, do you want to come here and control the House? ...*(Interruptions)*... Come here. ...*(Interruptions)*... Then sit down. ...*(Interruptions)*... Mr. Tiwari, I have already told you that hon. Chairman has not admitted your notice under rule 267.

Therefore, you are not permitted. Please sit down. ...*(Interruptions)*... Seljaji, you please speak. ...*(Interruptions)*... No; no. I am not allowing anybody else. ...*(Interruptions)*... Seljaji, you may speak. ...*(Interruptions)*... Only what Kumari Selja says will go on record. ...*(Interruptions)*... I have given time to Seljaji ...*(Interruptions)*... Only that will go on record. ...*(Interruptions)*...

कुमारी शैलजाः महोदय, मैं **...(व्यवधान)...**

MR. DEPUTY CHAIRMAN: First of all, you all obey the Chair. ...*(Interruptions)*... Sit down all of you. ...*(Interruptions)*... I have called Seljaji. Let her speak. After that, I will call you.

MATTERS RAISED WITH PERMISSION

Non-payment of salaries to workers of tractors and tools division of HMT (Pinjore)

कुमारी शैलजा (हरियाणा): सर, हरियाणा में एच0एम0टी0 की दो यूनिट्स हैं। मैं सदन का ध्यान आकृष्ट करना चाहूंगी कि माननीय लीडर ऑफ दि हाउस और माननीय वित्त मंत्री जी भी यहां मौजूद हैं, यू0पी0ए0 सरकार में एच0एम0टी0 यूनिट के रिवाइवल के लिए हजार करोड़ रुपए से ज्यादा का पैकेज दिया गया था, लेकिन बड़े अफसोस की बात है कि यहां के हजारों एम्प्लॉइज़ को 19 महीने से और 11 महीने से वेतन का एक भी पैसा नहीं मिला है। सर, यह इतने अफसोस की बात है। वे लोग बेचारे कहां जाएं? उनके पास अपने बच्चों की फीस देने के लिए पैसे नहीं हैं, सामाजिक कार्यों के लिए पैसे नहीं हैं, राशन तक खरीदने के लिए पैसे नहीं हैं। सर, ये बेचारे हजारों एम्प्लॉइज़ यहां से कहां जाएं? अब इनका अगर पैकेज सोच रहे हैं तो आपने वी0आर0एस0 की स्कीम बनाई है। वी0आर0एस0 में आपने बाकी सारे एच0एम0टी0 यूनिट्स को लिया है लेकिन पिंजोर की जो दो एच0एम0टी0 यूनिट्स हैं, उनको इस वी0आर0एस0 स्कीम से बाहर रखा है। सर, यह डिस्क्रिमिनेशन क्यों है? यहां पर इतनी अच्छी मशीनरी है, उन्होंने पहले डिफेंस के लिए काम किया है, रेलवे के लिए काम किया है, मंत्री जी भी यहां पर मौजूद हैं। तो क्यों नहीं रेलवे के साथ या डिफेंस के साथ ज्वाइंट वेंचर करते हैं? यहां पर उम्दा मशीनरी तैयार करने वाले लोग इसमें बड़े टेलेंटेड लोग हैं। वे यहां इतने सालों से लगे हुए हैं। तो क्यों नहीं सरकार वहां पर "मेक इन इंडिया" की मिसाल पेश करती है? एक तरफ "मेक इन इंडिया" का नारा देते हैं और दूसरी ओर हमारे बने बनाए यूनिट्स जिनको तैयार होने में वर्षों लग गए हैं तथा जिनका इतना योगदान रहा है देश की इण्डस्ट्री में, उसको ये क्यों बंद करने पर तुले हुए हैं? सर, बेचारे वहां के जो हमारे एम्प्लाइज़ हैं, उनकी बहुत ही ज्यादा दयनीय स्थिति है। सर, वहां पर सैंकड़ों एकड़ वेल्युएबल जमीन है। हमको शक है कि कहीं यह जमीन रिअल स्टेट वालों को न बेच दें। यह इतना वेल-कनेक्टेड एरिया है, रेलवे से भी, एयरपोर्ट से भी, रोड से भी, यह इतना बढ़िया एरिया है। उसके पास में इण्डस्ट्रियल एरिया है, हमारे यहां के हिमाचल का, जो एक मेजर हब हो सकता है, लेकिन उसका ये खत्म करना चाहते हैं। "मेक इन इण्डिया" का नारा खोखला है। हमारे हजारों एम्प्लॉइज़ बेचारे आज भूख के कगार पर हैं, उनके बच्चे भी भूख के कगार पर हैं। इनको उनकी कोई चिंता नहीं है। सर, इन बेचारे एम्प्लॉइज़ का क्या होगा, मैं माननीय मंत्री जी से जवाब चाहती हूं। मैंने इस बारे में माननीय प्रधान मंत्री जी को चिट्ठी लिखी है। केवल एक्नालेजमेंट आया है। वहां के लोग भूखे मर रहे हैं। क्या इस सरकार की इस बारे में कोई जवाबदेही नहीं बनती है वहां के लोगों के प्रति?

SHRIMATI RENUKA CHOWDHURY (Andhra Pradesh): Sir, I associate myself with what the hon. Member has said. ...*(Interruptions)*...

SHRI D. RAJA (Tamil Nadu): Sir, I associate myself with what the hon. Member has said. ...*(Interruptions)*...

श्री राम कुमार कश्यप (हरियाणा): सर, मैं इससे अपने आपको सम्बद्ध करता हूं।

श्री नरेन्द्र बुढ़ानिया (राजस्थान): महोदय, मैं इसका समर्थन करता हूं।

श्री पी. एल. पुनिया (उत्तर प्रदेश): सर, मैं भी एसोसिएट करता हूं।

श्री अली अनवर अंसारी (बिहार): सर, मैं भी इसको एसोसिएट करता हूं।

श्रीमती रेणुका चौधरी: सर, मैं भी इसका समर्थन करती हूं।

SHRI TAPAN KUMAR SEN (West Bengal): Sir, this is nothing, but deception of the people. ...*(Interruptions)*... You cannot carry on by not paying the workers continuously for 2-3 years. ...*(Interruptions)*... This is the scenario in most of the public sector undertakings. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay. So, you associate yourself with it. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: Sir, the Government must respond to it. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Tiwari, under what rule is your point of order, tell me? ...*(Interruptions)*... Okay; it is on record. ...*(Interruptions)*...

Under what rule is your point of order? ...*(Interruptions)*... Under what rule is your point of order? ...*(Interruptions)*... Under what rule is your point of order? ...*(Interruptions)*...

SHRI PRAMOD TIWARI (Uttar Pradesh): Sir, let me address you at least. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Yes. ...*(Interruptions)*...

KUMARI SELJA: Sir, the Minister is replying. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: He is responding, Sir. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Do you want to respond to that?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ANANT GEETE): Yes, Sir.

MR. DEPUTY CHAIRMAN: Okay; do that.

श्री अनंत गीते: उपसभापति महोदय, सदन की सदस्या शैलजा जी ने एचएमटी, पिंजौर की युनिट को लेकर यहां पर जो प्रश्न उपस्थित किया है, मैं उनकी चिंता से सहमत हूं। सबसे पहले मैं यह स्पष्ट करना चाहूंगा कि किसी के फेवर के लिए या किसी को लैंड बेचने के लिए कोई षड़यंत्र नहीं है।

श्री के.सी. त्यागी (बिहार): लैंड की बोली लग रही है। **...(व्यवधान)...**

श्री अनंत गीतेः कोई षड़यंत्र नहीं है, किसी को बेचने के लिए कुछ नहीं हो रहा है। हमने इसके पहले एचएमटी के तीन युनिट्स बंद करने का निर्णय लिया। अब एचएमटी, पिंजौर भी संकट में है, लगभग ड़ेढ़ साल से अधिक समय से हम उनका वेतन भी नहीं दे पा रहे हैं, वह पूरा घाटे में है। इसलिए हमने यह निर्णय किया है कि जिस तरह से एचएमटी के तीन युनिट्स को हमने अच्छा वीआरएस पैकेज दिया, उसी तरह से हम एचएमटी, पिंजौर को भी वीआरएस का पैकेज देने वाले हैं। वहां के कर्मचारी इससे संतुष्ट हैं, उनसे मेरी चर्चा हो चुकी है।

कुमारी शैलजाः आप उन बेचारों को तनख्वाह तो दीजिए। वे लोग भूखे मर रहे हैं। **...(व्यवधान)...**

MR. DEPUTY CHAIRMAN: Okay. ...*(Interruptions)*... Now, Shri Tiwari. ...*(Interruptions)*...

SHRIMATI RENUKA CHOWDHURY: We want clarity on Telangana HMT. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: It is not merely HMT; a number of public sector undertakings. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: That is a different issue. ...*(Interruptions)*... For that, you give another notice.

SHRI TAPAN KUMAR SEN: Workers are not getting their wages. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: For that, you give another notice. ...*(Interruptions)*... Mr. Tapan, you can give another notice. ...*(Interruptions)*... Now, Mr. Tiwari, under what rule is your point of order? Under what rule?

SHRI PRAMOD TIWARI: Mr. Deputy Chairman, Sir, the House is run by rules. The House is run by the Constitution.

MR. DEPUTY CHAIRMAN: You are encroaching on the time of the Members who have given Zero Hour notice. So, tell me quickly.

SHRI PRAMOD TIWARI: Sir, if you do not permit me,.....

MR. DEPUTY CHAIRMAN: I have permitted you. Under what rule? Tell me the rule.

SHRI PRAMOD TIWARI: Sir, let me say something. The House is run by....

MR. DEPUTY CHAIRMAN: No general statement. Tell me the rule number.

SHRI PRAMOD TIWARI: Sir, please read Rule 267 again. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay.

श्री प्रमोद तिवारीः सर, मैं सिर्फ यह कह रहा हूं कि विजय माल्या जब 10,000 करोड़ रुपए लेकर चला गया तो इन्होंने एक lookout notice जारी किया कि वह जहां भी immigration में मिले, उसे गिरफ्तार कर लिया जाए, लेकिन क्योंकि इन्हीं के टिकट पर, इन्हीं के समर्थन से वह जीतकर आया था, इन्होंने अपने lookout notice को कैंसिल किया और यह कहा कि सिर्फ सूचित कर दिया जाए, जिसका फायदा उठाकर विजय माल्या 10 हज़ार करोड़ का आरोपी, देश छोड़कर भाग गया। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: I think this issue has already been discussed here. Now, listen. ...*(Interruptions)*...

श्री प्रमोद तिवारीः मैं सीधे एक बात कहना चाहता हूं कि विजय माल्या ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Tiwariji; this issue was raised here, discussed here.

श्री प्रमोद तिवारीः उसका बयान छपा है, उसने बहुत साफ और ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: I myself have given the ruling that it should be referred to the Ethics Committee; so, nothing more.

श्री प्रमोद तिवारीः कि वह लौटकर भारत में जाने का इरादा नहीं रखता है। ...(**व्यवधान**)... मैं इस सरकार पर इल्ज़ाम लगाता हूं कि ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Sit down, sit down. ...*(Interruptions)*... Now, Shri Ali Anwar Ansari. ...*(Interruptions)*... Shri Ali Anwar Ansari. ...*(Interruptions)*... This was already raised here, discussed here. ...*(Interruptions)*... I have given the ruling that it should be referred to the Ethics Committee. ...*(Interruptions)*... That is the final matter. Sit down. ...*(Interruptions)*... For the rest, law will take its own course. ...*(Interruptions)*... Yes, Ansariji ...*(Interruptions)*...

Non-implementation of reservation policy in institutions of higher education in the country

श्री अली अनवर अंसारी (बिहार)ः महोदय, देश में उच्च शिक्षा में ओबीसी को 27 परसेंट रिज़र्वेशन का प्रावधान भारत सरकार के द्वारा किया गया है। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Nothing else will go on record. ...*(Interruptions)*... Only what Shri Ali Anwar Ansari says will go on record. Nothing else will go on record. ...*(Interruptions)*...

श्री अली अनवर अंसारीः लेकिन तमाम विश्वविद्यालय या शिक्षण संस्थान ओबीसी रिज़र्वेशन को लागू नहीं कर रहे हैं। ...(**व्यवधान**)...

SHRI SHANTARAM NAIK(Goa): *

MR. DEPUTY CHAIRMAN: Sit down. ...*(Interruptions)*...

श्री अली अनवर अंसारीः अधिकतर विश्वविद्यालय ओबीसी रिज़र्वेशन को एसोसिएट और प्रोफेसर स्तर पर लागू न करके सिर्फ असिस्टेंट प्रोफेसर की पोस्ट पर ही लागू कर रहे हैं। इसका परिणाम यह हुआ है। ...(**व्यवधान**)...

SHRI PRAMOD TIWARI (Uttar Pradesh): *

MR. DEPUTY CHAIRMAN: Nothing else will go on record. Only what Mr. Ansari says, that will go on record. ...*(Interruptions)*... Nothing else will go on record. ...*(Interruptions)*...

श्री अली अनवर अंसारीः कि बीएचयू, जेएनयू, हैदराबाद केन्द्रीय युनिवर्सिटी जैसे तमाम प्रमुख संस्थानों में आज भी कोई एसोसिएट प्रोफेसर और प्रोफेसर ओबीसी वर्ग से नहीं है। ...(**व्यवधान**)... यह एक संस्थागत भेदभाव और एक सोची-समझी चाल है ताकि ओबीसी समुदाय को उच्च शिक्षा में आने से वंचित किया जा सके। उच्च शिंक्षण सस्थाओं में ओबीसी को टीचिंग पोस्ट के तीनों स्तरों पर आरक्षण का प्रावधान है, लेकिन गलत तरीके से एंट्री लैवल की दलील देकर इसे केवल असिस्टेंट प्रोफेसर पर लाग किया जा रहा है। उपसभापति महोदय, मामला यहीं तक सीमित नहीं है, बल्कि उच्च शिक्षण संस्थानों में ओबीसी को वंचित रखने के लिए "not found suitable" का एक नया जुमला निकला है, "not found suitable" नाम का नया हथकंडा अपनाया जा रहा है। ...(**व्यवधान**)... अधिकतर ओबीसी सीटों पर उन्हें अयोग्य ठहरा कर उनकी सीटों को सामान्य कोटे में परिवर्तित कर दिया जा रहा है। ...(**व्यवधान**)... देश के प्रमुख संस्थानों में डिग्री प्राप्त करने वाले ये ओबीसी विद्यार्थी जब अपने ही संस्थानों में आवेदन करते हैं, तो उन्हें भी अयोग्य करार दिया जा रहा है। ...(**व्यवधान**)... संस्थागत भेदभाव का इससे बढ़कर कोई दूसरा उदाहरण देखने को नहीं मिलेगा। ...(**व्यवधान**)...

उपसभापति महोदय, आज तमाक यूनिवर्सिटीज़ में unrest है, उसका एक बड़ा कारण यही है। प्रत्येक अकादमिक वर्ष में यूजीसी के द्वारा आ.जी.एन.एफ. मौलाना आजाद जैसी दर्जनों फेलोशिप्स उच्च शिक्षण प्राप्त संस्थानों में शोध कार्य को बढ़ावा देने के लिए दी जाती हैं, जिसमें नेशनल फेलोशिप फॉर ओबीसी भी शामिल है। ...(**व्यवधान**)... पिछले दो वर्षों से पिछड़े वर्ग के विद्यार्थियों को पूरे देश के मात्र 300 विद्यार्थियों को यह फेलोशिप दी जा रही है। ...(**व्यवधान**)... उपसभापति महोदय, यह कितनी शर्मनाक बात है कि ओबीसी के सिर्फ 300 विद्यार्थियों को देश भर में ओबीसी की फेलोशिप दी जा रही है, जो कि ओबीसी की जनसंख्या के हिसाब से न के बराबर है।

MR. DEPUTY CHAIRMAN: The time is over. ...*(Time Bell rings)*... The time is over. ...*(Time-bell rings)*... The time is over. ...*(Interruptions)*...

SHRI ANANDA BHASKAR RAPOLU (Telangana): Sir, I would like to associate myself with the matter raised by the hon. Member.

*Not recorded.

SHRI D. RAJA (Tamil Nadu): Sir, I would also like to associate myself with the matter raised by the hon. Member.

श्री शरद यादव (बिहार): महोदय, मैं इससे अपने आपको संबद्ध करता हूं।

श्री राम नाथ ठाकुर (बिहार): महोदय, मैं इससे अपने आपको संबद्ध करता हूं।

डा0 अनिल कुमार साहनी (बिहार): महोदय, मैं इससे अपने आपको संबद्ध करता हूं।

SOME HON. MEMBERS: Sir, we would also like to associate ourselves with the matter raised by the hon. Member.

MR. DEPUTY CHAIRMAN: Dr. T. Subbarami Reddy. ...*(Interruptions)*... Dr. T. Subbarami Reddy. ...*(Interruptions)*...

SHRI PRAMOD TIWARI: Sir, ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: That is already discussed. ...*(Interruptions)*... Why are you doing this? ...*(Interruptions)*... I have already allowed you. ...(Interruptions).. No discussion. ...*(Interruptions)*... Why are you doing this? ...*(Interruptions)*... Don't do this. Why are you doing this? ...*(Interruptions)*... Dr. T. Subbarami Reddy.....*(Interruptions)*... Dr. Subbarami Reddy, you can speak. ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY (Andhra Pradesh): Sir, ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Dr. Subbarami Reddy, speak loud. ...*(Interruptions)*... Nothing else will go on record. ...*(Interruptions)*... Dr. Keshava Rao. ...*(Interruptions)*... Shri K.C. Tyagi. ...*(Interruptions)*... Shri K.C. Tyagi. Speak loud. ...*(Interruptions)*... Speak loud. ...*(Interruptions)*... Yes, your Zero Hour. ...*(Interruptions)*...

श्री के.सी. त्यागी: उपसभापति महोदय, हाउस में व्यवस्था नहीं है। **...(व्यवधान)...**

MR. DEPUTY CHAIRMAN: That is nothing but indiscipline. ...*(Interruptions)*... He raised the point of order. I gave the ruling. That is the end of the matter. ...*(Interruptions)*... You speak. ...*(Interruptions)*... Shri K.C. Tyagi. ...*(Interruptions)*...

Inadequate preparedness of Indian Armed Forces to counter any attack from neighbouring countries

श्री के.सी. त्यागी (बिहार) : इंडियन एयर फोर्स के **...(व्यवधान)...** इंडियन एयर फोर्स के पास इतने वायुयान नहीं हैं कि वह पाकिस्तान से मुकाबला कर सके। इस समय लगभग 65 विमानों की आवश्यकता है और जो हमारी क्षमता है, वह सिर्फ 33 विमानों की है। **...(व्यवधान)...** वायुसेना के जो हैड हैं, उन्होंने इस बारे में चिंता व्यक्त की है कि चीन और पाकिस्तान से लड़ने के लिए हमारे पास sufficient विमान नहीं हैं। **...(व्यवधान)...**

सर, यहां पर रक्षा मंत्री महोदय बैठे हुए हैं। मैं आपके माध्यम से रक्षा मंत्री जी का ध्यान इस ओर आकर्षित करना चाहता हूं कि अभी पाकिस्तान और चीन के बीच में लगभग 3300 किलोमीटर की एक सड़क बनाकर उस क्षेत्र में अशांति पैदा करने का भी प्रयास है। मैं रक्षा मंत्री महोदय से पूछना चाहता हूं कि क्या पाकिस्तान और चीन से लड़ने के लिए आपके पास वायुसेना की शक्ति काफी है? यदि हां, तो जवाब देने का कष्ट करें, धन्यवाद।

श्री प्रमोद तिवारी (उत्तर प्रदेश): महोदय, माननीय सदस्य ने जो विषय उठाया है, मैं अपने को इससे सम्बद्ध करता हूं।

श्री संजय राउत (महाराष्ट्र): महोदय, माननीय सदस्य ने जो विषय उठाया है, मैं अपने को इससे सम्बद्ध करता हूं।

MR. DEPUTY CHAIRMAN: Thank you. Now, Shrimati Renuka Chowdhury. ...*(Interruptions)*... Shrimati Renuka Chowdhury, if you want to make your Zero Hour mention, you may speak louder. ...*(Interruptions)*... Speak louder. I can hear it. ...*(Interruptions)*... I can hear. It would be on record. ...*(Interruptions)*... I can hear. ...*(Interruptions)*...

Need to take immediate steps to stop illegal mining and export of monazite from Vatsavalasa village in Srikakulam district of Andhra Pradesh

SHRIMATI RENUKA CHOWDHURY (Andhra Pradesh): Sir, there is illegal mining that is being done by a Dubai-based company, which has come to India and the export of Thorium from the Srikakulam Beach. ...*(Interruptions)*... Thorium also contains Monazite, which is a prescribed substance under the Nuclear Liability Act of the Parliament of India. Sir, not only that, the District Collectors and environmentalists have not given them the clearance. ...*(Interruptions)*... The Director of Mines and Geology and the Member Secretary, AP Pollution Control Board, have also made various complaints. ...*(Interruptions)*... In the Vatsavalasa village, there is a legal dispute. The matter is sub judice and still, this Dubai-based company, which has superficially changed its name, continues to mine valuable minerals such as Garnet, lleminite, Silliminite, Rutile and Zircon, which are.....*(Interruptions)*... This Company has transgressed all the environmental laws and regulations and they persist in building highways and roads over private property, without any regard for the nation's law and for the nation's security. ...*(Interruptions)*...

Sir, it is imperative that the Union Government takes cognizance of this and ensures that this Company, which is a Dubai-based company, called Trimex Industries Limited, should be punished. ...*(Interruptions)*... They have to pay adequate compensation for the violations that they have done and the Environmental Act has to be imposed on them most

[Shrimati Renuka Chowdhury]

stringently, to ensure safety. ...*(Interruptions)*... Sir, it is an issue of national security, for a foreign company to come into our country and to violate the laws and the norms which have laid down, as well as the grievances of the local people in the Vatsavalasa area of Srikakulam district. This must be taken up urgently and as an issue of national priority. ...*(Interruptions)*...

Sir, despite all the feelings of the public, where the citizens have objected to Trimex coming into the area, they have ...*(Interruptions)*... The industry has to review the earlier orders issued. GOs have been issued. This is tantamount to attracting contempt, with particular reference to the land in the sea border of the Vatsavalasa village, as the legal dispute is still subsisting in respect of the lands covered by the above G.O. ...*(Interruptions)*...

In view of this, Sir, I demand that the Government of India ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Your time is over. Thank you. Shri Sharad Yadav. ...*(Interruptions)*... Please show respect to the seniormost Member at least. ...*(Interruptions)*... Please show some respect to the senior-most Member. ...*(Interruptions)*...

Strike and protest by jewellers against increase in excise duty

श्री शरद यादवः उपसभापति महोदय, मैं सदन में एक बहुत ही महत्वपूर्ण मामले को उठाना चाहता हूं। पूरे देश में 11 दिन से सर्राफ़ा के लोगों की हड़ताल जारी है। इस धंधे में 33 लाख लोग काम करते हैं। महोदय, मैं आपके माध्यम से सरकार से कहना चाहता हूं कि हर बार चाहे मोरारजी की सरकार रही हो, चाहे प्रणव मुखर्जी हो, चाहे आप हों, आप एक बात जान लीजिए कि हिन्दुस्तान दस्तकार लोगों का देश है। यहां दस्तकारी के चलते हमारा देश गुलाम हुआ था और आज भी दस्तकारी के मामले में जो स्वर्ण और चांदी के कारीगर हैं, दुनिया में उनका कोई मुकाबला नहीं है। इससे सबसे ज्यादा ये लोग सफर कर रहे हैं। आपने जो एक परसेंट सेस लगाया है, यह बहुत ही निंदनीय है। जो गरीब लोग हैं, जो गांवों में रहते हैं... उन सारे लोगों को ...(**व्यवधान**)... तिवारी जी ...(**व्यवधान**)... सारे देश में, गाँवों में जो लोग रहते हैं, वे छोटे-छोटे लोग हैं। ...(**व्यवधान**)... वे बड़े सर्राफा लोग नहीं हैं। ...(**व्यवधान**)... सोने का नाम सुनकर हम यह सोचते हैं कि ये बड़े मालदार लोग हैं। ...(**व्यवधान**)... यह बहुत गरीब लोग हैं। ...(**व्यवधान**)... जो मजदूर इसमें लगे हुए हैं। ...(**व्यवधान**)... मैं सरकार से चाहूंगा कि इस मामले में उनको बुलाकर बात करे और कोई रास्ता निकालने का काम करे। ...(**व्यवधान**)... मैं यह आपके माध्यम से कहना चाहता हूं।

श्री अली अनवर अंसारी (उत्तर प्रदेश)ः उपसभापति जी, मैं स्वयं को इससे सम्बद्ध करता हूं।

श्री नीरज शेखर (उत्तर प्रदेश)ः उपसभापति जी, मैं स्वयं को इससे संबद्ध करता हूं।

श्री हुसैन दलवई (महाराष्ट्र)ः उपसभापति जी, मैं स्वयं को इससे संबद्ध करता हूं।

SHRI DIGVIJAYA SINGH (Madhya Pradesh): Sir, I associate myself with the Zero Hour Mention made by the hon. Member.

SHRI SUKHENDU SEKHAR ROY (West Bengal): Sir, I associate myself with the Zero Hour Mention made by the hon. Member.

SHRI TAPAN KUMAR SEN (West Bengal): Sir, I associate myself with the Zero Hour Mention made by the hon. Member.

SHRI DILIP KUMAR TIRKEY (Odisha): Sir, I associate myself with the Zero Hour Mention made by the hon. Member.

MR. DEPUTY CHAIRMAN: Shri Vivek Gupta, speak aloud, I can hear. ...*(Interruptions)*...

Concern over the severe drinking water and electricity shortage effecting lots of people in West Bengal and its neighbouring States due to shut down of Farakka plant

SHRI VIVEK GUPTA (West Bengal): Sir, through you, I would like to report that between yesterday and the day before yesterday the Farakka dam has completely stopped working. ...*(Interruptions)*... Sir, 2,100 MW of power is no longer available to the region of Bengal and to the neighbouring States of Jharkhand and Bihar. ...*(Interruptions)*... Apart from electricity, even clean drinking water, that was available in the region, is also not available. ...*(Interruptions)*... Sir, when enquiries were made, we were told that this is due to lack of water in Farakka dam. ...*(Interruptions)*... Sir, I don't know if it is due to lack of water ...*(Interruptions)*... Through you, I would like to urge the Central Government to take immediate and drastic measures so as to restore water to the Farakka dam and to Farakka project so that electricity can be generated and restored. ...*(Interruptions)*... Sir, here I would like to mention that many years ago Delhi had elections and because of lack of onion, the sitting Government lost the elections. ...*(Interruptions)*... Sir, I am just wondering if there is any connection between that incident in Delhi and electricity and water not available during elections in Bengal, ...*(Interruptions)*... I hope not, Sir. ...*(Interruptions)*... I hope that lakhs and crores of people, who are suffering daily, are given immediate relief. ...*(Interruptions)*... Sir, the officials, without going on record, have said that till 21st of March there is no condition under which water would be made available. ...*(Interruptions)*... Sir, in ten days the amount of damage that will be done to the people because of lack of electricity and water will be tremendous. ...*(Interruptions)*... Sir, through you, I would urge the Minister to give some reply today itself. ...*(Interruptions)*... And what steps is he going to take in this emergency? ...*(Interruptions)*... Sir, otherwise, this will become a national calamity and national crisis. ...*(Interruptions)*... Thank you.

SHRI SUKHENDU SEKHAR ROY (West Bengal): Sir, I associate myself with the Zero Hour Mention made by the hon. Member.

PROF. JOGEN CHOWDHURY (West Bengal): Sir, I associate myself with the Zero Hour Mention made by the hon. Member.

SHRI AHAMED HASSAN (West Bengal): Sir, I associate myself with the Zero Hour Mention made by the hon. Member.

SHRI DILIP KUMAR TIRKEY (Odisha): Sir, I associate myself with the Zero Hour Mention made by the hon. Member.

SHRI TAPAN KUMAR SEN (West Bengal): Sir, I associate myself with the Zero Hour Mention made by the hon. Member. ...*(Interruptions)*... Sir, the hon. Minister for Shipping is here. He can throw some light and take some action. ...*(Interruptions)*... It is because of the absence of water that electricity production is completely stopped. ...*(Interruptions)*... It being a very serious issue, the Government must immediately respond to it. ...*(Interruptions)*... Hon. Minister is here. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Naresh Agrawal, would you like to speak on Zero Hour? ...*(Interruptions)*...

श्री नरेश अग्रवाल (उत्तर प्रदेश): उपसभापति जी, पहले हाउस को तो ऑर्डर में ले आइए। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: I can hear; it will be recorded. ...*(Interruptions)*... मुझे सुनाई दे रहा है ...(**व्यवधान**)... यह रिकॉर्ड में आएगा। ...(**व्यवधान**)... आप बोलिए। ...(**व्यवधान**)...

Arbitrary fares charged by airline companies

श्री नरेश अग्रवाल (उत्तर प्रदेश): उपसभापति जी, ये जितनी भी एयरलाइन्स हैं ...(**व्यवधान**)... ये जब चाहती हैं मनमाना किराया बढ़ा लेती हैं। ...(**व्यवधान**)... इससे पहले भी यह बात उठी थी। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: I fully supported this subject. ...*(Interruptions)*... बोलिए, बोलिए ...(**व्यवधान**)...

श्री नरेश अग्रवाल: अभी हरियाणा में जाटों का आंदोलन हुआ। ...(**व्यवधान**)... चंड़ीगढ़ का रास्ता बंद हो गया। ...(**व्यवधान**)... इन्होंने चंडीगढ़ से दिल्ली का किराया 90,000 रुपये कर दिया गया। ...(**व्यवधान**)... उपसभापति जी, गरमी आ रही है। ...(**व्यवधान**)... लोग देहरादून जाना शुरू

करेंगे। ...(**व्यवधान**)... इन्होंने देहरादून का किराया 30,000 रुपये कर दिया। ...(**व्यवधान**)... एयरलाइन्स जब चाहें ...(**व्यवधान**)... जितना चाहे किराया बढ़ा लें। ...(**व्यवधान**)... ये जब देखते हैं कि मौसम आ गया है। ...(**व्यवधान**)... तब उस हिसाब से किराया बढ़ा लेते हैं। ...(**व्यवधान**)... हमारा कहना है कि सरकार को इस पर कहीं रोक लगानी चाहिए। ...(**व्यवधान**)... कोई रेग्युलेटरी अथॉरिटी बनानी चाहिए। ...(**व्यवधान**)... वह रेग्युलेटरी अथॉरिटी यह तय करे कि कितना किराया होगा। ...(**व्यवधान**)... अन्यथा, यह खुली लूट है। ...(**व्यवधान**)... जनता को लूटने देने के लिए ...(**व्यवधान**)... यह सरकार ...(**व्यवधान**)... एयरलाइन्स को संरक्षण दे रही है। ...(**व्यवधान**)... मेरी सरकार से मांग है कि किराया-भाड़ा तय करने के लिए ...(**व्यवधान**)... एक रेग्युलेटरी अथॉरिटी बने, जो किराया तय ...(**व्यवधान**)... और सालों तक एयरलाइन्स का वही किराया होना चाहिए अन्यथा ...(**व्यवधान**)... ये एयरलाइन्स जिनका हिसाब ...(**व्यवधान**)... बात कर रही हैं। ...(**व्यवधान**)... और यह सरकार जनता से किए गए वादों पर कुछ नहीं कर रही। ...(**व्यवधान**)...

श्री हुसैन दलवई (महाराष्ट्र): उपसभापति जी, मैं स्वयं को इससे संबद्ध करता हूं।

श्री नीरज शेखर (उत्तर प्रदेश): उपसभापति जी, मैं स्वयं को इससे संबद्ध करता हूं।

श्री आलोक तिवारी (उत्तर प्रदेश): उपसभापति जी, मैं स्वयं को इससे संबद्ध करता हूं।

डा. चन्द्रपाल सिंह यादव (उत्तर प्रदेश): उपसभापति जी, मैं स्वयं को इससे संबद्ध करता हूं।

श्री रवि प्रकाश वर्मा (उत्तर प्रदेश): उपसभापति जी, मैं स्वयं को इससे संबद्ध करता हूं।

SHRI RANVIJAY SINGH JUDEV (Chhattisgarh): Sir, I associate myself with the Zero Hour Mention made by the hon. Member.

MR. DEPUTY CHAIRMAN: Nareshji, I also agree with you. ...*(Interruptions)*... There should be some regulatory mechanism. ...*(Interruptions)*... I would request that Government should examine it. ...*(Interruptions)*... That proposal should be examined by the Government. ... *(Interruptions)*...

Stoppage of Maulana Azad National Fellowship for Minority Students

श्री जावेद अली खान: माननीय उपसभापति जी, मैं सदन का ध्यान एक अत्यंत महत्वपूर्ण विषय की तरफ आकर्षिक करना चाहता हूं। ...(**व्यवधान**)... अल्पसंख्यक कार्य मंत्रालय के द्वारा यूजीसी के नेतृत्व में 'Maulana Azad National Fellowship for Minority Students' नाम की एक योजना चल रही थी, ...(**व्यवधान**)... जिसके तहत पीएचडी और एमफिल करने वाले अल्पसंख्यक वर्ग के छात्रों को सरकार की तरफ से प्रति माह 25 हजार रुपए की फेलोशिप दी जाती है, ...(**व्यवधान**)... लेकिन गत नवंबर, 2015 से इन अल्पसंख्यक छात्रों के खातों में फेलोशिप का एक भी पैसा नहीं पहुंचा है। ...(**व्यवधान**)... सरकार की तरफ से आधिकारिक रूप से यह योजना बंद नहीं की गई है, ...(**व्यवधान**)... लेकिन व्यावहारिक रूप से उनके खातों में फेलोशिप की अदायगी नहीं हो पा रही है। ...(**व्यवधान**)... मैं यह कहना चाहता हूं, ...(**व्यवधान**)... यहां राज्य सभा के अन्दर माइनॉरिटी

[श्री जावेद अली खान]

अफेयर्स मिनिस्टर मौजूद हैं। ...(**व्यवधान**)... उनका बयान आया किं अल्पसख्यक कार्य मंत्रालय का बजट 87 करोड़ रुपए बढ़ा दिया गया है, लेकिन मौके पर देखने से पता चलता है किं अल्पसख्यक छात्रों को फेलोशिप नहीं मिल रही है। ...(**व्यवधान**)... इसलिए मेरा आपसे निवेदन है कि आप सरकार को निर्देशित करें कि उनकी फेलोशिप तत्काल जारी की जाए ...(**व्यवधान**)... और यह क्यों जारी नहीं की गई है या क्यों रोकी गई है, इस सम्बन्ध मे माननीय मंत्री अपना स्पष्टीकरण दें। ...(**व्यवधान**)...

†ایک بہت ہی اہم وشئے کی طرف آکرشت کرنا چاہتا ہوں ۔ (مداخلت) ۔۔وزارت اقلیتی امور کے ذریعے یو جی سی کی قیادت میں 'Maulana Azad National Fellowship for Minority Students' نام کی ایک یوجنا چل رہی تھی ۔ (مداخلت) ۔۔ جس کے تحت پی ایچ ڈی اور ایم فل کرنے والے اقلیتی طبقے کے چھاتروں کو سرکار کی طرف سے ہر مہینے 25 ہزار روپے کی فیلوشپ دی جاتی ہے۔۔ (مداخلت) ۔۔ لیکن اس سال نومبر 2015 سے ان اقلیتی چھاتروں کے کھاتوں میں فیلوشپ کا ایک بھی پیسہ نہیں پہنچا ہے ۔ (مداخلت) ۔۔ سرکار کی طرف سے ادھیکارک روپ سے یہ یوجنا بند نہیں کی گئی ہے ۔ (مداخلت) ۔۔لیکن عملی طور سے ان کے کھاتے میں فیلوشپ کی ادائیگی نہیں ہو پا رہی ہے ۔ (مداخلت) ۔۔ میں یہ کہنا چاہتا ہوں، ۔ (مداخلت) ۔۔ یہاں راجیہ سبھا کے اندر مانناریٹی افیئرس منسٹر موجود ہیں ۔ (مداخلت) ۔۔ ان کا بیان آیا کہ وزارت اقلیتی امور کا بجٹ 87 کروڑ روپے بڑھا دیا گیا ہے، لیکن موقع پر دیکھنے سے پتہ چلتا ہے کہ اقلیتی چھاتروں کو فیلوشپ مل رہی ہے۔۔ (مداخلت) ۔۔

اس لئے میرا آپ سے نویدن ہے کہ آپ سرکار کو نردیشت کریں کہ ان کی فیلوشپ فورا جاری کی جائے ۔ (مداخلت) ۔۔ اور یہ کیوں جاری نہیں کی گئی ہے یا کیوں روکی گئی ہے، اس سمبندھ میں مانئے منتری اپنی وضاحت دیں ۔ (مداخلت) ۔۔

MR. DEPUTY CHAIRMAN: Yes; Prof. Ram Gopal Yadav, Shri Ali Anwar Ansari, Shri Naresh Agrawal and all other names associating will be added. ...*(Interruptions)*...

प्रो. राम गोपाल यादव (उत्तर प्रदेश): महोदय, मैं स्वयं को इस विषय के साथ सम्बद्ध करता हूं।

श्री अली अनवर अंसारी (बिहार): महोदय, मैं भी स्वयं को इस विषय के साथ सम्बद्ध करता हूं। ...(**व्यवधान**)...

श्री नरेश अग्रवाल (उत्तर प्रदेश): महोदय, मैं भी स्वयं को इस विषय के साथ सम्बद्ध करता हूं। ...(**व्यवधान**)...

डा. चन्द्रपाल सिंह यादव (उत्तर प्रदेश): महोदय, मैं भी स्वयं को इस विषय के साथ सम्बद्ध करता हूं। ...(**व्यवधान**)...

श्रीमती कनक लता सिंह (उत्तर प्रदेश): महोदय, मैं भी स्वयं को इस विषय के साथ सम्बद्ध करती हूं। ...(**व्यवधान**)...

श्री रवि प्रकाश वर्मा (उत्तर प्रदेश): महोदय, मैं भी स्वयं को इस विषय के साथ सम्बद्ध करता हूं। ...(**व्यवधान**)...

श्री राम कुमार कश्यप (हरियाणा): महोदय, मैं भी स्वयं को इस विषय के साथ सम्बद्ध करता हूं। ...(**व्यवधान**)...

†Transliteration in Urdu script.

चौधरी मुनव्वर सलीम (उत्तर प्रदेश): महोदय, मैं भी स्वयं को इस विषय के साथ सम्बद्ध करता हूं। ...(**व्यवधान**)...

DR. ANIL KUMAR SAHANI (BIHAR): Sir, I also associate myself with the matter raised by Shri Javed Ali Khan. ...*(Interruptions)*...

SHRI K.K. RAGESH (Kerala): Sir, I also associate myself with the matter raised by Shri Javed Ali Khan. ...*(Interruptions)*...

SHRI DILIP KUMAR TIRKEY (Odisha): Sir, I also associate myself with the matter raised by Shri Javed Ali Khan. ...*(Interruptions)*...

SHRI MD. NADIMUL HAQUE (West Bengal): Sir, I also associate myself with the matter raised by Shri Javed Ali Khan. ...*(Interruptions)*...

SHRI VIVEK GUPTA (West Bengal): Sir, I also associate myself with the matter raised by Shri Javed Ali Khan. ...*(Interruptions)*...

SHRI AHAMED HASSAN (West Bengal): Sir, I also associate myself with the matter raised by Shri Javed Ali Khan. ...*(Interruptions)*...

PROF. JOGEN CHOWDHURY (West Bengal): Sir, I also associate myself with the matter raised by Shri Javed AN Khan. ...*(Interruptions)*...

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

The House then adjourned at fifty-seven minutes past eleven of the clock.

The House reassembled at twelve of the clock

MR. CHAIRMAN *in the Chair*

ORAL ANSWERS TO QUESTIONS

MR. CHAIRMAN: Question 166. ...*(Interruptions)*...

THE LEADER OF THE OPPOSITION (SHRI GHULAM NABI AZAD): Sir, during my speech, I said that once I am done with my speech, I will give a copy of the speech on the Table but after that, this happened and I could not do it. ...*(Interruptions)*...

MR. CHAIRMAN: So, you can give it. What is the problem?

SHRI GHULAM NABI AZAD: Thank you, Sir.

MR. CHAIRMAN: So, do you want to come across and give it? ...*(Interruptions)*...

SHRI GHULAM NABI AZAD: Sir, I have given it on the Table. ...*(Interruptions)*...

Setting up a Maritime Board in A.P.

*166. SHRI MOHD. ALI KHAN: Will the Minister of SHIPPING be pleased to state:

(a) whether there is any proposal to set up a Maritime Board in Andhra Pradesh and if so, the details thereof;

(b) whether Government proposes to utilise the port lands of Bhavanapadu, Meghavaram, Kalingapatnam, Bhimunipatnam, Gangavaram, Nakkapalli, Kakinada SEZ, Kakinada Deep Water, Surasena Yanam/Rawa, Narsapur, Machilipatnam, Nizampatnam, Vodarevu, Krishnapatnam and other for their overall development; and

(c) if so, the details thereof and the steps being taken to develop these ports?

THE MINISTER OF SHIPPING (SHRI NITIN JAIRAM GADKARI): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) Yes, Sir, the Andhra Pradesh Maritime Board Bill, 2015 was received in Ministry of Home Affairs on 18.01.2016 as passed by the State Legislature and reserved by the Governor of Andhra Pradesh under Article 200 read with Article 254(2) of the Constitution of India for consideration/assent of the Hon'ble President of India under Article 201 of the Constitution of India. The subject matter of the Bill falls under entries 1, 2, 6, 7, 12, 13, 20, 23, 24, 31, 32, 36, 37, 38, 42, 44, 46 and 47 of List III (Concurrent List) in the Seventh Schedule to the Constitution of India. The Bill, *inter-alia,* seeks to establish a Board to be called the Andhra Pradesh Maritime Board. The Bill has been circulated to the concerned Union Ministries for their comments.

(b) As per the Para 3 (9) of Indian Ports Act, 1908, the port other than Major Ports are under the overall jurisdiction of State Governments. As such Bhavanapadu, Meghavaram, Kalingapatnam, Bhimunipatnam, Gangavaram, Nakkapalli, Kakinada SEZ, Kakinada Deep Water, Surasena Yanam/Rawa, Narsapur, Machilipatnam, Nizampatnam,

Vodarevu, Krishnapatnam and other ports are Non-Major Ports, hence the developments of these ports comes under the jurisdiction of State Government of Andhra Pradesh.

(c) Question does not arise.

MR. CHAIRMAN: Yes, supplementary to Question 166 please.

श्री मोहम्मद अली खानः चेयरमैन सर, माननीय मंत्री जी ने अपने लिखित बयान में यह बताया है कि आन्ध्र प्रदेश असेम्बली में Andhra Pradesh Maritime Board का प्रस्ताव पास होने के बाद मरकज़ी सरकार के पास आया है। मैं मरकज़ी सरकार के वज़ीर-ए-मौसूफ से यह जानना चाहता हूं कि मरकज़ी सरकार की मंजूरी के बाद क्या सरकार, रियासती सरकार को logistic support देगी?

†جناب محمد علی خان: چیئرمین سر، مانّنے منتری جی نے اپ تحریری بیان میں یہ بتایا ہے کہ آندھرا پردیش میں Andhra Pradesh Maritime Board کا پرستاؤ پاس ہونے کے بعد مرکزی سرکار کے پاس آیا ہے- میں مرکزی سرکار سے یہ جاننا چاہتا ہوں کہ مرکزی سرکار کی منظوری کے بعد کیا سرکار ریاستی سرکار کو logistic support دے گی؟

श्री नितिन जयराम गडकरीः सर, हमारे पास जो वर्तमान कानून है, उसके अनुसार आन्ध्र प्रदेश की सरकार ने 18 जनवरी, 2016 को विधान मंडल में यह प्रस्ताव पास कर होम मिनिस्ट्री के पास भेजा है। इसके बाद हमने इसे बाकी डिपार्टमेंट्स के पास कमेंट्स के लिए भेजा है और यह circulate भी हुआ है। इस सम्बन्ध में मेरे ध्यान में आज यह आया है कि यह सब्जेक्ट Concurent List में है। राज्य में विकास के लिए Maritime Board बनाना बहुत आवश्यक है। मुझे ऐसा लगता है कि राज्यों की दृष्टि से इतना बड़ा procedure उनके हित में नहीं है, इसलिए हमने एक मॉडल एक्ट बना कर सभी राज्यों को भेजा है। उसके अनुसार जब यह आएगा, तो इस पर तुरंत कार्रवाई हो सकती है, लेकिन इस प्रपोजल पर आज चर्चा हुई है। हम जल्द से जल्द इसके ऊपर पूरी तरह से clearance करके राज्य सरकार को अनुमति भेजेंगे। यह एक महत्वपूर्ण बात है कि procedure के बारे में सेक्रेटरी लेवल पर एक Review Committe appoint करके और राज्य सरकार से सलाह करके इस नियम में क्या बदलाव किया जा सकता है, हम इसके बारे में भी जरूर सोचेंगे।

श्री मोहम्मद अली खानः सर, मेरा दूसरा सवाल है कि आन्ध्र प्रदेश की अलाहदा तंजीम के वक्त 13वें शैड्यूल में आन्ध्र प्रदेश के लिए दुर्गराजपटनम मेजर पोर्ट का एलान किया गया था। फर्स्ट स्टेज के काम को 2018 तक मुकम्मल करना था, लेकिन दो साल गुजरने के बाद भी मुझे जहां तक याद है, आज तक शुरू नहीं हुआ है इस पोर्ट का अभी आगाज नहीं हुआ है। मैं वज़ीर-ए-मौसूफ से यह जानना चाहता हूं कि इसक काम कब तक शुरू होगा और क्या मरकज़ी सरकार इसके लिए रियासती सरकार को फंड्स का इंतज़ाम करेगी।

†**جناب محمد علی خان:** سر، میرا دوسرا سوال ہے کہ آندھرا پردیش کی علیحدہ تنظیم کے وقت 13ویں شیڈول میں آندھرا پردیش کے لئے درگاراجپٹنم میجر پورٹ کا اعلان کیا گیا تھا۔ فرسٹ اسٹیج کے کام کو 2018 تک مکمل کرنا تھا، لیکن دو سال گزرنے کے بعد بھی مجھے جہاں تک یاد ہے، آج تک شروع نہیں ہوا ہے۔ اس پورٹ کا ابھی آغاز نہیں ہوا ہے۔ میں وزیر موصوف سے یہ جاننا چاہتا ہوں کہ اس کا کام کب تک شروع ہوگا اور کیا مرکزی سرکار اس کے لئے ریاستی سرکار کو فنڈس کا انتظام کرے گی؟

†Transliteration in Urdu script.

श्री नितिन जयराम गडकरीः सर, इस पोर्ट के लिए 5,500 एकड़ land acquisition करने की आवश्यकता है। हमने land acquisition के लिए राज्य सरकार से सहयोग मांगा है। अगर वह हमें land acquisition करके देगी, तो हम पोर्ट का बाकी काम करेंगे। अभी तक राज्य सरकार की ओर से land acquisition के बारे में किसी प्रकार की सहमति नहीं मिली है। इसके कारण अभी तक यह काम आगे नहीं बढ़ सका है। यह आज की स्थिति में भी वहीं लटका हुआ है। अगर राज्य सरकार land acquisition की cost bear करने के लिए तैयार है, तो इस पोर्ट का बाकी काम करने के लिए हम भी तैयार हैं।

Environmental clearance for projects on the Ganga

*167.SHRI VIVEK GUPTA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government is aware that the process of granting environmental clearances for projects on the river Ganga is based on flow of water determined by an agreement done about 100 years ago in 1916;

(b) the State-wise details of projects on the river Ganga cleared during the last two years showing separately projects cleared as per 1916 agreement and the status of progress on these projects; and

(c) the steps taken to update archaic framework for giving clearances to projects on the river and for specifically defining term 'up to 1,000 cusecs level' mentioned in the 1916 agreement?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) The process of granting Environmental Clearance (EC) for hydropower and river valley is prescribed in Environment Impact Assessment (EIA) Notification, 2006 as amended till date. River valley, hydro power and irrigation projects undergo an appraisal process after the Environment Impact Assessment (EIA) study report along with Environment Management Plan (EMP) is submitted to the designated appraisal bodies. Environmental flow of the river is one of the conditions stipulated in Environmental Clearance granted to hydropower projects. The Ministry recently considered the unfettered and uninterrupted flow of minimum 1000 cusecs of water in the natural river basin for the proposed hydropower projects in river Ganga and its three main tributaries, *i.e.* Alaknanda, Bhagirathi and Mandakini based upon the outcome of proceedings of a conference held at Hardwar in December, 1916.

(b) During last two years the Ministry has not granted any Environmental Clearance to a project on river Ganga.

(c) The present framework of Environmental Clearance is derived from EIA Notification, 2006 and amendments thereafter which elaborates all the parameters for EIA study, preparation of EMP, public consultation, appraisal and approval. Each project approval is subject to the general and specific conditions for mitigation of likely environmental degradation. Environmental flow is one of such conditions to ensure biota and sediment movement uninterruptedly in the river, and to rejuvenate riverine ecology. The 1916 proceedings has been relied upon by the Ministry solely for ensuring environmental flow for uninterrupted flow of water in the natural basin.

SHRI VIVEK GUPTA: Sir, as per the reply given by hon. Minister, hundred years have passed since 1916, when a Conference was held. There is no detail about the Conference whether it was legal, whether it had some sanction, who were the people in the Conference, or, who were the experts? Sir, through you, I would like to put a question to the hon. Minister. I would like to know whether he proposes to review the proceedings of the Conference and get new data because this is 100 year old data, which they are relying on, and, based on which, they have given an affidavit in the Supreme Court, which is in direct conflict with the another Statement given by Uma Bharati ji, who is Minister of Water Resources, River Development and Ganga Rejuvenation.

SHRI PRAKASH JAVADEKAR: Sir, basically, there is no difference between two ministries. Secondly, मुद्दा यह है किं गगा का एक अक्षुण्ण, अखंड प्रवाह चलते रहना चाहिए। यह एक लगातार माँग है, क्योंकि जब हम डैम बनाते हैं, तब वह continuity खत्म होती है और एक dry stretch आता है। तो गंगा नदी, जो एक नेशनल रिवर है, इसके लिए एक पॉलिसी के तहत निर्णय लिया था। ये जो 1916 की बात कर रहे हैं, उस समय की ब्रिटिश सरकार और उस समय के सभी राज्य जैसे ग्वालियर, जयपुर, बीकानेर, पटियाला, बनारस, दरभंगा के बीच भारत रत्न, पंडित मदन मोहन मालवीय जी की उपस्थिति में एक बड़ा समझौता हुआ। हरिद्वार में, जिसे हर की पौड़ी कहते हैं, वहां यह तय हुआ कि 1000 क्यूसेक पानी लगातार नीचे से जमीन पर बहता रहेगा। To keep that spirit, हमने यह निर्णय लिया कि देवप्रयाग, जहां से गंगा शुरू होती है, वहां से भी पीछे जाएंगे और अलकनंदा, भागीरथी और मंदाकिनी, जो गंगा की तीन मुख्य धाराएं हैं, उन पर भी यह 1000 क्यूसेक पानी का नियम लागू रहेगा। सरकार ने यह जो नीतिगत फैसला लिया, वही एफिडेविट में लिखा है।

SHRI VIVEK GUPTA: Sir, part 'b' of the answer says that during the last two years, the Ministry has not granted any Environmental Clearance. सर, सबको मालूम है और एनाउंसमेंट है कि छः-छः हाइडल पावर प्रोजेक्ट्स दिए जा रहे हैं। क्या आगे कोई भी प्रोजेक्ट क्लीयर करने की सरकार की योजना है?

श्री प्रकाश जावडेकरः पहले तो सच्चाई यह है कि वहां पर hydropower के लिए कोई भी environmental clearance नये सिरे से नहीं दिया गया। पहले जिन छः प्रोजेक्ट्स को क्लीयरेंस दी गई थी, जब वे उच्च्तम न्यायालय में गए थे, जो उच्चतम न्यायालय ने जो 24 ongoing projects हैं, उन पर भी पाबन्दी लगा दी थी। जब इन छः का मुद्दा आया, तो इन छः के बारे में सुप्रीम कोर्ट ने हमसे पूछा कि उस समय जब इनको परमिशन मिली थी, तब की कंडीशंस क्या थीं? तब हमने एक एक्सपर्ट ग्रुप अरेंज किया था और हमने जवाब दिया था कि उसके बाद की परिस्थिति बदली है, इसलिए अभी हमारी तरफ से कोई परमिशन नहीं दी जाएगी।

श्री दिग्विजय सिंहः माननीय सभापति महोदय, गंगा की सफाई और गंगा का बहाव अविरल रूप से चलता रहे, यह धार्मिक भावना से जुड़ा हुआ प्रश्न भी है, जिसकी शुरूआत माननीय राजीव गांधी जी ने की थी। लेकिन जिस प्रकार से गंगा पर बांध बने हैं और उसके साथ-साथ गंगा के बहाव में जो कमी आई है ...(**व्यवधान**)... उसकी वजह से लोगों में काफी रोष है। यह बात सही है कि पूर्व में environmental clearance दी गईं, लेकिन क्या माननीय मंत्री जी इस सदन को यह आश्वस्त कर सकते हैं कि आगे ऐसे प्रकरणों में काई environmental clearances नहीं दी जाएंगी?

श्री प्रकाश जावडेकरः जहां तक उत्तराखंड का मुद्दा है, वहां पर eco-sensitive या eco-fragile zone हैं, जो गंगा की अक्षुण्णता, अखंडता को बाधित करते हैं। जैसा आपने कहा, गंगा का प्रवाह अबाधित रहना चाहिए, इसलिए एक बहुत महत्वपूर्ण एफिडेविट के माध्यम से हमने नीतिगत निर्णय किया। पहले जो हरिद्वार में तय हुआ था, वह पीछे देवप्रयाग में ही नहीं, बल्कि अलकनंदा, भागीरथी और मंदाकिनी, तीनों रिवर्स पर कोई भी प्रोजेक्ट नहीं हो सकता, जब तक 1000 क्यूसेक पानी जमीन पर कंटिन्युअस नहीं बहेगा। इसका मतलब यह है कि आज की स्थिति में हमने कोई परमिशन नहीं दी है, बल्कि यह निर्णय लिया है किं गगा साफ होगी, और गंगा क्लीनिंग के लिए एक ड्राइव लाई गई है, जिसके लिए 20,000 करोड़ रुपए खर्च हो रहे हैं, ताकिं गगा का अबाधित प्रवाह भी चलता रहे और उसक सफाई भी होती रहे, ये दोनों ही कार्य पूरे हो सकें। चूंकि गंगा एक नेशनल रिवर है, इसलिए इसके लिए सरकार पूरी तरह से दृढ़ संकल्पित है।

श्री बसावाराज पाटिलः माननीय सभापति जी, माननीय मंत्री जी ने अपने उत्तर में कहा है किं गंगा के प्रवाह को अक्षुण्ण बनाए रखेंगे, लेकिन अभी हमारे भारत की नदियों के अन्दर पानी के जहाज के द्वारा माल का जो आना-जाना होगा, उसके लिए रास्ता बनाने के लिए क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय एवं शिपिंग मंत्रालय के बीच कोई बात-चीत हुई है? यदि हुई है, तो उसका ब्यौरा क्या है?

श्री प्रकाश जावडेकरः उत्तराखंड में जहां गंगा का उद्गम है, वहां से हिमालय के अन्दर 200 किलोमीटर का प्रवाह आता है, जो एक बड़ा eco-fragile zone है। इसके बारे में बहुत संघर्ष भी हुए थे और पहली सरकार ने भी कुछ निर्णय लिए थे। लाहोरी नागपाल परियोजना से लेकर जो बांध बने थे, वे भी आधे ही छोड़ दिए गए हैं। इसमें बहुत सारी, 10-12 साल की एक पूरी प्रक्रिया है। इसीलिए हमने एक नीतिगत अहम फैसला लिया और हमने यह कहा है कि इसके साथ खिलवाड़ नहीं होगा।

श्री शरद यादवः सर, मैं आपके माध्यम से मंत्री जी से पूछना चाहता हूं कि पूरी की पूरी जितनी

नदियां हैं, गंगा को बनाने वाली, उन सब पर डैम के बारे में आपने कितने तरह के एफिडेविट्स दिए हैं? यह कहा गया कि विध्वंस हो जाएगा और जो पहला विध्वंस हुआ था, वह इसी बात के चलते हुआ था। मैं आपसे कहना चाहता हूं कि इस बारे में मैंने आपको पत्र भी लिखा है। वहां बड़े पैमाने पर — हिमालय तो कच्चा पहाड़ है। वह बहुत कच्चा पहाड़ है। सर, देश में सबसे ज्यादा नया और कच्च पहाड़ जो है, वह हिमालय है। हिमालय में बहुत सी नदियां हैं। गंगा जो बनती है, वह कई नदियों के मेल के बाद बनती है। उन नदियों पर बांध बनाना बहुत ही विध्वंसक होगा। आपने कई एफिडेविट्स बदले। आपने पहले जो एफिडेविट दिया, तो जो कमेटी है, हर कमेटी की रिपोर्ट को, सबको उसमें इन्क्लूड नहीं किया। हर बार आप बदलते हैं। मैं कहना चाहता हूं कि बहुत ठेकेदार लोग घूम रहे हैं और वे सबके सब लोग चाहते हैं कि वहां बने। इसलिए आप हिमाचल को भारत सरकार से कम्पेंशेसन दे दीजिए, क्योंकि वहां के लोगों के पास आमदनी का कोई जरिया नहीं है। आप उस नदी को, गंगा नदी को बचाने का काम कीजिए। अगर गंगा की भ्रूण हत्या हो जाएगी, तो फिर गंगा कहां से बचेगी?

श्री प्रकाश जावडेकरः सर, शरद यादव जी ने जो पूछा है, उस भावना से मैं बिल्कुल सहमत हूं। गंगा को बचाना और गंगा के बारे में जो भावना सारे देश की है, इसमें कोई पार्टी नहीं होती है, बल्कि यह सबकी भावना है। उस भावना के साथ हम कोई अन्याय नहीं करना चाहेंगे। हमारी यही नीति है। मैं बता देना चाहता हूं कि हमने कोई एफिडेविट नहीं बदले हैं। केवल एक बार कोर्ट ने छः प्रोजेक्ट्स वाले मामले में पूछा था। ये छः प्रोजेक्टस वाले, जिनको पहले मंजूरी मिली थी, वे कोर्ट में गए थे, तब कोर्ट ने पूछा कि इनकी मान्यता की क्या स्थिति है, तब हमने बताया कि पांच प्रोजेक्टस को उस समय मान्यता मिली थी, वह हमने नहीं दी थी, लेकिन एक को मान्यता नहीं मिली है। फिर उन्होंने आगे पूछा और जो कोर्ट ने पूछा तथा उसका जो लिमिटेड जवाब था, उसके लिए विभिन्न एफिडेविट्स हुए। उसमें एक-दूसरे को कंट्राडिक्ट नहीं किया गया। फाइनली हमने खुद एक नीतिगत निर्णय करके ही एफिडेविट दिया और सारे सदन की भावना है, उसी को बलवान करने वाला ऐसा ही एफिडेविट दिया है।

आपने जो ट्रिब्यूटरीज़ की बात की, तो अलकनंदा, भागीरथी, मंदाकिनी, तीनों महत्वपूर्ण नदियां हैं, जो वहां तीन तरफ से आती हैं और उन्हीं सबके मिलने से गंगा तैयार होती है, इसलिए उनको बचाने के लिए ही एफिडेविट दिया है। तो मुझे लगता है कि यह गंगा नदी की रक्षा के लिए बहुत महत्वपूर्ण नीति है।

श्री शरद यादवः सर, मैं यह कहना चाहता हूं कि जितनी भी गंगा के ऊपर वाली नदियां हैं, उनके सारे डैम्स को आप कैंसिल कीजिए। आप सबको खत्म कीजिए।

श्री प्रकाश जावडेकरः उसमें तो ऑलरेडी जो 24 प्रोजेक्ट्स ...(**व्यवधान**)...

श्री शरद यादवः वे ऑलरेडी हैं, तब भी ...(**व्यवधान**)...

श्री प्रकाश जावडेकरः मैं बता रहा हूं। ...(**व्यवधान**)...

श्री शरद यादवः आपको देश की जनता ने इसीलिए जिताया है कि यदि कोई गड़बड़ हुई है तो आप उसको समाप्त कीजिए और गंगा को बचाइए। ...(**व्यवधान**)...

श्री प्रकाश जावडेकरः मैं वही बता रहा हूं कि 24 प्रोजेक्ट्स को, जिनको मान्यता मिली थी ...(**व्यवधान**)...

श्री शरद यादवः यह ठीक बात नहीं है। ...(**व्यवधान**)... यह गलत बात है। ...(**व्यवधान**)...

श्री प्रकाश जावडेकरः जिनको मान्यता मिली थी, उन पर सुप्रीम कोर्ट ने भी रोक लगायी है और हमने नहीं उठाया है।

हिमाचल प्रदेश में चल-शौचालय

***168. श्रीमती बिमला कश्यप सूद :** क्या **पेयजल और स्वच्छता** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या यह सच है कि प्रधान मंत्री के 'स्वच्छ-भारत मिशन' के संबंध में, केन्द्रीय सरकार द्वारा आरंभ किए गए अभियान के तहत हिमाचल प्रदेश अन्य राज्यों से काफी पीछे है क्योंकि इस राज्य में पंचायतों में उक्त योजना के अन्तर्गत एक भी चल-शौचालय नहीं बनाया गया है, जबकि पंजाब और हरियाणा में ऐसे शौचालय बना दिए गए हैं; और

(ख) यदि हां, तो हिमाचल प्रदेश में कब तक ऐसे शौचालय बना दिए जाएंगे और उन सभी 3243 पंचायतों का, जिला-वार ब्यौरा क्या है, जहां ऐसे शौचालय नहीं हैं?

पेयजल और स्वच्छता मंत्रालय में राज्य मंत्री (श्री राम कृपाल यादव)ः (क) और (ख) एक विवरण सदन के पटल पर रख दिया गया है।

विवरण

(क) ग्रामीण स्वच्छता कवरेज में तेजी लाने में राज्यों को सहायता देने हेतु सरकार द्वारा दिनांक 02.10.2014 को स्वच्छ भारत मिशन (ग्रामीण) की शुरूआत की गई है। खुले में शौच को रोकने और लोगों द्वारा वैयक्तिक पारिवारिक शौचालय के निर्माण और उसके उपयोग के लिए कार्यक्रम में व्यवहारगत परिवर्तन पर बल दिया जाता है।

वर्ष 2012-13 में राज्यों द्वारा आधारभूत सर्वेक्षण किया गया था जिसके अनुसार हिमाचल प्रदेश में 86.04 प्रतिशत कवरेज था। दिनांक 09.03.2016 की स्थिति के अनुसार यह बढ़कर 94.25 प्रतिशत हो गया है। स्वच्छ भारत मिशन (ग्रामीण) की शुरूआत से दिनांक 09.03.2016 की स्थिति के अनुसार हिमाचल प्रदेश में 89302 वैयक्तिक पारिवारिक शौचालय निर्मित किए जा चुके हैं।

वर्ष 2014-15 में हिमाचल प्रदेश में 54265 शौचालयों का निर्माण किया गया था जिसमें से 30819 पारिवारिक शौचालयों का निर्माण स्वच्छ भारत मिशन (ग्रामीण) की शुरूआत के बाद हुआ। वर्ष 2015-16 के दौरान दिनांक 09.03.2016 की स्थिति के अनुसार 58483 शौचालय निर्मित किए जा चुके हैं।

एसबीएम (जी) के अंतर्गत राज्यों के पास तकनीकी विकल्पों की सूची उपलब्ध है और शौचालय के लिए तकनीक के चयन की जिम्मेदारी राज्य की है। राज्य किसी भी तकनीक का चयन कर सकते हैं बशर्ते वह मानव मल का सुरक्षित निपटान सुनिश्चित करता है।

(ख) स्वच्छ भारत मिशन (ग्रामीण) के अनुसार हिमाचल प्रदेश के सभी ग्राम पंचायतों (जीपी) सहित सभी राज्यों को दिनांक 02 अक्टूबर, 2019 तक सभी परिवारों को शौचालय से कवर करना है।

Portable toilets in Himachal Pradesh

†*168. SHRIMATI BIMLA KASHYAP SOOD: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether it is a fact that Himachal Pradesh is far behind all other States as regards the Prime Minister's Swachh Bharat Mission started by the Central Government as not even a single portable toilet has been set up so far, under this scheme in the Panchayats of that State whereas such toilets have been set up under the scheme in Punjab and Haryana; and

(b) if so, by when such toilets would be set up in Himachal Pradesh and the details of all 3243 Panchayats where there are no toilets, district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) and (b) A Statement is laid on the table of the House.

Statement

(a) Swachh Bharat Mission (Gramin) has been launched by the Government on 2.10.2014 to facilitate States in accelerating rural sanitation coverage. The programme focuses on behaviour change towards stopping open defecation and construction of individual household toilets by the people and their usage.

A baseline survey was conducted by the States in 2012-13, as per which the coverage of Himachal Pradesh was 86.04%. This has increased to 94.25% as on 9.3.2016. Since the launch of Swachh Bharat Mission (Gramin), 89302 Individual household toilets have been constructed in Himachal Pradesh as on 09.03.2016.

During the year 2014-15, 54,265 latrines were constructed in Himachal Pradesh, of which 30819 household latrines were constructed after launch of Swachh Bharat Mission (Gramin). During 2015-16, 58483 toilets have already been constructed as on 09.03.2016.

Under SBM (G), a menu of technological options are available with the States and the choice of technology of toilet lies with the State. The State can choose any technology, as long as it ensures safe disposal of human excreta.

† Original notice of the question was received in Hindi.

(b) As per Swachh Bharat Mission (Gramin), all the States, including all Gram Panchayats (GPs) of Himachal Pradesh are required to cover all households with toilets by 2nd October, 2019.

श्रीमती बिमला कश्यप सूदः सभापति महोदय, इन्होंने जवाब तो बड़ा विस्तारपूर्वक दिया है। मैं इससे सहमत हूं, परन्तु मैंने इसके साथ-साथ ड्रिंकिंग वाटर के बारे में भी लिखा था। हिमाचल में, शिमला में जो पानी की सुविधा थी, अंग्रेजों के टाइम की थी और वह बड़ी कम पड़ जाती थी, क्योंकि वहां आबादी बढ़ गई है, तो वहां पर अश्विनी खड्ड से पानी उठाया गया, परन्तु वहां सीवरेज का पानी मिल जाता है और उसकी कोई रोकथाम नहीं है। आजकल वहां पीलिया के हजारों मामले हुए हैं। सोलन, शिमला में लोग बीमार पड़ते जा रहे हैं। वहां हजारों लोगों को पीलिया हो गया है। उनमें से 15-20 लोगों की मृत्यु भी हो गई है, परन्तु अब भी उसके लिए कोई रोकथाम नहीं है। मैं इसी के लिए मंत्री जी को कहना चाहती हूं कि मैंने साथ में उसमें ड्रिंकिंग वाटर के बारे में भी लिखा था। तो ड्रिंकिंग वाटर हिमाचल प्रदेश को सही मिले, साफा मिले, इसकी क्या व्यवस्था है?

श्री राम कृपाल यादवः सर, सबसे पहले तो जो मूल प्रश्न है माननीय सदस्या का, वह ड्रिंकिंग वाटर से संबंधित नहीं है और खास तौर पर वे जो हिमाचल प्रदेश के शिमला के संदर्भ में पूछ रही है, वह शहरी विकास मंत्रालय के अंतर्गत आता है। पेयजल स्वच्छता का जो हमारा मंत्रालय है, तो ग्रामीण इलाके में जो पेयजल आपूर्ति होती है, वह उससे संबंधित है। यह प्रश्न हमारे मंत्रालय से संबंधित नहीं है। मूल प्रश्न तो है ही नहीं इसमें। और जो पूछा भी है, वह शहरी विकास मंत्रालय से संबंधित है।

श्रीमती बिमला कश्यप सूदः सर, क्वेश्चन में मैंने पेयजल का उल्लेख किया है। मैं शौचालय की बात करना चाहूं तो हिमाचल प्रदेश में अभी भी कई स्कूल ऐसे हैं जिनमें शौचालय नहीं बने हैं। अतः मेरा अनुरोध है कि केन्द्र सरकार प्रदेश सरकार से पूछे। मेरा एक और भी प्रश्न है कि मैंने वहां थड़ी पंचायत गोद ली है।

श्री सभापतिः एक सवाल पूछिए।

श्रीमती बिमला कश्यप सूदः यह उसी के साथ मिलता-जुलता है। परन्तु वहां एन0एच0 और SADA से परमिशनें नहीं मिलती और शौचालय नहीं बनाए जाते। एन0ओ0सी0 भी नहीं दी जाती। इसके लिए केन्द्र सरकार क्या करेगी?

श्री राम कृपाल यादवः सर, सबसे पहले मैं आपके माध्यम से माननीय सदस्या को यह बताना चाहूंगा कि निश्चित तौर पर पूरे देश के पैमाने पर शौचालय का निर्माण ग्रामीण स्तर पर बड़े पैमाने पर हुआ है और खास तौर पर 2 अक्टूबर, 2014 के बाद जब से "स्वच्छ भारत मिशन" का अभियान चला, यह जानकार प्रसन्नता हुई होगी सारे सदस्यों को और आपको भी कि लगभग हमाने प्रयास से ये नतीजे निकले हैं, लगभग एक करोड़ चौव्वन लाख शौचालयों का निर्माण हमने करवाया है, गांव के अन्दर, घरों में! खास तौर से अगर इसको मनरेगा से जोड़ दिया जाए, चूंकि मनरेगा के माध्यम से एक कार्यक्रम चल रहा है तो मैं समझता हूं कि कुल मिलाकर एक करोड़ चौंसठ लाख शौचालयों को निर्माण हुआ है और पूरे देश के पैमाने पर एक एवरेज निकाला जाए तो 50.64 परसेंट आज के दिन शौचालयों का निर्माण करवाया गया है। इस प्रकार यह अभियान चलाया जा रहा है।

जहां तक मैडम ने पूछा स्कूलों में शौचालय के संदर्भ में, तो जो स्कूल में शौचालयों का निर्माण करवाया जा रहा है वह मानव संसाधन विकास मंत्रालय के माध्यम से किया जा रहा है और बावजूद इसके पूरे हिन्दुस्तान के स्कूलों में एक अभियान चलाया गया, खास तौर से माननीय प्रधान मंत्री जी की विशेष रुचि के बाद और यह जो हमारी सरकारी उपकरण हैं, उनके माध्यम से भी लगभग चार लाख से अधिक स्कूलों में, स्कूल भवनों में शौचालयों का निर्माण करवाया गया है और मैं समझता हूं कि अगर कोई विशेष कठिनाई है, जिसके संदर्भ में माननीय सदस्या ने चर्चा की है, तो वे लिखकर दें, हम उसका साल्यूशन निकालने के लिए तैयार हैं।

SHRI K.T.S. TULSI: Sir, I want to ask the hon. Minister, through you, this question. Is it not a fact that the cost of each toilet is more than ₹ 30,000 and only ₹ 12,000 are being provided by the Central Government? Is it correct that Himachal Pradesh has the third best average with regard to rural toilets in the State, the highest is in Sikkim and number two position is of Kerala? Is that correct? Number three position is of Himachal Pradesh. And to say that Himachal Pradesh is far behind other States is incorrect.

श्री राम कृपाल यादवः सर, मैं धन्यवाद देना चाहता हूं वहां की सरकार को और वहां के लोगों को जिनके मन में एक भाव जुटा और मैं समझता हूं जिस तरह से सिक्किम जो पूरे तौर पर ODF हो गया है, दूसरा नेक्स्ट स्टेट बनने जा रहा है हिमाचल प्रदेश, जहां आज तक के हिसाब से बहुत ही अच्छी प्रोग्रेस है। 94.25 परसेंट का कवरेज हिमाचल प्रदेश में हो गया है और मैं समझता हूं कि बहुत बढ़िया प्रोग्रेस है। वहां की सरकार और वहां की जनता के प्रयास से बहुत जल्दी ही हिमाचल प्रदेश दूसरा स्टेट होगा, जो ODF की लिस्ट में जुड़ जाएगा। खास तौर पर शौचालयों के लिए जो राशि दिए जाने की बात कही है, जो पहले दस हजार रुपए थी, उसको बढ़ा करके "स्वच्छ भारत मिशन" के अभियान के माध्यम से जो कार्यक्रम प्रारम्भ हुआ, उसको बारह हजार रुपए कर दिया गया है। अभी बारह हजार रुपए प्रति टॉयलेट, इसमें 60 परसेंट और 40 परसेंट का रेश्यो है। नॉर्थ-ईस्ट, जम्मू-कश्मीर और जो विशेष राज्य का दर्जा प्राप्त स्टेट्स हैं, वहां 90 और 10 परसेंट के हिसाब से हम राशि आबंटित कर रहे हैं।

श्रीमती विप्लव ठाकुरः सर, मैं माननीय मंत्री जी से जानना चाहती हूं और बताना चाहती हूं, क्योंकि पहले इसी काम का नाम था, "निर्मल भारत मिशन", जिन्होंने इन्होंने बदल कर "स्वच्छ भारत मिशन" कर दिया है। मैं जानना चाहती हूं कि हिमाचल प्रदेश में "निर्मल भारत मिशन" के अंतर्गत कितने ज्यादा टॉयलेट्स बनाए गए, इस पर कितना ज्यादा काम हुआ, इस मद में कितनी राशि खर्च हुई और अब "स्वच्छ भारत मिशन" के अंतर्गत हिमाचल प्रदेश को इस मद में कितनी राशि दी गई है?

श्री राम कृपाल यादवः सर, पहले "निर्मल भारत योजना" के अंतर्गत कार्यक्रम चलाए जा रहे थे, जिसमें शहरी और ग्रामीण, दोनों इलाकों में काम किए जा रहे थे। जब से "स्वच्छ भारत मिशन" का अभियान प्रारंभ हुआ, तब से इसमें गति आई और अधिक से अधिक ...(**व्यवधान**)...मैडम मैं बता रहा हूं, कृपया आप मेरी बात सुन तो लीजिए। आपने "स्वच्छ भारत मिशन" अभियान की बात की है, इसलिए मैं आपको थोड़ा बता रहा हूं। अभी तो मैं प्रश्न पूछता था, आपके सहयोग से आज पहली दफा है कि मैं उत्तर दे रहा हूं। ...(**व्यवधान**)... सर, "निर्मल भारत मिशन" और "स्वच्छ भारत मिशन" में

यह अंतर है कि "स्वच्छ भारत मिशन" के तहत ग्रामीण इलाके के लिए अलग से अभियान चलाया गया है और शहरी इलाके में यह अभियान चले और अधिक से अधिक लोग इससे लाभान्वित हों, इसके लिए अलग से व्यवस्था करने का काम किया गया है। जहां तक आपने पूछा है कि "निर्मल भारत मिशन" के अंतर्गत जो कार्यक्रम चलाए जा रहे थे, उसमें हिमाचल प्रदेश की क्या प्रोग्रेस थी और आज के दिन में क्या प्रोग्रेस है, तो इस संबंध में मैं आपको बताना चाहता हूं कि 2013-14 में 5,170 हाउसहोल्ड टॉयलेट्स बनाए गए थे, आज के दिन में वह संख्या 54,265 हो गयी है और 2014-15 के बाद अब 2015-16 में यह बढ़ कर 58,551 हो गयी है। यह परिवर्तन है और यह हमारा कमिटमेंट है। ...(**व्यवधान**)...

श्रीमती विप्लव ठाकुरः सर, ये गलत बता रहे हैं। इन्होंने अपने उत्तर में बताया है कि 2012-13 में 86.04 प्रतिशत कवरेज था। ...(**व्यवधान**)...

MR. CHAIRMAN: Please.

श्री राम कृपाल यादवः मैडम, आपने प्रश्न पूछा है, पहले मुझे अपना जवाब तो दे देने दीजिए। ...(**व्यवधान**)...

श्रीमती विप्लव ठाकुरः सर, ये गलत जवाब दे रहे हैं। ...(**व्यवधान**)...

श्री सभापतिः अगर गलत जवाब है, तो उसका प्रोसीज़र है। Please sit down. ...*(Interruptions)*... No, no. ...*(Interruptions)*...

श्री राम कृपाल यादवः सर, यह आंकड़ा मेरा नहीं है, हम हर दिन राज्यों के माध्यम से मॉनिटरिंग कर रहे हैं ...(**व्यवधान**)... उसके बाद हमने यह सूची बनाई है। ...(**व्यवधान**)...

MR. CHAIRMAN: If the answer is wrong, then there is a procedure for pointing it out. ...*(Interruptions)*...

SHRIMATI VIPLOVE THAKUR: It is a wrong answer. ...*(Interruptions)*... He has given a wrong answer.

MR. CHAIRMAN: Please follow the procedure for pointing that out. ...*(Interruptions)*...

श्रीमती विप्लव ठाकुरः सर, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहती हूं कि 2012-13 में ...(**व्यवधान**)...

श्री सभापतिः नहीं, नहीं, आपकी टर्न खत्म हो गई। ...(**व्यवधान**)...

श्री राम नाथ ठाकुरः सभापति महोदय, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूं, चूंकि उन्होंने कहा कि 1 करोड़ 68 लाख सुलभ शौचालय बने हैं। ...(**व्यवधान**)...

श्री सभापतिः यह सवाल किस पर है?

श्री राम नाथ ठाकुरः सभापति महोदय, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूं, चूंकि उन्होंने कहा कि 1 करोड़ 68 लाख शौचालय बने, इनमें से कितने शौचालय बिहार के कितने स्कूलों में बने?

श्री राम कृपाल यादवः सर, हमारा डिपार्टमेंट "स्वच्छ भारत मिशन" अभियान के तहत मॉनिटरिंग करता है, उसके आंकड़े मैंने आपके माध्यम से माननीय सदस्य को बताए। स्कूलों में जो शौचालयों का निर्माण हुआ है, उसके आंकड़े मानव संसाधन विकास मंत्रालय के अंतर्गत मेंटेन होते हैं और अभी जो सरकारी उपक्रम के माध्यम से शौचालयों का निर्माण करवाया गया है, जिसके बारे में मैंने कहा कि यह पूरे देश में लगभग 4 लाख से अधिक बनाए गए हैं, उसमें बिहार भी है। चूंकि अभी मेरे पास बिहार के संबंध में सूचना उपलब्ध नहीं है, इसलिए मैं माननीय सदस्य को बाद में यह जानकारी दे दूंगा।

श्री सभापतिः आप माननीय सदस्य को यह सूचना दे दीजिएगा।

श्री राम कृपाल यादवः जी हां, सर। मैं यह सूचना माननीय सदस्य को भिजवा दूंगा।

Four-laning of Ramban-Banihal highway in J and K

*169.SHRI SHAMSHER SINGH MANHAS: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has any plan for four-laning of the highway from Ramban to Banihal in Jammu and Kashmir;

(b) if so, by when work would start and which agency has been assigned the work for it and what would be its completion period; and

(c) what are the reasons for the delay, if any, in awarding the work?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) to (c) Statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) The work for four-laning of Ramban to Banihal section of National Highway-44 has already been awarded to M/s Hindustan Construction Company and work has started *w.e.f.* 28.12.2015. The completion period for the project is 03 year and 06 months as per Contract Agreement.

(c) Due to poor response from the bidders on Public Private Partnership mode, the project could not be awarded earlier. Keeping in view the importance of the stretch, Government decided to execute the work as a Public Funded Project. Accordingly,

Cabinet Committee on Economic Affairs (CCEA) on 21.01.2015 approved the project to be implemented on Engineering Procurement Construction (EPC) mode.

श्री शमशेर सिंह मन्हासः सर, मैं जम्मू और कश्मीर प्रदेश से आता हूं, यह प्रदेश पहाड़ी क्षेत्र है और खास करके कश्मीर को हमेशा मुकुट मणि कहा जाता है। कश्मीर जाने का जो रास्ता है... मैं माननीय मंत्री जी से जानना चाहता हूं कि क्या रामबन से बनिहाल तक फोर लेन बनाने की कोई योजना है?

श्री नितिन जयराम गडकरीः सर, यह प्रोजेक्ट ऑलरेडी मंजूर हो गया है। इसके ऊपर वर्ष 2009 से कार्रवाई शुरू की गई थी, पर बीओटी में कोई नहीं आया। फिर हमारी सरकार आने के बाद इस प्रोजेक्ट की कॉस्ट करीब 2,170 करोड़ रुपये बढ़ी, उसके बाद इसका टेंडर हुआ, वर्क ऑर्डर हुआ, प्रधान मंत्री के द्वारा इसका भूमि पूजन भी हुआ और इसके कार्य की शुरुआत हुई है। सर, इसमें 6 टनल्स और 6 मेजर ब्रिजेज़ हैं। सर, वहां काम करने में काफी कठिनाइयां हैं, क्योंकि वहां काफी कठिन रास्ता है, फिर भी काम की शुरुआत हुई है और समय पर उसको पूरा करने की हमारी कोशिश होगी।

श्री शमशेर सिंह मन्हासः सर, जैसा कि मंत्री जी बता रहे हैं कि इन्होंने काम शुरू कर दिया है और उसका भूमि पूजन भी हुआ है, तो मैं यह पूछना चाहता हूं कि यह फोर-लेन का रास्ता बन जाने के बाद कब तक शुरू हो जाएगा? उस काम में कौन सी एजेंसी लगी है, जो उसको बना रही है? वह काम कब तक पूरा हो जाएगा? यानी, वह कब शुरू होगा, समाप्त कब होगा और वह किस एजेंसी के द्वारा बनाया जा रहा है?

श्री नितिन जयराम गडकरीः सर, मुझे मिली जानकारी के अनुसार इसका काम शुरू हो चुका है। यह काम lowest standard Hindustan Construction Company का था। हमने दिनांक 9.9.2015 को उनको वर्क ऑर्डर दिया है और उन्होंने मोबिलाइजेशन भी किया है। जब यह प्रश्न आया, तो मैंने आज फिर वहां से इस बारे में कंफर्म किया है। वहां रोड़ पर मशीनरी लगी हुई है और कार्य की शुरुआत भी हो गई है। इसकी कालवधि 3 साल 6 महीने की है और हम इससे पहले इसको पूरा करने की कोशिश करेंगे।

Plantation under SAGY

*170.SHRI LAL SINH VADODIA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Government has any plans to undertake more plantation under the Saansad Adarsh Gram Yojana (SAGY);

(b) whether Government also plans to provide vegetables and fruit plants to people under SAGY through the forest department; and

(c) if so, the details thereof?

THE MINISTER OF RURAL DEVELOPMENT (SHRI CHAUDHARY BIRENDER SINGH): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) Yes Sir, we are providing more plantation under the Saansad Adarsh Gram Yojana (SAGY). Roadside plantations, tree plantation in accordance with local preferences in homesteads, schools and public institutions-including green walkways and social forestry are among the important environmental development activities in an Adarsh Gram as laid down in the Saansad Adarsh Gram Yojana Guidelines.

(b) to (c) No Sir.

DR. K.P. RAMALINGAM: Sir, thank you. The hon. Minister has written a letter on the second Saansad Adarsh Gram Yojana (SAGY) two months back. But the nodal District Collectors are saying that they have not received any order from the Government of India.

Sir, I would like to know from the Minister whether there is any special fund allotment for these villages, at least, ₹ 2 crore per year; otherwise no development can take place. The Saansad Adarsh Gram Yojana is a very good scheme on paper. We can talk like that. But nothing will happen.

MR. CHAIRMAN: What is your question?

DR. K.P. RAMALINGAM: I would like to know from the Minister whether allotment of ₹ 2 crore per village would be made by the Government of India.

SHRI CHAUDHARY BIRENDER SINGH: Sir, the Saansad Adarsh Gram Yojana (SAGY) was launched and on the basis of which the hon. Member would select one gram panchayat, and that gram panchayat should be a model for other villages so that other village gram panchayats should also aspire to have the same infrastructure and the same facilities.

When the scheme was announced, it was made very clear that the extra funds, which the hon. Member has referred to, won't be available neither from the State Government nor from the Government of India. The scheme was that different Ministries in the Government of India, and also the line Departments of the State Governments, would give priority, they would give preference to those works which are being done at the gram panchayat selected by the hon. MP. ...*(Interruptions)*...

Let me explain to you. Money is not the question. The question is the State Government should come forward with their line Department with different scheme. Any scheme which is of the Government, when it is to be executed ...*(Interruptions)*...

MR. CHAIRMAN: No argument. Please listen to the answer.

SHRI CHAUDHARY BIRENDER SINGH: That should be executed on priority basis in that gram panchayat which has been selected by the hon. MP for the Saansad Adarsh Gram Yojana.

Sir, as far as my Ministry is concerned, we have also made a provision that this work under MGNREGA, PMGSY, and Skill Development should be given priority. If the hon. Member wants that there should be connectivity, then, we would be at the disposal of the State Government to give priority as far as PMGSY is concerned. And, special funds under MGNREGA. If there is a demand to create quality assets in a particular village or a particular Panchayat, then that Panchayat would be given preference as compared to other Panchayats. So, this was the arrangement. But, later on, it is also a fact that, I can say, almost all the MPs were making this suggestion that either the MPLADS should be increased which doesn't fall under my Ministry and the second suggestion was that there should be some other arrangement where the funds are specifically allotted for that village or for that Gram Panchayat. Sir, you would also agree that we tried to explore the possibilities that how we can make best use of the CSR funds and in certain States, I can quote States like Maharashtra, Gujarat and to some extent Madhya Pradesh and Rajasthan where CSR funds were made available or rather the corporate houses came forward to take up certain work and those MPs were in direct touch with the CSR.

MR. CHAIRMAN: Shri Ranjib Biswal. ...*(Interruptions)*... Please, please.

श्रीमती विप्लव ठाकुरः मंत्री जी, जहां इंडस्ट्री नहीं है, वहां क्या करें? ...(**व्यवधान**)...

SHRI RANJIB BISWAL: Sir, Saansad Adarsh Gram Yojana was launched with a great fanfare and we are asked to adopt a village. Sir, it was based on the development module of 35 indicators covering 10 sectors. But, it has become a joke now. There is no fund for the Adarsh Gram Yojana and the Minister is talking about plantation. For last two years, I have adopted a village and not a single sapling has come there. I want to know which agency is monitoring this and which agency is responsible to us.

When we adopt a village, what is the mechanism of funds coming there and how is it to be spent? I would like to know this from the Minister.

SHRI CHAUDHARY BIRENDER SINGH: Sir, the hon. Member knows that there is a State Monitoring Committee and that is headed either by the Chief Secretary of the State or by the Secretary of the Department and we have also one Committee at our level. Sir, one Committee is headed by the Secretary, Rural Development and there is another Committee which takes decisions. Suppose some guidelines are to be changed or some policy decisions are to be taken, then there is a Committee which is constituted under the Chairmanship of Rural Development Minister.

SHRI RANJIB BISWAL: Sir, there are no plans, and there is no money. Only Committees are there. Sir, in Odisha, the Committee has not given even a single Report. ...*(Interruptions)*...

MR. CHAIRMAN: Please, you have asked your question. ...*(Interruptions)*...

SHRI CHAUDHARY BIRENDER SINGH: Sir, hon. M.P., when he talks of plantation, there is also a provision in the guidelines that under the Saansad Adarsh Gram Yojana, plantation can take place and in my reply, if hon. Member wants to know, we are providing more plantation under the Saansad Adarsh Gram Yojana, road side plantation, tree plantation in accordance with the local preferences in homesteads, schools and public institutions, including Green walkways, and Social Forestry are among the important environmental development activities in Adarsh Gram Yojana.

MR. CHAIRMAN: Just a minute. ...*(Interruptions)*... Just one minute. ...*(Interruptions)*...

SHRI RANJIB BISWAL: Sir, there is not a single plantation. ...*(Interruptions)*...

SHRI CHAUDHARY BIRENDER SINGH: And, there is a State Forest Department. ...*(Interruptions)*... Under the guidelines, they are to implement. ...*(Interruptions)*... MR. CHAIRMAN: One minute. ...*(Interruptions)*... Please, one minute. Mantriji, I think, what you need to clarify is. ...*(Interruptions)*... Just one minute. ...*(Interruptions)*... You have said we are providing. So, 'we' means 'who'- Central Government, State Government or a particular Department? That is all. ...*(Interruptions)*...

SHRI CHAUDHARY BIRENDER SINGH: As far as plantation is concerned, we have provided this facility under our guidelines and the implementation. ...*(Interruptions)*...

SHRI RANJIB BISWAL: Sir, guidelines don't work. What is the reality? ...*(Interruptions)*...

SHRI CHAUDHARY BIRENDER SINGH: You please listen to me first. ... *(Interruptions)*...

श्री सभापतिः बैठ जाइए, बैठ जाइए। please sit down. Please sit down ...*(Interruptions)*...

SHRI CHAUDHARY BIRENDER SINGH: The guidelines provide that the implementing agency, as far as plantation is concerned, would be the Forest Department of that particular State.

MR. CHAIRMAN: Dr. Jatiya. ...*(Interruptions)*... If you are not satisfied with the answer, there is a procedure for pointing that out.

But a lot of Members. ...*(Interruptions)*... One minute, please. ...*(Interruptions)*... Just a minute. Please listen to the Chair. A lot of Members, in the course of Question Hour, point out defects in the answers given. Yet, I do not see very many communications coming to the Chair for onward transmission to the Department concerned that there is a factual error in the answer. So, you have to follow the procedure. Yes, Dr. Jatiya.

डा. सत्यनारायण जटियाः माननीय सभापति जी, "सांसद आदर्श ग्राम योजना" के अंतर्गत पर्यावरण का प्रश्न मूल प्रश्न है। आप जानते हैं कि पर्यावरण की दृष्टि से गांवों में उपाय करने जरूरी हैं, क्योंकि वहां पर वृक्ष धीरे-धीरे कम हो रहे हैं, इसलिए वृक्षारोपण के काम में जिस प्रकार की सहायता चाहिए, जिस प्रकार के संसाधन चाहिए, पौधे चाहिए, पानी चाहिए, संरक्षण चाहिए, उसकी उपलब्धि के बिना यह संभव नहीं होगा। मैं माननीय मंत्री जी से और सरकार से यह पूछना चाहता हूं कि "सांसद आदर्श ग्राम योजना" की योजनाओं को क्रियान्वित करने की दृष्टि से जो उपाय किए गए हैं, उनका प्रबंधन करने के लिए केन्द्र सरकार ने क्या व्यवस्था की है?

श्री चौधरी बीरेन्द्र सिंहः सर, आदरणीय सदस्य इस बात को जानते हैं कि "सांसद आदर्श ग्राम योजना" में कोई भी अतिरिक्त धनराशि जुटाने का प्रावधान नहीं है। आदरणीय सदस्य ने इस बात को कहा है कि MPLADS को बढ़ाएं, ताकि हम ज्यादा पैसा अपनी "सांसद आदर्श ग्राम योजना" में लगा सकें। हमारे सामने एक प्रपोज़ल आया, जिस पर हम चाहते थे कि विचार किया जाए और वह प्रपोज़ल मुख्य रूप से यह था कि अगर सांसद महोदय "सांसद आदर्श ग्राम योजना" में अपने MPLADS से 50 लाख तक लगाने के इच्छुक हैं, तो कोई ऐसा प्रावधान हो सके कि उनको मैचिंग ग्रांट के रूप में उतनी धनराशि उपलब्ध कराई जाए। मैं यह कह सकता हूं कि अभी तक जो सुझाव आए हैं, इन पर विचार जरूर हो रहा है। सर, मैं आपको बताना चाहता हूं कि हमारी 19 ऐसी मिनिस्ट्रीज़ हैं, जिन्होंने राज्य सरकारों को और जिला कलेक्टरों को भी कहा हुआ है कि केन्द्रीय मंत्रालयों में किसी भी काम की आवश्यकता है, जैसे "सांसद आदर्श ग्राम योजना" में किसी भी गांव में कोई भी ड्रॉप-आउट न हो और कोई भी छह साल से ऊपर की आयु का बच्चा स्कूल जाने से वंचित न रहे, इस प्रावधान की देखरेख एचआरडी मिनिस्ट्री कर रही है। इसी तरह से राशन कार्ड की बात है, तो किसी भी गांव में अगर राशन कार्ड की कमी है, तो उसको पूरा किया जाएगा। सर, "सांसद आदर्श ग्राम योजना" में ऐसी बहुत सी चीजें हैं। फिज़िकल इन्फ्रास्ट्रक्चर के अलावा बहुत सी ऐसी सोशल एक्टिविटीज़ हैं, जिनको हम अपने लेवल पर पूरा कर सकते हैं, उसमें किसी धन की आवश्यकता नहीं है।

Deaths in road accidents

*171.SHRI RAM KUMAR KASHYAP: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether India accounts for more than 2,00,000 deaths per year because of road accidents, and if so, details thereof;

(b) the details of measures taken to check accidental deaths; and

(c) the steps taken to stringently enforce road safety laws?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) to (c) A statement is laid on the table of the House.

Statement

(a) The total number of persons killed in road accidents in the country for the calendar years 2011 to 2014 is given below:

Year	Total Number of Persons Killed (in numbers)
2011	1,42,485
2012	1,38,258
2013	1,37,572
2014	1,39,671

(b) The Ministry of Road Transport and Highways has taken a number of steps to prevent road accidents as per details mentioned under:

(i) The Government has approved a National Road Safety Policy. This Policy outlines various policy measures such as promoting awareness, establishing road safety information data base, encouraging safer road infrastructure including application of intelligent transport, enforcement of safety laws etc.

(ii) The Government has constituted the National Road Safety Council as the apex body to take policy decisions in matters of road safety.

(iii) The Ministry has requested all States/UTs for setting up of State Road Safety Council and District Road Safety Committees, and to hold their meetings regularly.

(iv) The Ministry has formulated a multi-pronged strategy to address the issue of road safety based on 4 'E's *viz.* Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.

(v) Road safety has been made an integral part of road design at planning stage.

(vi) Road Safety Audit of selected stretches of National Highways has been taken up.

(vii) High priority has been accorded to identification and rectification of black

spots (accident prone spots) on national highways. Around 700 such black spots have been identified for improvement.

(viii) The threshold for four laning of national highway has been reduced from 15,000 Passenger Car Units (PCUs) to 10,000 PCUs. About 52,000 Km. of stretches of State Highways has been identified for conversion to national highways.

(ix) Setting up of model driving training institutes in States and refresher training to drivers of Heavy Motor Vehicle in the unorganized sector.

(x) Advocacy/Publicity campaign on road safety through the electronic and print media.

(xi) Tightening of safety standards for vehicles like Seat Belts, Power-steering, anti-lock braking system etc.

(xii) Providing cranes and ambulances to various State Governments under the National Highway Accident Relief Service Scheme for development on National Highways. National Highways Authority of India also provides ambulances at a distance of 50 Km. on each of its completed stretches of National Highways under its Operation and Maintenance contracts.

(xiii) Launch of pilot projects for providing cashless treatment of road accident victims on Gurgaon - Jaipur, Vadodara - Mumbai stretch of National Highways No. 8 and Ranchi - Rargaon - Mahulia stretch of National Highway No. 33.

(c) All State Governments / UTs, primarily responsible for enforcing provisions of the Motor Vehicles Act, have been advised from time to time to gear up their enforcement machinery to implement the provision of law in true spirit so that deaths could be reduced on our roads.

श्री राम कुमार कश्यपः सर, भारत में दुनिया के मुकाबले महज 3 परसेंट वाहन हैं, परन्तु दुनिया की करीब 10 परसेंट दुर्घटनाएं भारत में होती हैं, जिनके कारण मरने वालों की संख्या लगातार बढ़ती जा रही है। हादसों के शिकार लोगों को समय पर इलाज नहीं मिलता। पिछले साल एक घंटे के भीतर अस्पताल नहीं पहुंचने के कारण 70 हजार मौतें हो गईं। यदि समय पर इलाज मिले, तो 50 परसेंट लोगों की जान बचाई जा सकती है।

श्री सभापतिः आपका प्रश्न क्या है?

श्री राम कुमार कश्यपः सर, मैं लिंक बना रहा हूं। मेरा प्रश्न यह है कि इंडियन जर्नल ऑफ सर्जरी के अनुसार हादसों में शिकार 80 परसेंट लोगों को golden hour में इलाज नहीं मिल पाता है।

मेरा माननीय मंत्री जी से प्रश्न यह है कि सड़क दुर्घटनाओं में शिकार लोगों के शीघ्र इलाज के लिए राष्ट्रीय स्तर पर तथा राज्य स्तर पर राजमार्गों पर कितने इमरजेंसी ट्रॉमा सेंटर्स खोले गए हैं और अगले दो साल में कितने ट्रॉमा सेंटर्स खोलने की योजना है?

श्री नितिन जयराम गडकरी: सर, यह महत्वपूर्ण है कि राष्ट्रीय महामार्ग पर हर साल पांच लाख एक्सिडेंट्स होते हैं और करीब डेढ़ लाख लोगों की मृत्यु हो जाती है। ये जो एक्सिडेंट्स के कारण हैं, इनमे रोड इंजीनियरिंग के भी कारण हैं। इसलिए हमने यह निर्णय किया है कि जहां एक्सिडेंट्स होते हैं, वहां हमने 726 ब्लैक स्पॉट्स नेशनल हाइवे के identify किए हैं और उसके ऊपर 11 हजार करोड़ रुपए का खर्च करके, सुधारने के कार्य की शुरुआत की है। सर, हमारे देश में 96 हजार किलोमीटर नेशनल हाइवे था और हर बार ट्रैफिक में 10-12 per cent गाड़ियां बढ़ रही थीं। इसके कारण भी काफी प्रॉब्लम्स हो रही थीं और एक्सिडेंट्स हो रहे थे। हमारे देश में टोटल 52 लाख किलोमीटर टोटल रोड लेंथ है, उसमें से 96 हजार किलोमीटर केवल राष्ट्रीय महामार्ग था और देश का 40 per cent traffic, इस 96 हजार किलोमीटर में दो परसेंट रोड पर था। अब हमने यह निर्णय किया है कि 96 हजार किलोमीटर को बढ़ाकर 2 लाख किलोमीटर तक ले जाएंगे। इसमें से एक लाख 50 हजार किलोमीटर तक हमने राष्ट्रीय महामार्ग घोषित किया है और जिसके कारण देश का 80 per cent traffic नेशनल हाइवे पर आएगा। इसके साथ ही साथ हमने एक और निर्णय किया है कि जहां two lane road थी, वहां 15 हजार PCOs का traffic आने के बाद four lane बनते थे, अब हमने निर्णय किया है कि 10 हजार PCOs भी आएंगे, तो भी हम four lane बनाएंगे, तो इसके कारण यदि बीच में डिवाइडर होकर अभी four lane बनेंगे, तो इसके कारण भी एक्सिडेंट्स में कमी होगी।

आपने हॉस्पिटल के बारे में कहा है, तो हमने एम्बुलेंसेज़ दी हैं और ट्रॉमा सेंटर के बारे में हम अभी तो कोई योजना बनाकर काम नहीं कर पाए हैं। आपका सुझाव अच्छा है। हम लोग कोशिश कर रहे हैं कि नेशनल हाइवे के बाजू में ट्रॉमा सेंटर का मॉडल तैयार हो। एक और अच्छी बात हुई है कि सुप्रीम कोर्ट ने अभी महीना भर पहले एक अच्छा निर्णय किया है कि हमने जो गाइडलाइन्स निकाली थीं कि एक्सिडेंट होने के बाद अगर कोई पहले एक अच्छा निर्णय किया है कि हमने जो गाइडलाइन्स निकाली थीं कि एक्सिडेंट होने के बाद अगर कोई मदद करता है, तो पुलिस की तरफ से उसको हैरेसमेंट होती थी। हमने इसके लिए गाइडलाइंस इश्यू की थी, सुप्रीम कोर्ट ने उस गाइडलाइन्स को मंजूर करके land of law करके, फिर से अपनी तरफ से मंजूर करके दिया है। इसके कारण यदि एक्सिडेंट्स में कोई मदद करता है, तो पुलिस की तरफ से कोई हैरेसमेंट नहीं होगी। हमने ड्राइविंग लाइसेंस के लिए भी electronic centers बनाए हैं। जहां पर computer driving के लिए test होगा। हम इस कारण से भी एक्सिडेंट्स कम करेंगे। Automobile Engineering ने भी इस बारे में निर्णय किया है, पर यह बहुत कठिन प्रश्न है और हमारी कोशिश है कि पांच सालों में कम से कम 50 per cent accidents कम करेंगे और ट्रॉमा सेन्टर के बारे में भी योजना तैयार करेंगे।

श्री राम कुमार कश्यपः महोदय, मेरा प्रश्न यह है कि जब सड़कों पर एक्सिडेंट्स होते हैं, तो इसमें आवारा पशु तथा जंगली गाय, जिसको हम नीलगाय बालेते हैं, ये हमेशा सड़कों पर बड़ी स्पीड से आती हैं और इसके कारण एक्सिडेंट्स हो जाते हैं और जानें चली जाती हैं। महोदय, मैं आपके माध्यम से मंत्री जी से यह जानना चाहता हूं कि क्या सरकार की इन पशुओं को रोकने की कोई योजना है? कृपया इस बारे में बताने की कृपा करें।

श्री नितिन जयराम गडकरीः सर ,पशुओं को रोकने के लिए तो कोई योजना नहीं है, लेकिन एक बात जरूर है, ...(**व्यवधान**)... आपकी बात सही है। पर ये जंगलों से जाते हैं, किसानें की खेती होती है, जानवर रास्ते पर आ जाते हैं। हमने इसके लिए axis controlled express highway तैयार करने का निर्णय किया है। देश का पहला express highway बनाने का मुझे सौभाग्य मिला, जो मुम्बई और पुणे के बीच में था। हमने उसमें दोनों बाजू में compound wall खड़ी करके, उसको axis control किया था। अब पहली बार दिल्ली का easterly और westerly bypass axis controlled express highway बन रहा है और दिल्ली से मेरठ भी axis controlled express highway बन रहा है। इसलिए जहां ट्रैफिक डेंसिटी ज्यादा है, उसमें axis control करने के लिए एक नई योजना तैयार की है और यह बहुत लम्बा काम है। इसमें काफी समय लगेगा। आपकी बात सही है कि जहां इस प्रकार के जानवर आते हैं, तो वहां axis control करने के बारे में हम कोशिश करेंगे।

श्री राजीव शुक्लः सर, जो दुर्घटनाएं होती हैं, मुझे लगता है कि उसका सबसे बड़ा कारण जैसा कि ये बता रहे हैं कि जानवर आ जाते हैं और दूसरा यह है कि जो ट्रक्स आते हैं, उन पर कितना वेट होना चाहिए, इसके लिए बहुत रिकमंडेशन्स आ चुकी हैं, सुप्रीम कोर्ट ने बताया है, लेकिन अब उनको वॉयलेट करते हैं। जिसको 20 टन माल ले जाना चाहिए, उसके पास 40 टन होता है। इससे रोड भी खराब होतीहै और वह गाड़ी संभाल भी नहीं पाता है तथा इससे गाड़ी डिस्बैलेंस्ड हो जाती है और एक्सिडेंट्स हो जाते हैं। इस बारे में रोड सेफ्टी ऑर्गेनाइजेशन ने भी रिकमंडेशन्स दी हैं। मंत्री जी ने इस पर क्या एक्शन लिया है? दूसरा, इसका बहुत आसान तरीका है, जो मुद्दा इन्होंने उठाया है। आप कहीं भी चले जाएं, पूरी रोड्ज़ पर जो फेंसिंग है, जिसको एल्युमीनियम की फेंसिंग कहते हैं, आप आगरा जाइए, वहां यह है तो वहां इस प्रकार की समस्या नहीं आती है। जब आप रोड्स बनाते हैं, हाइवे बनाते हैं, तो आप दोनों तरफ ही यह फेंसिंग वाला सिस्टम उसके साथ क्यों नहीं इनबिल्ट करते हैं? इससे कभी कोई जानवर नहीं आ पाएगा।

श्री नितिन जयराम गडकरीः सर, सम्मानित सदस्य ने जो बात कही है, वह सही है कि दस टन की capacity होने के बावजूद ट्रकों में 15 टन या 18 टन माल भरा जाता है। आपको तो पता ही है कि बहुत बड़े स्तर पर यह सब्जेक्ट कॉन्करेंट लिस्ट में है। इस पर स्टेट की तरफ से कानूनी कार्यवाही करने का अधिकार है। यह समस्या बहुत कठिन और जटिल है। आपने जो बात कही है, वह सच है क्योंकि रोड्ज़ खराब हैं और इसमें करप्शन भी बहुत होता है। हमारे 380 राष्ट्रीय महामार्गों पर टौल है।

हमने इसको फास्ट ट्रैक में कंवर्ट किया है। मुझे लगता है कि इस फास्ट ट्रैक में मार्च एंड तक उनको मोहलत दी गई थी। हर जगह पर हमें, आपको एक स्टिकर मिलेगा, जिसकी वजह से आपको कहीं रोकने की जरूरत नहीं पड़ेगी। वैसे भी हर टौल नाके पर हम लोग वेइंग ब्रिज तैयार कर रहे हैं। वेइंग ब्रिज पर जब उसका वजन होगा, तो सेटेलाइट से डायरेक्ट हमारे ऑफिस में, जब उसके नंबर सहित उसका वजन आएगा, तब उस पर तुरंत कार्यवाही हो सकेगी, जो किं उन पर कट्रोल करने की कोशिश होगी।

आपने जो दूसरी बात कही है, वह भी बहुत अच्छी है। मैं सदन से एक आह्वान चाहता हूं कि वह इसमें हमें मदद दे। हमने हर रोड़ कंस्ट्रक्शन की कॉस्ट में 1 परसेंट रुपया प्लांटेशन, ट्रांसप्लांटेशन, ब्यूटीफिकेशन एंड मेंटेनेंस के लिए रखा है। मैंने जब से मंत्रालय का चार्ज संभाला है, तब से हमने 1.5 लाख करोड़ रुपये के रोड कांट्रेक्ट्स साइन किए हैं। हमारे पास 1500 करोड़ रुपये हैं। हमने वह पैसा अलग से रखा है। इसके ऊपर एक वर्कशॉप भी की है, जिसमें 3,500 एनजीओज़ और संस्थाएं आई थीं। हमारी कोशिश है और मैं आप सभी संसद सदस्यों से भी आह्वान करता हूं कि इस प्लांटेशन, ट्रांसप्लांटेशन और ब्यूटीफिकेशन में हमारे ग्रामीण विकास विभाग ने 10 लाख/प्रति किलोमीटर के हिसाब से एमाउंट दिया है। यह जो नर्सरी की बात हुई है, हम इसके लिए भी पैसा देंगे। इसमें चैरिटेबल संस्था होगी, एजुकेशनल इंस्टीट्यूशन्स होंगे, प्राइवेट कंपनीज़ भी होंगी। हमने सभी को आमंत्रित किया है। इसका सैटेलाइट कंट्रोल है। ऐसे समय में आपने जो बात सुझाई है कि जब पेड़ लगाएंगे - इस पर हमने भी एक चिंता की है कि उसकी बाजू से जानवर न आ सकें, इसके लिए वहां कुछ न कुछ कंपाउंड वॉल बनाने की कोशि करेंगे। कुछ ऐसी स्पीसिज़ हैं - मैं हिंदी में नाम नहीं जानता, हमारे यहां पर करवन बोलते हैं। ...(**व्यवधान**)... करवनदा। उसमें कांटे होते हैं, यदि उसको बाजू में लगा देते हैं तो उस तरफ से जानवर घुसता नहीं है। हमने यह कहा है कि रोड की साइड में ऐसे स्पेसिफिक पेड़ लगाएं। उसके कांटे ऐसे होते हैं कि कोई अंदर घुस नहीं सकता है। एक्सप्रेस हाईवे तो होगा, लेकिन इतनी कम्पाउंड वॉल बनाना, एक्सपेंडिचर करना बहुत कठिन है। आपका जो सुझाव है, वह सही है, इसलिए हम उसका कोई कम खर्चे वाला सॉल्यूशन ढूंढने की कोशिश कर रहे हैं। यदि आप सभी लोग इस प्लांटेशन के काम में सहयोग देते हैं तो इससे लोगों को रोजगार भी मिलेगा और बहुत प्लांट्स भी लगेंगे।

श्री आर.के. सिन्हाः सभापति जी, मैं माननीय मंत्री जी से यह पूछना चाहता हूं कि क्या आप ड्राइवरों के प्रशिक्षण के लिए पूरे देश में विद्यालय खोलने का विचार रखते हैं? उनको सिर्फ प्रैक्टिकल प्रशिक्षण के आधार पर लाइसेंस मिलता है, लेकिन उनको, किसी भी तरह की मानवीय संवेदनशीलता की, दुर्घटना के कारणों के बारे में कोई शिक्षा प्राप्त नहीं होती। उनको मानसिक रूप से भी तैयार नहीं किया जाता है कि सड़क पर कैसे बर्ताव करना है। अभी जो ड्राइविंग इंस्टीट्यूट्स चल रहे हैं, वे सिर्फ ट्रांसपोर्ट ऑफिस से लाइसेंस दिलाने की दलाली का काम करते हैं। ड्राइवरों का कोई व्यापक प्रशिक्षण नहीं होता है। क्या आप सरकारी स्तर पर हाईवेज़ की जमीन पर या चाहे जहां भी, राज्य सरकारों से

बात करके बड़े पैमाने पर ड्राइविंग के प्रशिक्षण और लाइसेंसिंग के लिए कोई संस्थान खोलने पर विचार कर रहे हैं, ताकि उनमें मानवीय संवेदनशीलता जाग्रत और विकसित हो और वे संवेदनशून्य नहीं हों, जिनके कारण इतने एक्सीडेंट्स होते हैं?

श्री नितिन जयराम गडकरीः सभापति जी, यह बहुत महत्वपूर्ण है कि हिंदुस्तान वर्ल्ड में ऐसा देश है, जहां सबसे आसानी से लाइसेंस मिल जाता है। मुझे यह कहते हुए दुख हो रहा है ...(**व्यवधान**)...

MR. CHAIRMAN: Should that be taken as a credit?

SHRI NITIN JAIRAM GADKARI: It is a discredit. It is not a credit. देश में 22 परसेंट ड्राइवर्स की कमी है, यह एक बहुत बड़ी समस्या है। मैं "मोटर व्हीकल एक्ट" पर आपका सहयोग चाहता हूं। जब हमने बीच में जब इस पर अध्ययन किया तो 30 परसेंट लाइसेंस बोगस निकले। जब मेरा एक्सीडेंट हुआ, मैं मरते-मरते बचा, तब मैं महाराष्ट्र में मंत्री था। जब मैंने अपने डिपार्टमेंट में सरकारी ड्राइवर्स के आंकड़ों की जांच की तो 40 परसेंट ड्राइवर्स कैटेरेक्ट वाले निकले। पहले तो मैं आप सभी से अनुरोध करता हूं कि यदि आप सभी के पास सरकारी गाड़ी है, तो प्राइवेट डॉक्टर की तरफ से उसकी आँखें जँचवा लो, क्योंकि मेरे आंकड़ें में आधे लोगों को कैटेरेक्ट निकला था। यह बहुत भयंकर प्रश्न है।

दूसरा तथ्य यह है कि इन्होंने जो बात कही है, वह सही है। हमने देश में ऐसे 19 सेंटर्स शुरू किए हैं। एक बंगाल में कोलकाता में है, एक जयपुर में शुरू किया है और एक पूना में है। ये सेंटर्स ऐसे हैं कि ये देखने लायक हैं। आप उनमें जरूर बैठिए। आप जब गाड़ी का ड्राइविंग टेस्ट देते हैं, तो कंप्यूटर आपकी परीक्षा लेता है और कर्व में चलाते-चलाते, कर्व पूरा होने के बाद जब आखिर में आप निकलते हैं, तो कंप्यूटर आपको पास या फेल डिक्लेयर करता है। अगर कंप्यूटर ने आपको पास कर दिया, तो गवर्नमेंट ऑफिस में सेटेलाइट से उसकी इन्फॉर्मेशन चली जाती है और तीन दिन के अंदर आपको ड्राइविंग लाइसेंस मिल जाता है।

महोदय, हमारे देश में ऐसे 19 सेंटर्स शुरू हुए हैं। अब हमारा प्रयास यह है कि इन सेंटर्स के माध्यम से हम फिटनेस सर्टिफिकेट भी देंगे, पॉल्युशन सर्टिफिकेट भी देंगे, ड्राइविंग की ट्रेनिंग भी देंगे और सर्विस स्टेशन भी शुरू करेंगे। ये जो सारे सेंटर्स हैं, इन्हें हिन्दुस्तान के ग्रामीण इलाकों में खोलने का हमने निर्णय किया है। सरकार की ओर से इनमें मदद देने की बात भी हमने की है और इनके लिए हम राज्य सरकार से सहयोग भी ले रहे हैं। देश के अलग-अलग भागों में, खास तौर पर ग्रामीण क्षेत्रों में करीब 5,000 सेंटर्स खोले जाएंगे। इनके माध्यम से मैनपावर को ट्रेन करना, उनको सेफ्टी के बारे में ट्रेनिंग देना इत्यादि कार्य किए जाएंगे।

माननीय सदस्य ने ड्राइवर्स की मानसिक थकान के बारे में बात कही है। महोदय, हमने यह

निर्णय किया है कि ट्रक ड्राइवर्स के केबिन में एअर कंडिशनर मेंडेटरी रहेगा ही, क्योंकि वह 12-12 घंटे गाड़ी चलाता है, जिससे उसका मानसिक स्वास्थ्य बिगड़ जाता है, चूंकि केबिन का टेम्परेचर 47 डिग्री तक चला जाता है। इसीलिए हमने कहा है कि ट्रक ड्राइवर्स के केबिन को एअरकंडिशंड केबिन में कन्वर्ट किया जाना मेंडेटरी होगा।

श्री भूपिंदर सिंहः सर, मैं आपके माध्यम से माननीय मंत्री जी से कहना चाहता हूं कि आज इतने अधिक एक्सिडेंट्स हो रहे हैं और जब आप नेशनल हाईवेज़ को फोर-लेन का बनाने जा रहे हैं, तो उसमें फर्स्ट लेन के लिए यह रिस्ट्रिक्ट कर दिया जाए कि वहां केवल 100 से ऊपर की स्पीड पर चलने वाले लाइट व्हीकल्स को ही चलने की परमिशन होगी। First lane should be a free lane. वहां कोई भी बड़े ट्रॉलर या बड़े ट्रक न चलें।

जो स्लो मूवमेंट वाले व्हीकल्स हैं, जैसे 24 चक्के की लम्बी-लम्बी गाड़ियां हैं, वे फर्स्ट लेन में ही चलती हैं। उनको बन्द करने के लिए, हमारा सिस्टम ऐसा बने ताकि वे फोर्थ लेन में ही चलें। इसके साथ ही साथ मैं यह जानना चाहता हूं कि क्या आप मोटरबाइक या टू-व्हीलर्स के लिए रोड की साइड में डेढ़ मीटर या चार फीट की एक स्पेसिफिक लेन बनाने के बारे में सोच रहे हैं? टाउन या सिटीज़ के अन्दर जब आप डीपीआर बनाते हैं, तो वहां पर आप अंडरवे नहीं बनाते हैं। बाद में जब एक्सिडेंट्स हो जाते हैं या धरने दिए जाते हैं, उसके बाद इसके बारे में सोचा जाता है।

श्री नितिन जयराम गडकरीः सर, यह बात बिल्कुल सही है कि फर्स्ट लेन फास्ट व्हीकल्स के लिए ही होती है। ट्रॉलर और ट्रक्स के लिए फर्स्ट लेन नहीं होती है। ट्रैफिक के नियमों का पालन करने की बात जो कही गयी है, उनके पालन को लेकर हमारे देश में बहुत अधिक उदासीनता है। माननीय सदस्य ने जो सुझाव दिया है, वह बिल्कुल सही है। मैं उनको यह विश्वास दिलाना चाहता हूं कि आने वाले समय में हम नेशनल हाईवेज़ पर वीडियो कैमराज़ लगाने जा रहे हैं। अगर कोई भी ट्रक वाला गलती से भी उस लेन में चला जाएगा ...(**व्यवधान**)... सर, वह सिस्टम हम लगाने जा रहे हैं, लेकिन अभी उसमें समय लगेगा। अगर किसी भी ट्रक वाले की इमेज उस कैमरे में कैच होती है, तो उसके ऊपर कानूनी कार्यवाही की जाएगी।

दूसरी बात जो आपने कही, बड़े शहरों से नेशनल हाईवेज़ गुज़र रहे हैं, वहां पर रोड की बाजू में साइकिल वालों के लिए व्यवस्था की जा रही है। वैसे स्कूटर ट्रैक के लिए भी सड़क की बाजू में ही एक सफेद पट्टी डाल कर व्यवस्था किए जाने की बात पर हम जरूर विचार करेंगे।

Coal distribution policy

*172.SHRI AVINASH PANDE: Will the Minister of COAL be pleased to state:

(a) whether in view of re-allocation of coal blocks, Government is planning to

review and revise the Coal Distribution Policy for ensuring supply of coal to small and medium industrial units;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) No, Sir.The medium and small scale industries whose requirement is less than 4200 tonnes per annum are required to take coal through agencies nominated by State Governments. Under the New Coal Distribution Policy (NCDP), 2007, the scope of coverage through State Nominated Agencies was increased from 500 tonnes per annum to 4200 tonnes per annum. An aggregate of eight million tonnes of coal is earmarked per annum for distribution to medium and small scale industries. The earmarked quantity of eight million tonnes is divided amongst various States/UTs depending on past trends.

At present there is no proposal to review and revise the New Coal Distribution Policy, 2007 for supply of coal to small amd medium industrial units.

श्री अविनाश पांडेः सर, आपके माध्यम से मैं माननीय मंत्री महोदय से जानना चाहता हूं, आपने जो लिखा है, "An aggregate of eight million tonnes of coal is earmarked per annum for distribution to medium and small scale industries." आपने 2007 में New Coal Distribution Policy में जो रिवीज़न किया, उसके तहत ऐसी यूनिट्स, जिनकी रिक्वायरमेंट 4,200 टन से कम की है, उनके लिए Special State agencies के माध्यम से आप कोल का वितरण करते हैं। मैं जानना चाहता हूं कि स्टेट वाइज़ इसके लिए कौन-कौन सी एजेंसीज़ एपॉइंट की गई हैं? विशेष रूप से मैं जानना चाहता हूं कि महाराष्ट्र के लिए आपने कौन सी एजेंसी एलॉट की है और उसके माध्यम से पिछले तीन वर्षों में कितने यूनिट्स कोयले का आबंटन हुआ है?

श्री पीयूष गोयलः सर, अलग-अलग स्टेट्स के लिए अलग-अलग एजेंसीज़ हैं। चाहे वे National Companies हों या State Companies हों, लेकिन उनको स्टेट गवर्नमेंट ही एपॉइंट करती है। दुर्भाग्यपूर्ण स्थिति यह है कि जब हम पिछले तीन वर्षों का आंकड़ा देखते हैं, तो हम देखते हैं कि इसका प्रयोग कम होता जा रहा है। 2013-14 में 17 राज्यों ने State agency को nominate किया, लेकिन सिर्फ 14 राज्यों ने FSA साइन किया और उनमें से भी सिर्फ 53 प्रतिशत Fuel Supply Agreement से लिया गया। 2014-15 में 14 राज्यों ने State agency appoint की, लेकिन सिर्फ 12 राज्यों ने Fuel Supply Agreement साइन किया और सिर्फ 51 प्रतिशत कोयला उठाया। इस वर्ष 18 राज्यों ने State agency appoint की है, लेकिन सिर्फ 8 राज्यों ने ही Fuel Supply Agreement पर साइन किया है।

हम यह देख रहे हैं कि इस विंडो से यह गिरते-गिरते 8 मिलियन टन के सामने, 2 मिलियन टन से भी कम जा रहा है। इसलिए हमने इस पर इस वर्ष कंज्यूमर आर्गेनाइजेशन से, राज्य सरकारों से पूरी चर्चा की है और सबसे बातचीत के बाद एक नया प्रोपोजल हम जल्द ही देश के समक्ष रखने वाले हैं, जिसमें स्टेट एजेंसीज़ की पूरी जानकारियां एक वेब पोर्टल पर रहेंगी। जो कंज्यूमर्स हैं, वे सब वेब पोर्टल पर अपनी-अपनी रिक्वायरमेंट पेश कर सकते हैं और सेल्फ सर्टिफिकेशन के माध्यम से अपना कोयला उनको नोमिनेटिड प्राइस प्लस फ्रेट प्लस 5 परसेंट सर्विस चार्ज पर मिल जाएगा। इससे पारदर्शिता बढ़ेगी और स्टेट नोडल एजेंसीज़ जो कई बार कोयले का वितरण ठीक से नहीं करती हैं, उस पर भी पाबंदी लगेगी। पूरे तरीके से जानकारियां पब्लिक डोमेन में होने से कोई गलत कार्रवाई पर भी अंकुश आएगा।

जहां तक महाराष्ट में उन्होंने किस एजेंसी को नियुक्त किया है, इस बात का प्रश्न है, तो वह जानकारी अभी मेरे पास नहीं है, वह मैं आपको भिजवा दूंगा।

श्री अविनाश पांडेः सर, इस योजना का प्राथमिक उद्देश्य यह था कि जो लघु और मध्यम उद्योग हैं, उनको फ्यूल की सप्लाई under the FSA या जो भी फ्यूल सप्लाई एग्रीमेंट होता है, उसके तहत किया गया है। लेकन मेरी जानकारी के अनुसार, पिछले तीन वर्षों से महाराष्ट्र के स्मॉल और मीडियम इंडस्ट्रीज़ को कोयले का आबंटन नहीं हो पा रहा है, क्योंकि अभी तक वहां की राज्य सरकार ने कोई एजेंसी आइडेंटिफाई नहीं की है और अगर की भी है, तो उसकी जानकारी अभी तक पब्लिक नहीं की गई है। इसके लिए क्या शीघ्र ही कोई उपाय आपने नियोजित किया है, जिसके माध्यम से कम से कम इन इंडस्ट्रीज़ को प्रॉपर सप्लाई मिल सके?

श्री पीयूष गोयलः आपने एकदम सही बात कही। वही मैंने पहले भी उत्तर में बताया है कि पिछले तीन वर्षों से, rather 2006-07 से ही अगर आप देखें, तो यह सिलसिला कम होता जा रहा है, क्योंकि इसमें पारदर्शिता नहीं थी, बहुत कॉम्प्लिकेटेड प्रोसीज़र डॉक्यूमेंटेशन था, तो लोगों को पर्याप्त कोयला समय पर नहीं मिलता था। इसीलिए, जैसा मैंने बताया कि ease of business को सपोर्ट करने के लिए State Notified Agencies, State Nominated Agencies से जो FSA किया जाता है, उसमें हमने पाँच प्रमुख रूप से संशोधन किए हैं। एक तो जो टेन्योर पहले 1 वर्ष का था, उसको अब 2 वर्ष तक करने का प्रावधान हम लाये हैं। दूसरा, पहले जो प्रावधान था कि जो क्वांटिटी किसी को अलॉट होती थी, तो वह सिर्फ तीन महीनों में यानी एक क्वार्टर के अन्दर उठानी पड़ेगी, उसको अभी न रखते हुए हमने पूरे कंट्रैक्ट पीरियड में वे कभी भी उठाएं, इसको अलाऊ कर दिया है। तीसरा, जो पहले एक प्रावधान deemed delivery का था कि समय पर कोयला पहुंचाने में अगर रेलवे में फेल्योर हो गया, तो ये लोग उसको deemed delivery कह कर उसके अलॉटमेंट को adjust कर देते थे, वह प्रावधान deemed delivery भी निकाल दिया है। Clause of lifting में कम से कम 30 प्रतिशत उठाना ही पड़ेगा, वह क्लॉज़ रद्द कर दिया है और make up quantity, तो जरूरी था कि अगर कुछ कमी रह गयी है, तो

अगले महीने में मेक अप करो, उसको भी tenure of the conract से जोड़ कर काफी ease of business को support किया गया है — इसी के साथ जब पारदर्शिता से इसको web portal पर डाला जाएगा, तो छोटे उद्यमियों को तथा छोटे उद्योगों को इससे बहुत सहायता होगी।

SHRI TAPAN KUMAR SEN: Sir, the enactment of Coal Mines Nationalisation (Special Provisions) Act has empowered the Government with bigger right of re-allocation of the coal block. I would like to know as to how many coal blocks have been allocated to the agencies other than Coal India; and out of that, how many have been allocated to State Government dictated agencies; how many have been allocated to the public sector; and how many have been allocated to the private sector; what is their respective production performance.

SHRI PIYUSH GOYAL: Sir, the question is not related to the original question, at all. But I can elaborate on it.

MR. CHAIRMAN: No, let us not do it. Now, Shri Anil Desai.

SHRI TAPAN KUMAR SEN: Sir, he can send a written reply.

SHRI PIYUSH GOYAL: Sir, I will write to him.

MR. CHAIRMAN: He will send you the answer, Tapanda.

SHRI ANIL DESAI: Sir, thank you. The hon. Minister has given an elaborate answer. I would like to understand, through you, Sir, from the Minister about main reasons for that and the remedies, of course. Despite the State nodal agencies in place, the consumption of coal quantities are allocated from 8 MT—and it is supposed to be within that range—why has it gone to below 2 MT? That is what he has stated. Could I know what are the reasons and what are the remedies for that?

SHRI PIYUSH GOYAL: Chairman, Sir, the main reasons as to why this has happened — as we assessed it and talked to consumer organisations and the State Governments — we realised that the sensitivity that should have been there for the small consumers was not there, and very elaborate paper work was required. We are now making it much easier in the new portal.

MR. CHAIRMAN: Thank you. I am afraid the Question Hour is over. The House is adjourned till 2.00 P.M.

WRITTEN ANSWERS TO STARRED QUESTIONS

Performance reports from model villages under SAGY

*173. SHRI D.P. TRIPATHI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether there have been any performance reports from the model villages taken up by MPs under the Saansad Adarsh Gram Yojana (SAGY);

(b) if so, the details thereof;

(c) whether there have been any such reports on SAGY from the North Eastern States; and

(d) if so, the details thereof?

THE MINISTER OF RURAL DEVELOPMENT (SHRI CHAUDHARY BIRENDER SINGH): (a) While the activities for development of the first set of Adarsh Grams are going on, the Ministry of Rural Development is in the process of developing a 35 point indicators as "Panchayat Darpan" to monitor the progress of the SAGY Gram Panchayats identified under the Saansad Adarsh Gram Yojana . As the name suggests, it is a mirror of the Panchayat, showcasing all the development activities in the selected Gram Panchayats under the leadership of Members of Parliament. Progress tracking through 35 indicators broadly covers 10 different sectors *viz.* Basic amenities, food security, education, health, sanitation, e-governance, women empowerment, livelihoods, social security & financial inclusion etc.

(b) As on 9th March 2016, the Panchayat Darpan data in respect of 378 Gram Panchayats has been uploaded in the website of Ministry of Rural Development by States/UTs, other than North-Eastern States, as per the details given in the Statement-I (*See* below).

(c) and (d) As on 9th March 2016,the Panchayat Darpan data in respect of 18 Gram Panchayats has been uploaded in the website of Ministry of Rural Development by North-Eastern States as per the details given in the Statement-II.

Statement-I

Status report of uploading of Panchayat Darpan in the website by States/UTs, other than North-Eastern States, as on 9th March, 2016

Sl. No.	State	No. of GPs Identified	GPs uploaded Panchayat Darpan Baseline	GPs uploaded Panchayat Darpan data-1st Quarter	GPs who have not uploaded Panchayat Darpan data
1	2	3	4	5	6
1.	Andaman and Nicobar Islands	1	1	0	0

1	2	3	4	5	6
2.	Andhra Pradesh	32	4	2	28
3.	Bihar	53	17	11	36
4.	Chandigarh	1	0	0	1
5.	Chhattisgarh	16	14	14	2
6.	Dadra and Nagar Haveli	1	0	0	1
7.	Daman and Diu	1	0	0	1
8.	Delhi	8	0	0	8
9.	Goa	3	2	0	1
10.	Gujarat	37	37	37	0
11.	Haryana	15	15	15	0
12.	Himachal Pradesh	7	4	2	3
13.	Jammu and Kashmir	9	5	5	4
14.	Jharkhand	19	16	6	3
15.	Karnataka	39	19	13	20
16.	Kerala	30	29	22	1
17.	Lakshadweep	1	0	0	1
18.	Madhya Pradesh	37	15	11	22
19.	Maharashtra	70	70	70	0
20.	Odisha	27	1	0	26
21.	Puducherry	2	0	0	2
22.	Punjab	20	20	18	0
23.	Rajasthan	34	15	12	19
24.	Tamil Nadu	58	51	49	7
25.	Telangana	22	5	2	17
26.	Uttar Pradesh	104	33	28	71
27.	Uttarakhand	7	5	4	2
28.	West Bengal	4	0	0	4
	TOTAL	658	378	321	280

Statement-II

Status report of uploading of Panchayat Darpan in the website by North-Eastern States, as on 9th March, 2016.

Sl. No.	State	No. of GPs Identified	GPs uploaded Panchayat Darpan Baseline	GPs uploaded Panchayat Darpan data-1st Quarter	GPs who have not uploaded Panchayat Darpan data
1.	Sikkim	2	2	2	0
2.	Assam	21	4	3	17
3.	Arunachal Pradesh	3	1	0	2
4.	Manipur	3	1	1	2
5.	Meghalaya	4	3	3	1
6.	Mizoram	2	2	2	0
7.	Tripura	3	3	3	0
8.	Nagaland	2	2	0	0
	TOTAL	40	18	14	22

Special package to West Bengal

*174. SHRI DEREK O' BRIEN: Will the Minister of PLANNING be pleased to state:

(a) what are the criteria adopted for identifying States which would be granted a special package;

(b) what are the criteria adopted for ascertaining the quantum of special package;

(c) the reasons for overlooking certain States despite an urgent need for funds;

(d) whether the Central Government is planning to grant a special package to West Bengal; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING (RAO INDERJIT SINGH): (a) to (c) There is no firm criteria for special package for the States. The demand for special assistance to States, as and when received from them, is considered by the Union Government. These demands from the States are usually based on their specific needs which, *inter-alia,* include the issue of rehabilitation, reconstruction, development deficit in backward regions, infrastructure needs, etc.

(d) and (e) No proposal for granting a special package has been received in NITI Aayog in the recent past from the Government of West Bengal.

Operation of stone mines in Jharkhand without environmental clearance

*175. SHRIMATI NAZNIN FARUQUE: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether stone mines in Jharkhand, especially in Santhal Pargana division, are currently being operated without obtaining required environmental clearance, beyond the stipulated date prescribed by the National Green Tribunal;

(b) if so, the details thereof;

(c) whether their operation is being allowed with the consent of Jharkhand Government which is a violation of NGT's order; and

(d) if so, what steps are being taken by the Ministry to enforce the court's direction in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) and (b) As per the information provided by the Department of Mines and Geology, Government of Jharkhand, the Environmental clearance has been made mandatory *vide* Gazette Notification No. 250, Ranchi, dated 30.05.2014 in case of all the minor minerals including stone mining in the state of Jharkhand which is also applicable for Santhal Pargana division.

(c) and (d) Government of Jharkhand has constituted the District Level Task Force in each District to enforce all the directions issued by the Competent Authorities, Hon'ble Courts and Tribunals to ensure compliance.

The Ministry of Environment, Forest and Climate Change has notified the Environment Impact Assessment (EIA) Notification, 2006, as amended from time to time, under the Environment (Protection) Act, 1986 which deals with the process to grant

Environmental Clearance. The projects of mining of minerals as stated in the schedule of the Notification require prior environment clearance.

In pursuance to the order of Hon'ble Supreme Court in the matter of Deepak Kumar etc. *versus* State of Haryana and Others etc., prior environmental clearance has now become mandatory for mining of minor minerals irrespective of the area of mining lease. National Green Tribunal, *vide* its order dated the 13th January, 2015 has directed for making a policy on environmental clearance for mining leases in cluster for minor minerals.

The Ministry has amended the EIA Notification, 2006 in January 2016 for minor minerals and has delegated the Authority of Environmental Clearance up to 5 hectare of individual mining lease of minor minerals including stone and 25 hectares in clusters to the District Environment Impact Assessment Authority (DEIAA) headed by the District Magistrate/ District Collector. A District Expert Appraisal Committee (DEAC) has also been constituted under the chairmanship of the Executive Engineer, Irrigation Department to appraise projects. The monitoring of mined out mineral, environmental clearance conditions and enforcement of Environment Management Plan is ensured by the District Environment Impact Assessment Authority, State Level Expert Appraisal Committee, State Pollution Control Board /Committee. The status of compliance of stipulated conditions of the environmental clearances of different projects, including stone mining projects, is monitored by ten Regional Offices of this Ministry in the Country.

Fuel supply agreements with power projects

*176. SHRIMATI AMBIKA SONI: Will the Minister of COAL be pleased to state:

(a) whether Government has given approval or is considering to give approval for supply of coal to power projects which were given Letter of Approvals (LoAs) during 2009, 2010 and 2011 and if so, the details thereof;

(b) the total capacity of these power projects, year of their commissioning along with capacity of each plant and its location; and

(c) by when Fuel Supply Agreements (FSAs) are proposed to be signed with those power projects?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) to (c) As per New Coal Distribution Policy (NCDP), 2007, Standing Linkage Committee (Long-Term) [SLC (LT)] recommends the Letters of Assurances (LoAs) for supply of coal. Based on the SLC (LT)'s recommendation, so far 177 LoAs have been issued to various power plants covering capacity of approximately 1,08,000 MW. Out of the 1,08,000 MW capacity, the competent authority in 2013 had approved signing of Fuel Supply Agreements (FSAs) in respect of 78,535 MW capacitypost-2009 power plants which were already commissioned by then or were likely to be commissioned by 31.03.2015. Actual coal supplies were to be available when the required long term Power Purchase Agreements (PPAs) with Distribution Companies (DISCOMs) were tied up. A Presidential Directive to this effect was issued to Coal India Limited (CIL) on 17.07.2013. The power projects of the remaining capacity of approximately 30,000 MW have not been authorized for signing of FSAs.

SLC(LT) in its various meetings held during the calendar years 2009 to 2011 recommended for issuance of LoA to power plants for an aggregate capacity of about 35,786 MW. The plant-wise list along with capacity of these power projects, year of their commissioning/expected commissioning and their location is given in the Statement (*See* below). Out of this, 15,945 MW capacity was included in the list for signing of FSA in the Presidential Directive dated 17.07.2013 (SI. No. 1 to 37 of the Statement). FSAs for supply of coal have been signed with these plants except SI. No. 28 and 36, where the FSA could not be signed due to the reasons not attributable to Coal India Limited. The balance 19,841 MW capacity, which were not part of the above Presidential Directive dated 17.07.2013, have not been authorized for signing of FSAs and for supply of coal. However, under the capacity of 78,535 MW, there were 24 units (power plants) of about 9910 MW with tapering linkages approved for signing of FSAs. As the basis for grant of tapering linkages had ceased to exist by virtue of de-allocation of coal blocks subsequent to the orders passed by the Hon'ble Supreme Court during August and September, 2014, therefore, there was no rationale to continue with tapering linkages any further and these were discontinued with effect from 01.07.2015. Accordingly, tapering FSAs with plants at SI. No. 31 to 37 of the Annexure have ceased. At present, the commissioned plants out of these are getting coal supply on best effort basis through MoU route. This arrangement has been extended upto 31.03.2016.

Statement

LoAs issued on recommendation of SLC (LT)s held during the calender year of 2009 to 2011

Sl. No.	Unit/Plant name	State in which plant located	Date of SLC (LT) meeting	Name of subsidiary company	Capacity approved (MW)	Linkage type	Year of Commissioning (E stands for Expected)
1	2	3	4	5	6	7	8
1.	Bajaj Hindusthan Ltd., Barkhera Dist. Pilibhit. U.P (Unit 1&2)	UP	08.04.2010	CCL	90	Normal Linkage	2012-13
2.	Bajaj Hindusthan Ltd., Khamberkhera Dist. Kheri, U.P (Unit 1&2)	UP	08.04.2010	CCL	90	Normal Linkage	2012-13
3.	Bajaj Hindusthan Ltd., Kundarki Dist: Gonda, U.P (Unit 1&2)	UP	08.04.2010	CCL .	90	Normal Linkage	2012-13
4.	Bajaj Hindusthan Ltd. Maqsoodpur Distt. Shajahanpur, U.P (Unit 1&2)	UP	08.04.2010	CCL	90	Normal Linkage	2012-13
5.	Bajaj Hindusthan Ltd., Utraula Dist. Balrampur, U.P (Unit 1&2)	UP	08.04.2010	CCL	90	Normal Linkage	2012-13

1	2	3	4	5	6	7	8
6.	Corporate Power TPP, Chitarpur. Distt: Latehar Jharkhand (Unit 1&2)	JH	29.01.2010	CCL	540	Normal Linkage	Uncertain
7.	Maithan Right Banks TPS, Dhanbad (Unit-2)	JH	29.01.2010	CCL	525	Normal Linkage	U-l: 2011-12 U-l: 2012-13
8.	Muzaffarpur TPP, Stage II, Kanti Bijli Utpadan Nigam Ltd. Kanti, Muzaffarpur, Bihar (Unit 3&4)	BR	29.01.2010	CCL	390	Normal Linkage	U-1: 2014-15 U-II:Q4/ 2015-16 (E)
9.	Farakka TPS, Stage III, Farakka, West Bengal (Unit-6)	WB	8.04.2010	ECL	500	Normal Linkage	2012-13
10.	KahalgoanTPS, Stage II, Phase II, Kahalgoan, Bihar (Unit-7)	BR	08.04.2010	ECL	500	Normal Linkage	2011-12
11.	Jindal Power Limited, Tamnar, Raigarh, Chhattisgarh (Unit 1&2)	CT	29.01.2010	MCL	1200*	Normal Linkage	2014-15
12.	Jindal Power Limited, Tamnar, Raigarh, Chhattisgarh (Unit 1&2)	CT	29.01.2010	MCL	1200	Normal Linkage	2014-15
13.	Mettur TPS, TANGEDCO (Unit-1)	TN	08.04.2010	MCL	600	Normal Linkage	2013-14

14.	North Chennai Extn. TPP (Stage-II), TANGEDCO (Unit-6)	TN	29.01.2010	MCL	600	Normal Linkage	2013-14
15.	North Chennai, TPS, TANGEDCO (Unit-2)	TN	08.04.2010	MCL	600	Normal Linkage	2014-15
16.	Tuticorin TPS, NLC Tamil Nadu Power Ltd. (Unit 1&2)	TN	08.04.2010	MCL	1000	Normal Linkage	2014-15
17.	VallurTPS Phase-II, (NTECL) (A JV of NTPC and TNEB) (Unit -3)	TN	29.01.2010	MCL	500	Normal Linkage	2015-16
18.	Anpara-DTPS, UPRVUNL, Shakti Bhawan, Ashok Marg, Lucknow, UP. (Unlt-2)	UP	29.01.2010	NCL	500	Normal Linkage	Q4/2015-16 (E)
19.	VSTPP,Stage-IV (Unit 11&12), Singrauli. M.P.	MP	29.01.2010	NCL	1000	Normal Linkage	U-XI: 2012-13 U-XII: 2013-14
20.	Adani Power Maharashtra Ltd., TPS Phase-I (2x660 MW), Vill. Tiroda, Dist. Gondia, Maharashtra, (Captive Block for 800 MW & LoA for 1180 MW) (Unit 1&2)	MH	08.04.2010	SECL	1180*	Normal Linkage	2012-13
21.	Adani Power Maharashtra Ltd.,TPS Phase-I (2x660 MW), Vill. Tiroda, Dist. Gondia, Maharashtra, (Captive Block for 800 MW & LoA for 1180 MW) (Unit l&2)	MH	08.04.2010	SECL	1180*	Normal Linkage	2012-13

1	2	3	4	5	6	7	8
22.	Bharat Aluminium Company Limited, Balco Nagar, Distt: Korba (Unit 1&2)	CT	29.01.2010	SECL	600	Normal Linkage	U-I: 2015-16 U-II: Q4/ 2015-16 (E)
23.	EMCO Energy Ltd. an SPV of GMR Energy Limited (Formerly EMCO Energy Ltd.), Warora, Dist: Chandrapur, Maharashtra (Unit-21)	MH	29.01.2010	SECL	300	Normal Linkage	2013-14
24.	Lanco Power Limited (Formerly Lanco Amarkantak Power Ltd.), Pathadi, Korba, Chhattisgarh (Unit-4)	CT	29.01.2010	SECL	660	Normal Linkage	Q2/2017-18
25.	Maruti Clean Coal and Power Limted, Bandakhar, Korba, Chhattisgarh (Unit-1)	CT	08.04.2010	SECL	300	Normal Linkage	2015-16
26.	Shree Singaji TPP (Formerly Malwa Thermal Power Station), MPPGCL,Vill. Purni, Distt., Khandwa, MP (Unit 1&2)	MP	29.01.2010	SECL	1200	Normal Linkage	U-I: 2013-14 U-II:2014-15

27.	Butibori TPP of Vidarbha Industries Power Ltd., MIDC Industrial Area, Butibori, Nagpur (Unit-2)	MH	29.01.2010	WCL	300	Normal Linkage	2013-14
28.	Mihan TPP of Abhijit MADC Nagpur Energy (P) Limited (unit 1-4)	MH	29.01.2010	WCL	240	Normal Linkage	U-I: 2010-11 U-II; 2011-12 U-III: 2011-12 U-IV: 2011-12
29.	NTPC, Mouda STPS, Stage-I, Mouda, Distt: Nagpur, Maharashtra (Unit-2)	MH	29.01.2010	WCL	500	Normal Linkage	2013-14
30.	Satpura TPS (Extension), Sarni Dist. Betul, MP (Unit 9&10)	MP	29.01.2010	WCL	500	Normal Linkage	2013-14
31.	Adhunik TPP, Helasong, Chandil, Kandra, Distt: Saraikela Kharsawan, Jharkhand (Unit-2) Tapering Linkage	JH	08.04.10	CCL	270	Tapering Linkage	2012-13
32.	Ragunathpur TPS. Stage-1, Ragunathpur, Purulia. West Bengal (Unit 2) Tapering Linkage	WB	29.01.2010	CCL	600	Tapering Linkage	Q4/2015-16 (E)
33.	Adani Power Maharashtra Ltd., Village Tiroda, Distt. Gondia, Maharashtra Ph.-II (Unit-1) Tapering linkage	MH	08.04.2010	SECL	660	Tapering Linkage	2013-14

1	2	3	4	5	6	7	8
34.	Adani Power Maharashtra Ltd., TPS Phase-I (2x660 MW),VIII. Tiroda, Dist. Gondia, Maharashtra, (Captive Block for 800 MW & LoA for 1180 MW) (Unit-2) Tapering linkage	MH	08.04.2010	SECL	140	Tapering Linkage	2012-13
35.	Adani Power Maharashtra Ltd., TPS Phase-I (2x660 MW).VIII. Tiroda, Dist. Gondia, Maharashtra, (Captive Block for 800 MW & LoA for 1180 MW) (Unit-2) Tapering linkage	MH	29.01.2010	SECL (Transferred from WCL)	140*	Tapering Linkage	2012-13
36.	Ukai TPS (Extension Unit-6) Gujarat, Songadh, Gujarat Tapering linkage	GJ	29.01.2010	SECL	500	Tapering Linkage	2013-14
37.	Vandana Vidhyut TPP, VIII; Chhuri, Salora, Tehsil: Kathgora, Distt: Korba, CG (Unit 1&2) Tapering linkage	CT	29.01.2010	SECL	270	Tapering Linkage	U-I: 2014-15 U-II:.4/2015-16 (E)
38.	Nabinagar TPS (Joint Venture of NTPC & B.S.E.B), Bihar	BR	Bulk Tendering (Issued on basis of MOC letter	CCL	1980	Normal Linkage	(CE) U-I: 2017-18 U-II: 2017-18

			no. 23011/25/ 2009-CPD dtd. 09.03.2010				U-III: 2018-19
39.	Raghunathpur TPS stage II, W.B. (Bulk Tendering)	WB	Bulk Tendering (Issued on basis of MOC letter no. 23011/25/ 2009-CPD dtd. 09.03.2010	CCL	1320	Normal Linkage	(E) U-I:2019 -20 U II: N/A
40.	Chhattisgarh Power Ventures Private Limited (CPVPL) (Fromerly Videocon Industries Ltd.), Gaud/ Champa, Janjgir, CG	CT	29.01.2010	MCL	660	Normal Linkage	N/A
41.	Ind-Barath Power (Madras) of M/s Ind-Barath-Infra (P) Ltd.	TN	09.01.2010	MCL	660	Normal Linkage	(E) 2017-18
42.	Indiabulls Amravati TPP, Dist. Amravati Maharashtra, Phase-II (Unit 1-5)	MP	08.04.2010	MCL	1350	Normal Linkage	N/A
43.	NSL Nagapatnam Power & Infratech Pvt. Ltd., Hyderabad	TN	29.01.2010	MCL	1320	Normal Linkage	(E) 2019-20
44.	NTPC Mouda Extension. Dist-Nagpur.Maharashtra	MH	Bulk Tendering (Issued on basis	MCL	1320	Normal Linkage	(E) 2016-17

1	2	3	4	5	6	7	8
			basis of MOC letter no. 23011/25/ 2009-CPD dtd. 09.03.2010				
45.	NTPC, Solapur, Maharashtra	MH	Bulk Tendering (Issued on basis of MOC letter no. 23011/25/ 2009-CPD dtd. 09.03.2010	MCL	1320	Normal Linkage	(E) U-1: 2016-17 U-II: 2017-18
46.	PEL Power Limited (an SPV of Patel Engineering Limited) Amreli, Gujarat	TN	29.01.2010	MCL	500	Normal Linkage	N/A
47.	D. B. Power Ltd., Deosar, Sidhi	MP	29.01.2010	NCL	660	Normal Linkage	N/A
48.	Butibori TPP of Vidarbha Industries Power Ltd., MIDC Industrial Area, Butibori, Nagpur (Unit-1) (LoA issues as CPP)	MH	29.01.2010	SECL	300	Normal Linkage	N/A
49.	Chhattisgarh Power Ventures Private Limited (CPVPL) (Formerly Videocon	CT	29.01.2010	SECL	660*	Normal Linkage	N/A

	Industries Ltd.). Gaud/Champa, anjgir, CG						
50.	Indiabulls Nasik TPP of M/s. India Bulls Realtech Ltd., Sinnar, Dist. Nasik, Maharashtra (IPP) Phase-II (Unit 1-5)	MH	08.04.2010	SECL	1350	Normal Linkage	N/A (E)
51.	Lanco Vidarbha Thermal Power Limited, Village Mandva, Pulai and Belgaon, Distt. Wardha, Maharashtra (Unit 2)	MH	08.04.2010	SECL	660	Normal Linkage	2019-20 (E)
52.	Meja TPP (Joint venture of NTPC and UPRVUNL), Distt. Allahabad, UP (A unit of Meja urja Nigam pvt. Ltd.-MUNPL)	UP	Bulk Tendering (Issued on basis of MOC letter no. 23011/25/ 2009-CPD dtd. 09.03.2010	SECL	1320	Normal Linkage	2017-18
53.	Patel Energy Limited (an SPV of Patel Engineering Limited), Bhavnagar, Gujarat	G J	29.01.2010	SECL	500	Normal Linkage	N/A
54.	Real Power Private Limited (Formerly NRI Power and Steel Pvt. Ltd.), Khamhardin, Sargaon, Pathariya, Mungeli, Distt: Bilaspur, CG	CT	29.01.2010	SECL	8	Normal Linkage	N/A

1	2	3	4	5	6	7	8
55.	Aparna Infraenergy, Kawathala, Chimur, Dist. Chandrapur Maharashtra	MH	29.01.2010	WCL	250	Normal Linkage	N/A
56.	Bhadravati TPP of Central India Power Co. Ltd., Bhadravati, Dist. Chandrapur, Maharashtra	MH	29.01.2010	WCL	660	Normal Linkage	N/A
57.	Gaps Power and Infrastructure Pvt. Ltd., Shendra, MIDC, Aurangabad, Maharashtra	MH	29.01.2010	WCL	13	Normal Linkage	N/A
58.	Gupta Energy Pvt. Ltd., Usegaon, Chandrapur, Nagpur, Maharashtra	MH	29.01.2010	WCL	540	Normal Linkage	N/A
59.	Indiabulls Amravati TPP, Nandgaonpet, Dist. Amravati Maharashtra, Indiabulls Power Ltd., Phase-II (Unit 1-5)	MH	08.04.2010	WCL	1350*	Normal Linkage	N/A
60.	Indiabulls Nasik TPP of M/s India Bulls Realtech Ltd., Sinnar Dist. Nasik, Maharashtra Phase-II (Unit 1-5)	MH	08.04.2010	WCL	1350*	Normal Linkage	N/A

61.	Jinbhuvish Power Gen. Pvt. Ltd. Bijora, Mahagaon, Dist. Yavatmal, Maharashtra	MH	29.01.2010	WCL	500	Normal Linkage	N/A
62.	Mejia TPS (Phase II), DVC, Mejia, Bankura, West Bengal (Unit 1) Tapering linkage	WB	29.01.2010	ECL	500	Tapering Linkage	N/A
63.	Nava Bharat Power Pvt. Ltd., Hyderabad, Tapering linkage	OR	08.04.2010	MCL	1050	Tapering Linkage	N/A
64.	Chabra TPP, Extn. Project, Phase-II, RRVUNL, Choki Motipura Village, Tehsil Chhabra, Baran Distt., Rajasthan (Unit 3 and 4 MW) (Tapering)	RJ	08.04.2010	SECL	500	Tapering Linkage	N/A
65.	Kalisindh TPP, RRVUNL, Nimoda Village, Jhalawar Distt., Rajasthan (Unit 1) Tapering Linkage	RJ	06.04.2010	SECL	600	Tapering Linkage	N/A
	TOTAL				35786		

Note: TPPs marked with * under the capacity column are those where source of coal has been transferred/shifted and are not added in capacity to avoid double counting.

Drying up of Sriram Sagar reservoir area

*177. DR. K.V. P. RAMACHANDRA RAO: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government is aware that Sriram Sagar reservoir area on Godavari river has become a dry bed between Nizamabad and Adilabad districts affecting irrigation and drinking water facilities;

(b) if so, the steps being taken to address the problem; and

(c) if not, whether Government would study the phenomenon that has occurred even before the onset of summer and help the State in undertaking remedial measures?

THE MINISTER OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SUSHRI UMA BHARATI): (a) to (c) State Government of Telangana has informed that due to failure of monsoon-2015, inflows into Sriram Sagar Project were in the range of 2.54 thousand million cubic feet (TMC) resulting in drying up of reservoir areas. As on 1st June, 2015 *i.e.* start of water year 2015-16, reservoir level was 1058.00 feet with corresponding storage of 11.496 TMC. Full Reservoir Level (FRL) of the project is 1091.00 feet with corresponding storage of 90.31 TMC. As on 5th March, 2016, the water level in reservoir was 1048.20 feet with corresponding storage of 5.256 TMC including dead storage of 5.00 TMC. In view of this situation, State Government has informed that no water was released for irrigation purposes. The available water will meet only drinking water needs up to end of May, 2016.

In India, by and large, storage dams are owned, constructed, maintained and operated by the respective State Governments. Water being a State subject, steps to ensure sustainability of water resources are undertaken by respective State Governments depending on their priority and resources. They accordingly formulate water storage schemes to ensure water availability during lean period/season for meeting various demands. In order to supplement the efforts of State Governments, Government of India provides technical and financial assistance.

Further, looking to India Meteorological Department (IMD) forecast for below normal seasonal rainfall during monsoon-2015, Chairman, Central Water Commission had issued an advisory on 2nd June, 2015 to State Governments suggesting as under:

There is an urgent need to utilize the available water resources prudently to tide over any possible water shortage in days to come.

It would be wise to assess the storage position in respect of projects under your jurisdiction and assess the water availability prior to monsoon.

The total water availability in the oncoming monsoon can be assessed and drinking water and irrigation allocations may be planned accordingly so that available water of 2015-16 hydrologic year may last fully without causing distress.

The States were also advised to plan for judicious use of surface water, deploy ground water resources to tide over shortages and also to make contingency plans for adequate water for animal use for handling the distress.

While planning the cropping patterns for the oncoming agricultural season(s), the strategy for avoiding water intensive crops to the extent required may be chalked out in consultation with the relevant departments and experts.

To make district level contingency plans against each reservoir to handle the likely drought situation in the State especially ensuring drinking water for population and animals for the entire year 2015-16.

Additional funds for States under MGNREGA

*178. SHRI RANJIB BISWAL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether some States and the civil society activists have demanded release of additional funds for rural job scheme MGNREGA;

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

(c) whether it is a fact that sufficient funds were not allocated to States during 2015-16;

(d) if so, the reasons therefor along with the funds allocated to each State for the current financial year and during the last two years; and

(e) the steps taken for allocation of additional funds to States so that the poor beneficiaries under the scheme do not suffer on account of fund crunch?

THE MINISTER OF RURAL DEVELOPMENT (SHRI CHAUDHARY BIRENDER SINGH): (a) and (b) The Central funds are released to the States/UTs on the basis of agreed to Labour Budget and taking into consideration the performance and the pace of utilization of available funds. The Ministry of Rural Development has been allocated additional funds under Mahatma Gandhi NREGA for the remaining period in the current FY 2015-16 and accordingly, additional funds are being made available to the States.

(c) to (e) MGNREGA is a demand driven programmes hence no State/UT-wise allocation of funds are made. However, the Ministry has released ₹3413109.44 lakh to the States/UTs during the current FY 2015-16 (as on 07.03.2016) which is more than the Central releases made under MGNREGA during FY2013-14 and 2014-15. The requirement of additional funds has been assessed by the Government and during the current FY, an additional amount of ₹ 2000/- crore has been allocated to Mahatma Gandhi NREGA by the Ministry of Finance. The State/UT-wise details of amount released during the last two years and the current year is indicated in the Statement.

Statement

The State/UT-wise details of amount released during the last two years and the current year

(₹ in lakh)

Sl. No.	States/UTs	Central Release		
		2013-14	2014-15	2015-16 (as on 07/03/2016)
1	2	3	4	5
1.	Andhra Pradesh	475049	290314.1	285685.09
2.	Arunachal Pradesh	13852.67	2704.16	4003.96
3.	Assam	57349.95	50023.46	50200.77
4.	Bihar	158070.67	95968.24	102412.26
5.	Chhattisgarh	144602.31	150570.49	88706.14
6.	Gujarat	33530.02	35442.93	19416.21
7.	Haryana	37687.81	16715.29	11839.91
8.	Himachal Pradesh	47797.09	35542.86	35110.49
9.	Jammu and Kashmir	60315.73	52171.08	54504.61
10.	Jharkhand	62143.28	72433.41	96989.31
11.	Karnataka	159606.81	171687.07	82278.75
12.	Kerala	127710.93	158758.02	143834.739
13.	Madhya Pradesh	183982.44	245163.12	224475.73
14.	Maharashtra	115292.02	79951.77	123834.73
15.	Manipur	23100	21997.13	16125.52
16.	Meghalaya	27106.21	27785.9	22182.56

1	2	3	4	5
17.	Mizoram	24474.27	11141.23	13903.61
18.	Nagaland	29214.8	11305.27	17707.8
19.	Odisha	75752.84	103530.34	147941.05
20.	Punjab	22615.48	18948.18	24533.37
21.	Rajasthan	205943.32	297609.87	245553.06
22.	Sikkim	10684.17	7386.41	7952.72
23.	Tamil Nadu	469021.12	378180.33	547037.47
24.	Telangana		191996	180421.02
25.	Tripura	94366.49	63662.48	135894.19
26.	Uttar Pradesh	289639.01	251341.4	239393.59
27.	Uttarakhand	33000.5	28636.22	43983.134
28.	West Bengal	289438.19	374495.29	444600.69
29.	Andaman and Nicobar	1918.1	1301.94	1035.72
30.	Dadra and Nagar Haveli	NR	NR	NR
31.	Daman and Diu	NR	NR	NR
32.	Goa	205.86	137.95	246.82
33.	Lakshadweep	16.93	45.06	11.85
34.	Puducherry	879.98	739.69	1292.57
	TOTAL	3274368.00	3247686.69	3413109.44

NR = Not Reported

Subsidy for installation of solar panels

*179. SHRI RAJKUMAR DHOOT: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether Government proposes to give subsidy to the general public for installing solar panels on their roof tops in Maharashtra and other parts of the country; and

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

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) and (b) Yes Sir. The Government is implementing a programme "Grid Connected Rooftop and Small Solar Power Plants", which has a provision for subsidy upto 30% of benchmark cost for the general category States including Maharashtra and upto 70% of benchmark cost for special category States, *i.e.* North Eastern States including Sikkim, Uttarakhand, Himachal Pradesh, Jammu and Kashmir and Lakshadweep, Andaman & Nicober Islands. The subsidy is available for residential, institutional and social sector. The subsidy is not available for Government institutions including PSUs and commercial and industrial establishments in the private sector.

Mechanism for settlement of disputes in highway sector

*180. SHRI C. M. RAMESH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the existing mechanism to resolve contract and other disputes in the highway sector;

(b) the details of constraints that the Ministry is facing in contract disputes;

(c) whether it is a fact that the Ministry is going to set up a new Dispute Settlement Authority with quasi-judicial powers; and

(d) if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) and (b) The existing mechanism to resolve contract and other disputes in the highway sector, one time amicable settlement mechanism of disputes is in place in National Highways Authority of India (NHAI), wherein initial negotiation is carried out by a Committee consisting of three Chief General Managers and its recommendations are submitted to a High-Powered Committee, *i.e.*, Independent Settlement Advisory Committee (ISAC) headed by a Retired High Court Judge with the two other Members with adequate expertise. The recommendation of the ISAC is further placed before the Executive Committee of the NHAI or the Board of NHAI for final approval depending upon the amount involved in the dispute.

(c) No, Sir.

(d) Does not arise.

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

Problem of fire in Eastern Coalfields Ltd. in Jharkhand

1760. SHRI B.K. HARIPRASAD: Will the Minister of COAL be pleased to state:

(a) whether Government is aware of the perennial problem arising out of mine fire in the Eastern Coalfields Ltd.;

(b) if so, the number of accidents, which have happened due to this problem during the last two years in Jharkhand, together with the details thereof; and

(c) the details of success achieved so far, in extinguishing the fire in these coalfields?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) to (c) There is no active fire as on date in the Eastern Coalfields Ltd. No accident has happened due to this problem during the last two years in Eastern Coalfields Limited, Jharkhand.

Meeting demand of coal by CIL

1761. SHRIMATI THOTA SEETHARAMA LAKSHMI: Will the Minister of COAL be pleased to state:

(a) whether the Ministry has asked the Coal India Limited (CIL) to meet the output target for the current financial year;

(b) if so, the details thereof; and

(c) what is the target set by CIL itself and how it is meeting the demand of coal for thermal power plants across the country?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) to (c) As per Annual Plan 2015-16 document of Ministry of Coal, the production target of Coal India Limited (CIL) has been fixed at 550Mte for the current financial year 2015-16. During the period (April 2015 - February, 2016), CIL has produced 477.31 Mte. against a target of 491.27 Mte. set for the period. As regards despatch to Power Plants, against a supply target of 389.61 Mte. during Apr'15-Feb'16 (Prov.), dispatch to power utility sector has been 371.83 Mte. resulting in target materialization of 95% by CIL. As reported by CEA, despatch performance could have been even higher with corresponding reduction in coal stock, but for regulation of coal supply by TPPs in view of their comfortable stock position of 36 Mte. equivalent to 24 days' requirement as on 01.03.2016.

To facilitate liquidation of coal stock, CIL has offered 10 Mte. of coal under special e- auction to Power Sector consumers in line with directions of Government. Subsidiaries of CIL have also been advised to make all out efforts to enhance despatches through all modes to consumers as per commitment.

Import of coal

1762. DR. R. LAKSHMANAN: Will the Minister of COAL be pleased to state:

(a) whether there is drastic fall in the import of coal during the current financial year;

(b) if so, the reasons therefor; and

(c) the details of coal imported during the last five years, country-wise and quantity imported?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) to (c) As per CCO reports, during April-November 2015, the import of coal was 127.52 Mte as compared to 137.61 Mte in the corresponding period of 2014-15 showing a fall of 7.3%. This slowdown in import is largely due to the fact that coal production by Coal India Ltd. (CIL) registered a growth of 8.8% during April-November, 2015 over the same period in the previous year. The country-wise import of coal during the last five years is given below:-

Country	Import of Coal (in Million tonnes)				
	2010-11 Quantity	2011-12 Quantity	2012-13 Quantity	2013-14 Quantity	2014-15 Quantity
Indonesia	35.944	55.260	82.393	101.870	118.215
Australia	15.949	27.793	30.450	34.480	47.459
South Africa	11.214	12.217	20.293	20.614	30.731
USA	1.771	2.974	6.389	3.651	4.270
Russia	0.423	1.194	0.371	0.742	1.333
New Zealand	0.795	0.960	1.047	1.132	1.025
China PRP	0.242	0.482	0.015	0.207	0.019
Canada	–	0.230	0.999	1.247	1.957
Mozambique	–	0.049	0.978	1.499	1.979
Others	2.580	1.694	2.850	1.415	5.115
TOTAL	68.918	102.853	145.785	166.857	212.103

Coordination problems of coal and minerals

†1763. SHRI DIGVIJAYA SINGH: Will the Minister of COAL be pleased to state:

(a) whether a separate forum should be constituted to maintain better co-ordination among the Central and State Governmentsto resolve the problems regarding coal and minerals and if so, by when it would be constituted and if not, the reasons therefor;

(b) whether State Governments are incurring huge losses on account of stamp and registration duties in the absence of any contract between coal companies and State Governments; and

(c) if so, what efforts are being made to repeal the Coal Bearing Areas (Acquisition and Development) Act, 1957 and to add registration provisions in the Act?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) There is already a Inter-State Council under the Inter-State Council Secretariat, Ministry of Home Affairs. Apart from that, regular meetings are held at the level of Minister and Secretary of the Ministry with the Ministers and Chief Secretaries of the States to resolve various issues relating to Coal and PSU under this Ministry. As such there is no need for constitution of separate Center-State forum.

(b) No such reference has been received from the State Government.

(c) There is no proposal to repeal the Coal Bearing Areas (Acquisition & Development) Act, 1957 or to add registration provisions in the Act.

Setting up of a regulatory commission for coal sector

1764. SHRI PARVEZ HASHMI: Will the Minister of COAL be pleased to state :

(a) whether Government proposes to set up a Regulatory Commission for coal sector;

(b) if so, the details thereof; and

(c) by when it is likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) to (c) The Coal Regulatory Authority Bill, 2013 that was introduced in the Lok Sabha had lapsed with the dissolution of the 15th Lok Sabha on 18th May, 2014.

†Original notice of the question was received in Hindi.

The issue of Coal Regulatory Authority has to be examined keeping in view the legislative developments that took place after the cancellation of the coal blocks allocated through the Screening Committee route since 1993 by the Hon'ble Supreme Court in 2014. Government has not taken a view in this regard.

Availability of cheaper coal in Indonesia

1765. SHRI N. GOKULAKRISHNAN: Will the Minister of COAL be pleased to state:

(a) the details of coal imports into the country during the last three years, year-wise, country-wise and, quantity-wise;

(b) whether it is a fact that recently Indonesian coal is available at a much lower price when compared to international price; and

(c) if so, how the Ministry is facilitating public and private sector power, cement, iron ore and other units to import cheaper coal from Indonesia?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) The details of imported coal country-wise and quantity-wise during the last three years and current year are as under:

Country	import of Coal (in Million tonnes)			
	2012-13 Quantity	2013-14 Quantity	2014-15 Quantity	2015-16* Quantity
Indonesia	82.393	101.870	118.215	60.36
Australia	30.450	34 .480	47.459	31.30
South Africa	20.293	20.614	30.731	22.86
USA	6.389	3.651	4.270	3.78
Russia	0.371	0.742	1.333	2.55
New Zealand	1.047	1.132	1.025	0.47
China PRP	0.015	0.207	0.019	0.17
Canada	0.999	1.247	1.957	0.95
Mozambique	0.978	1.499	1.979	1.68
Others	2.850	1.415	5.115	3.40
TOTAL	145.785	166.857	212.103	127.52

*Upto the month of November, 2015

As per CCO reports, during April-November 2015, the import of coal was 127.52 Mte. as compared to 137.61 Mte. in corresponding period of 2014-15 showing a fall of 7.3%.

(b) and (c) The price of imported coal depends upon various factors such as country of origin, gross calorific value of coal, moisture content, ash content, ocean freight, distance of plant from port etc. Further, the price of imported coal has also fallen globally. However, the import of coal has been kept under Open General License (OGL) and users are free to import coal from the sources of their choice as per their contractual prices on payment of applicable duty.

Revenue-generated through auction of coal blocks

1766. SHRI SUKHENDU SEKHAR ROY: Will the Minister of COAL be pleased to state:

(a) the number of coal blocks auctioned since June, 2014 till 15th February, 2016;

(b) the quantum of revenue generated through sale proceeds of coal blocks; and

(c) the details of devolution of funds made out of sale proceeds of coal blocks between June, 2014 and January, 2016, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) to (c) So far, the Government has auctioned/allocated 74 coal mines under the provisions of the Coal Mines (Special Provisions) Act, 2015 and the Rules made thereunder. The estimated revenue which would accrue to the coal bearing States concerned from the allotment of 43 coal mines and auction of 31 coal mines during the life of mine/lease period is ₹1,96,698 crores and 1,48,276 crores respectively. The State wise details of the coal mines/blocks auctioned/allotted, revenue generated as well as revenue already transferred to the coal bearing States concerned is given in the Statement (*See* below).

Further, in order to streamline the process of transfer of auction/allotment proceeds to the coal bearing States concerned, the Central Government, in exercise of powers

conferred under Section 32 of the Coal Mines (Special Provisions) Act, 2015, has issued directions to the Nominated Authority on the procedure of collecting the auction proceeds and the amount realized from allotment of coal mines. Accordingly, in pursuance, the Nominated Authority has already directed the allocates of the coal mines/blocks to make their monthly payments as per the terms and conditions of the Coal Mines Development and Production Agreement to the respective State Government where the coal mine is located.

In addition, 10 coal blocks have been allocated under Rule 4 of the 'Auction by Competitive Bidding of Coal Mines Rules, 2012', the details of which is in the table below. Since production from these 10 coal blocks is yet to commence, no revenue has been generated as of now.

Sl. No.	Coal block/ Host State	Allottee Company (ies)	Geological Reserves allotted in Million Tonnes (MT)
1.	Bhalumuda/Chhattisgarh	NTPC Ltd.	550.00
2.	Banai/Chhattisgarh	NTPC Ltd.	629.00
3.	Kente Extn./Chhattisgarh	Rajasthan Vidyut Utpadan Nigam Ltd.	200.00
4.	Gondbahera Ujheni/ Madhya Pradesh	Madhya Pradesh Power Generating Co. Ltd.	532.00
5.	Tentuloi/Odisha	Odisha Thermal Power Corp. Ltd.	1234.00
6.	Kudanali-Luburi/Odisha	NTPC Ltd.	266.00
		J&K State Power Dev. Corp. Ltd.	130.00
7.	Chandrabila/Odisha	Tamil Nadu Generation and Distribution Corporation	550.00
8.	Mahajanwadi/Maharashtra	Maharashtra State Power Generation Co. Ltd.	340.00
9.	Sarapal-Nuapara/Odisha	Andhra Pradesh Power Generation Corporation Ltd.	701.00
10.	Kalyanpur-Badalpara/ Jharkhand	Haryana Power Generation Corp. Ltd.	102.00

Statement

Statement Showing State-wise coal reserves and revenue generated in respect of 74 coal mines auctioned and allotted till February-2016 under the Coal Mines (SP) Act, 2015

Sl. No.	State	Name of Coal Mine	Successful Bidder/ Allottee	No. of Mines	Revenue generated(upto February-2016)				Amount transferred till January, 2016 (in ₹)
					Upfront Amount (1st Instalment) In ₹	Upfront Amount (2nd Instalment) In ₹	Monthly payments In ₹	Total In ₹	
1	2	3	4	5	6	7	8	9	10
1	Chhattisgarh	Chotia	Bharat Aluminium Company Ltd.	1	67476873.50	33738436.75	122185800.00	223401110.25	4118857024.25
		Gare Palma IV.4	Hindalco Industries Limited	1	55210194.50	27605097.25	66651037.00	149466328.75	
		Gare Palma IV.5	Hindalco Industries Limited	1	83206200.00	41603100.00	-	124809300.00	
		Gare Palma IV.7	Monnet Ispat & Energy Limited	I	124865245.00	62432622.50	-	187297867.50	
		Gare Palma Sector I	Gujarat State Electricity Corporation Limited	1	250000000.00	-	-	250000000.00	
		Gare Palma Sector II	Maharashtra State Power Generation Co Ltd	1	759829080.00	-	-	759829080.00	
		Gare Palma Sector III	Chhattisgarh State Power Generation Co Ltd	1	199721844.50	-	-	199721844.50	
		Gare Palma Sector.IV/8	Ambuja Cements Limited	1	74025205.00	-	-	74025205.00	
		Gidhmuri, Paturia	Chhattisgarh State Power Generation Co Ltd	2	250000000.00	-	-	250000000.00	

1	2	3	4	5	6	7	8	9	10
		Parsa	Rajasthan Rajya Vidyut Utpadan Nigam Ltd	1	225280496.50	-	-	225280496.50	
		Parsa East, Kanta Basan	Rajasthan Rajya Vidyut Utpadan Nigam Ltd	2	662088254.50	331044127.25	487959330.00	1481091711.75	
		Talaipalli	NTPC Ltd	1	699748390.00	-	699748390.00		
			TOTAL	14	3451451783.50	496423383.75	676796167.00	4624671334.25	
2	Jharkhand	Badam	Bihar State Power Generation Co Ltd	1	133804661.50	-	-	133804661.50	4533190720.00
		Banhardih	Jharkhand Urja Utpadan Nigam Ltd	1	250000000.00	-	-	250000000.00	
		Brinda and Sasai	Usha Martin Limited	2	38617805.00	-	-	38617805.00	
		Chatti Bariatu, Chatti Bariatu South	NTPC Ltd	2	295979556.00	-	-	295979556.00	
		Dumri	Hindalco Industries Limited	1	61498499.00	-	-	61498499.00	
		Ganeshpur	GMR Chhattisgarh Energy-Limited	1	438888105.00	-	-	438888105.00	
		Jitpur	Adani Power Limited	1	136041205.00	-	-	136041205.00	
		Kathautia	Hindalco Industries Limited	1	273874334.00	136937167.00	-	410811501.00	
		Kerandar	NTPC Ltd	1	272162861.00	-	-	272162861.00	
		Lohari	Araanya Mines Private Limited	1	14370824.50	-	-	14370824.50	
		Meral	Trimula Industries Limited	1	23896509.00	-	-	23896509.00	
		Moitra	JSW Steel Limited	1	165629945.00	-	-	165629945.00	

		Pachhwara Central	Punjab State Power Corp Ltd	1	352996000.50	176498000.25	-	529494000.75	
		Pachhwara North	West Bengal Power Development Corporation limited	1	601003049.50	300501524.75	-	901504574.25	
		Parbatpur-Central**	Steel Authority of India Ltd	1	47870614.00	-	-	47870614.00	
		Rajbar, D&E	Tenughat Vidyut Nigam Ltd	1	250000000.00	-	-	250000000.00	
		Saharpur Jamarpani	UP Rajya Vidyut Utpadan Nigam Ltd	1	250000000.00	-	-	250000000.00	
		Sitanala	Steel Authority of India Ltd	1	8867709.50	-	-	8867709.50	
		Tokisud North	ESSAR POWER MP LIMITED	1	351622963.00	-	-	351622963.00	
			TOTAL	21	3967124641.50	613936692.00	0.00	4581061333.50	
3	Madhya Pradesh	Amelia North	Jaiprakash Power Ventures Limited	1	426647606.50	213323803.25	1695381377.76	2335352787.51	1586751062.00
		Bicharpur	Ultra Tech Cement Limited	1	45884392.50	22942196.25	-	68826588,75	
		Mandla North	Jaiprakash Associates Limited	1	102443716.50	51221858.25	-	153665574.75	
		Mandla South	Jaypee Cement Corporation Limited	1	16105504.50	8052752.25	-	24158256.75	
		Sial Ghoghri	Reliance Cement Company Private Limited	1	19949354.00	9974677.00	-	29924031.00	
			TOTAL	5	611030574.00	305515287.00	1695381377.76	2611927238.76	
4	Maharashtra	Baranj I, Baranj II, Baranj III, Baranj IV, Manora Deep & Kiloni	Karnataka Power Corporation Ltd	6	126070000.50	63035000.25	-	189105000.75	415211682.75

1	2	3	4	5	6	7	8	9	10
		Belgaon	Sunflag Iron and Steel Company Limited	1	19747039.00	9873519.50	233929605.00	263550163.50	
		Majra	Jaypee Cement Corporation Limited	1	24131719.00	-	-	24131719.00	
		Marki Mangli III	B.S. Ispat Limited	1	13930162.00	6965081.00	-	20895243.00	
		Marki Mangli-I	Topworth Urja and Metals Ltd	1	19166408.00	-	-	19166408.00	
		Nerad Malegaon	Indrajit Power Private Limited	1	21926204.00	-	-	21926204.00	
			TOTAL	11	224971532.50	79873600.75	233929605.00	538774738.25	
5	Odisha	Dulanga	NTPC Ltd	1	286259100.50	-	-	286259100.50	
		Mandakini**	Mandakini Exploration and Mining Limited	1	NA	NA	NA	NA	
		Mandakini B**	NTPC Ltd	1	NA	NA	NA	NA	
		Manoharpur & Manoharpur Dipside	Odisha Coal & Power Limited		310581545.00	-	-	310581545.00	
		Naini	The Singareni Collieries Co Ltd	1	250000000.00	-	-	250000000.00	
		Talabira.I	GMR Chhattisgarh Energy Limited	1	125153256.00	62576628.00	94751180.00	282481064.00	
		Utkal. C**	Monnet Power Company Ltd	1	NA	NA	NA	NA	
		Utkal-E, Utkal-D**	NALCO		NA	NA	NA	NA	
		Talabira- II&III	Neyveli Lignite Corporation	1	NA	NA	NA	NA	
			TOTAL	11	971993901.50	62576628.00	94751180.00	112932170950	

6	Telangana	Tadicheria-I	Telangana State Power Generation Corporation Limited	1	95085761.00	-	-	95085761.00	
			TOTAL	1	95085761.00	0.00	0.00	95085761.00	
7	West Bengal	Ardhagram*	OCL Iron and Steel Ltd.	1	25557181.00	-		25557181.00	
		Barjora	West Bengal Power Development Corporation Limited	1	6699223.50	3349611.75	-	10048835.25	
		Barjora (North)	West Bengal Power Development Corporation Limited	1	139024732.50	69512366.25	-	208537098.75	
		Gangaramchak, Gangaramchak Bhadulia	West Bengal Power Development Corporation Limited	2	26057898.50	13028949.25	-	39086847.75	
		Kasta East**	West Bengal Power Development Corporation Limited	1	NA	NA	NA	NA	2156218166.75
		Khagra Joydev	Damodar Valley Corporation	1	124270059.00	62135029.50	-	186405088.50	
		Sarisatolli	CESC Limited	1	617137020.50	308568510.25	877028911.00	1802734441.75	
		Tara East & West	West Bengal Power Development Corporation Limited	2	54405957.50	27202978.75	-	81608936.25	
		Trans Damodar	The Durgapur Projects Limited	1	74167452.00	37083726.00	-	111251178.00	
			TOTAL	11	1067319524.50	520881171.75	877028911.00	2465229607.25	
			GRAND TOTAL	74	1038897771850	2079206763.25	3577887240.76	116046071722.51	1395697704625

* Successful bidder appointed as Designated Custodian.

** Allotment /Vesting Order yet to be issued.

Production from Gare Pelma Sector IV/1 coal block

†1767. DR. BHUSHAN LAL JANGDE: Will the Minister of COAL be pleased to state:

(a) whether the production would start soon in Gare Pelma Sector IV/1 coal block in Chhattisgarh;

(b) the difficulties being faced by the Coal India Limited in production with reference to (a) above; and

(c) the details of problems in constituting more than one State level environment impact assessment committees in Chhattisgarh and whether any action would be taken to increase their number?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) to (c) The information is being collected and will be laid on the Table of the House.

Coal production

1768. DR. K.P. RAMALINGAM: Will the Minister of COAL be pleased to state:

(a) whether it is a fact that the coal output by the Coal India Limited (CIL) crossed 9 per cent over the last year's production;

(b) if so, the details thereof;

(c) whether it is also a fact that Government has set a production target of 550 MT for the PSU for the current fiscal;

(d) whether CIL has missed the production target for 2014-15 by 3 per cent, recording an output of 494.23 million tonnes; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) and (b) During April 2015 - February, 2016, the production of coal from CIL was 477.31 Mte. compared to 436.96 Mte. in the same period of the previous year, thereby achieving a growth of 9.2%.

(c) to (e) As per Annual Plan 2015-16 document of Ministry of Coal, the production target of Coal India Limited (CIL) has been fixed at 550 Mte. for the current financial year 2015-16. During 2014-15, CIL has produced 494.23 Mte of coal against a target of 507 Mte. thereby achieving 97.5 per cent of the target.

†Original notice of the question was received in Hindi.

For the year 2013-14, against a target of 482 Mte, CIL produced 462 Mte, resulting in a shortfall of 20 Mte. With aggressive focus on increasing coal production since June 2014, against the original targetted increase of 25Mte from 482 Mte to 507Mte.in 2014-15, production of CIL actually increased by 32 Mte *i.e.* 128% more than target thereby covering the gap of 7Mte in production of the previous year 2013-14. The increase of 32 Mte in actual production achieved by CIL in 2014-15 is more than the cumulative increase in production for the previous 4 years of 31 Mte.

Conversion of LOAs into FSAs for power projects

1769. SHRI AVINASH PANDE: Will the Minister of COAL be pleased to state:

(a) whether Government has sought approval of the Cabinet Committee on Economic Affairs for conversion of Letter of Assurances (LOAs) given to power projects with a capacity of 30,000 MW into Fuel Supply Agreements (FSAs); and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI PIYUSH GOYAL): (a) No, Sir.

(b) Does not arise in view of answer to (a).

Awareness about SBM

1770. SHRI K.T.S. TULSI: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) the reasons for levying of 0.50 per cent tax on all services to fund the Swachh Bharat Mission;

(b) the total amount spent on advertisements for the said Mission till date, since its inception; and

(c) the steps taken to educate the people living in villages and towns about sanitary hygiene apart from awareness through advertisements in this respect?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) The Government of India has levied 0.50 % Swachh Bharat Cess on all services to augment the resources for financing the Swachh Bharat Mission.

(b) Under Swachh Bharat Mission (Gramin), ₹185.22 crore have been utilised on advertisements since 2.10.2014.

(c) The focus of Swachh Bharat Mission (Gramin) is on behaviour change of people to adopt safe sanitation and hygiene. In order to educate the people, the programme lays emphasis on community involvement. Up to 8% of total resources can be spent on Information, Education and Communication (IEC) - of these 5% are to be spent at the State and district levels. The States have been advised to spend at least 60% of IEC funds for inter-personal communication (IPC) activities. Many States are focusing on community approach, wherein the people are directly triggered and made aware about the importance of sanitation and hygiene using some triggering tools. Besides, conventional IEC tools are also used to educate the people. Trainings of Collectors and key stakeholders is being done regularly on people's education.

Problem of non-availability of safe drinking water

1771. SHRI MOHD. ALI KHAN: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether the hand-pumps have become defunct in many parts of the country and do not work well also and if so, the details thereof;

(b) whether the problem of non-availability of safe drinking water continues in many States and if so, the details thereof and the reasons therefor, State/UT-wise;

(c) the funds sanctioned/spent for this purpose in each State/UT during each of the last three years and the current year; and

(d) whether Government is working on a Mission to provide clean tap water for drinking purposes and if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) As per data entered by the States on the Integrated Management Information System (IMIS) of the Ministry, the status of hand pumps installed and the one which are damaged or non-functional is given in the Statement-I (*See* below). Repair of non-functional hand pumps can be carried out by the State Governments from the funds provided to the States under the Operations and Maintenance (O&M) component of the National Rural Drinking Water Programme (NRDWP).

(b) and (c) Water is a State subject. The Ministry of Drinking Water & Sanitation assists the States through Centrally Sponsored Programme, NRDWP to improve the drinking water facility in the rural areas of the country. Under NRDWP, funds are allocated and released to States / UTs for strengthening of rural water supply. States

are vested with power to select, design, approve, execute and monitor drinking water supply facilities for providing safe drinking water to their rural populace. As per data entered by the States on IMIS of the Ministry, the State / UT wise details of water Quality Affected habitations as on 10.03.2016 is given in the Statement-II (*See* below).

Up to 67% of the Programme funds under NRDWP has been allowed for tackling water quality problems to enable rural communities to have access to potable drinking water. The State / UT wise details of funds sanctioned/released and spent for this purpose during the last three years and the current year is given in the Statement-III (*See* below).

(d) Yes. The Ministry has prepared a strategic plan to provide safe drinking water to 90% of the rural population of the country through piped water supply schemes by the year 2022 subject to availability of funds. The interim goal of the plan till 2017 is to cover 50% of all rural households with piped water supply.

Statement-I

The status of hand pumps installed and one which are damaged or non-functional

Sl. No.	State	No. of Hand pumps	No. of Non Functional Hand pumps
1	2	3	4
1.	Andaman and Nicobar Islands	1	0
2.	Andhra Pradesh	231823	0
3.	Arunachal Pradesh	375	3
4.	Assam	23722	5653
5.	Bihar	364017	4079
6.	Chandigarh	0	0
7.	Chhattisgarh	225720	10722
8.	Dadra and Nagar Haveli	0	0
9.	Daman and Diu	0	0
10.	Goa	0	0
11.	Gujarat	5510	101
12.	Haryana	130	74
13.	Himachal Pradesh	17459	184

1	2	3	4
14.	Jammu and Kashmir	9826	6
15.	Jharkhand	345769	7819
16.	Karnataka	64520	18334
17.	Kerala	57	2
18.	Lakshadweep	0	0
19.	Madhya Pradesh	602941	54341
20.	Maharashtra	50636	1549
21.	Manipur	207	1
22.	Meghalaya	336	35
23.	Mizoram	22	0
24.	Nagaland	9	0
25.	Odisha	458972	36410
26.	Puducherry	0	0
27.	Punjab	1994	410
28.	Rajasthan	107840	8233
29.	Sikkim	0	0
30.	Tamil Nadu	130775	5400
31.	Telangana	173852	2
32.	Tripura	17536	1941
33.	Uttar Pradesh	2432345	350
34.	Uttarakhand	2454	24
35.	West Bengal	378710	20170
	TOTAL	5647558	175843

Statement-II

The State/UT-wise details of water quality affected habitations as on 10.03.2016

Sl. No.	State	Total No of Habitations	No of Quality Affected Habitations
1	2	3	4
1.	Andaman and Nicobar Islands	400	0
2.	Andhra Pradesh	48206	561

1	2	3	4
3.	Arunachal Pradesh	7730	75
4.	Assam	89910	8720
5.	Bihar	110140	2106
6.	Chandigarh	18	0
7.	Chhattisgarh	73848	1525
8.	Dadra and Nagar Haveli	70	0
9.	Daman and Diu	21	0
10.	Goa	347	0
11.	Gujarat	34846	9
12.	Haryana	7958	13
13.	Himachal Pradesh	53604	0
14.	Jammu and Kashmir	15798	4
15.	Jharkhand	119667	33
16.	Karnataka	59945	1295
17.	Kerala	11883	694
18.	Lakshadweep	9	0
19.	Madhya Pradesh	127552	411
20.	Maharashtra	100639	517
21.	Manipur	2870	0
22.	Meghalaya	10487	31
23.	Mizoram	760	0
24.	Nagaland	1530	63
25.	Odisha	157158	4473
26.	Puducherry	266	0
27.	Punjab	15395	1833
28.	Rajasthan	121683	21707
29.	Sikkim	2084	0
30.	Tamil Nadu	100018	351
31.	Telangana	24802	1202
32.	Tripura	8723	4191
33.	Uttar Pradesh	260801	382
34.	Uttarakhand	39309	23
35.	West Bengal	104826	9983
	TOTAL	1713303	60202

Statement-III

Details of funds sanctioned and spent by States under NRDWP

₹ in crores

Sl. No.	State	2012-13			2013-14			2014-15			2015-16 as on 10.03.2016		
		Opening Balance	Release	Expenditure	OB	Release	Exp.	OB	Release	Exp.	OB	Release	Exp.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andaman and Nicobar Islands	0	0.78	0	0.78	0.09	0.64	0.28	0.81	0.43	0.67	0.16	0
2.	Andhra Pradesh	301.3	485.14	672.82	113.62	631.52	662.4	82.74	377.78	427.08	33.44	155.68	136.02
3.	Arunachal Pradesh	9.46	223.22	220.65	17.99	237.32	230.97	25.77	109.83	119.5	16.09	56.69	47.27
4.	Assam	127.51	659.21	594.02	199.82	514.98	635.18	82.71	545.87	586.88	43.2	244	116.9
5.	Bihar	285.65	224.3	293.09	217.82	338.95	307.43	249.34	340.48	381.9	207.92	175.74	276.87
6.	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0
7.	Chhattisgarh	80.82	148.64	162.85	67.61	135.2	172.38	31.56	150.74	165.22	17.08	60.83	41.33
8.	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0	0	0	0	0
9.	Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0
10.	Goa	5.91	0.03	0	5.95	0	2.22	3.73	0	0	3.73	1.66	0

11.	Gujarat	327.59	717.47	797.93	247.13	515.07	627.95	134.24	405.58	491.44	48.38	179.69	203.05
12.	Haryana	43.98	313.41	275.54	85.59	229.52	301.15	13.96	277.98	228.82	63.13	96.25	87.01
13.	Himachal Pradesh	61.94	129.9	124.06	67.78	130.81	153.33	45.27	120.89	120.18	45.97	64.38	52.79
14.	Jammu and Kashmir	147.04	474.5	488.09	141.95	414.82	499.79	59.11	474.41	458.03	75.49	190.31	153.9
15.	Jharkhand	74.31	243.43	204.87	122.36	243.29	277.96	92.27	175.18	206.88	79.27	123.65	94.37
16.	Karnataka	213.14	869.24	874.78	256.64	897.29	928.81	237.76	563.91	622.37	179.31	209.55	193.77
17.	Kerala	16.08	249.04	193.62	93.31	212.04	265.1	40.87	124.1	131.86	33.11	48.05	53.68
18.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0
19.	Madhya Pradesh	32.54	539.56	430.27	143	474.95	483.98	133.97	440.18	399.94	174.38	171.71	261.4
20.	Maharashtra	320.1	846.48	612.61	553.97	690.27	657.46	587.39	748.23	901.96	433.66	326.18	433.21
21.	Manipur	17.72	66.21	55.54	28.66	55.3	57.17	27.09	88.54	92.25	23.38	27.92	34.05
22.	Meghalaya	36.83	97.61	101.44	34.12	103.4	114.81	22.89	69.5	81.02	11.6	26.68	25.07
23.	Mizoram	5.9	47.92	33.88	24.78	44.89	33.37	36.3	34.5	39.81	30.99	17.32	14.58
24.	Nagaland	1.1	110.2	108.56	3.69	61.07	52.38	12.38	101.44	86.45	27.37	34.53	27.32
25.	Odisha	84.34	210.58	249.39	67.61	317.07	288.08	106.02	230.67	257.29	87.41	91.18	115.13
26.	Puducherry	0	0.88	0	0.88	0.06	0	0.94	0	0	0.98	0	0

1	2	3	4	5	6	7	8	9	10	11	12	13	14
27.	Punjab	3	144.27	121.22	26.04	147.95	159.05	14.94	97.38	90.23	22.1	36.28	35.83
28.	Rajasthan	397	1411.36	1417.01	389.85	1332.49	1572.96	199.22	1304.64	1386.79	117.07	515.76	388.69
29.	Sikkim	49.71	32.36	38.89	44.95	26.56	71.25	1.31	31.7	32.03	0.98	10.4	6.94
30.	Tamil Nadu	240.27	570.17	625	185.44	387.11	527.57	44.97	382.46	432.39	5.48	135.38	110.23
31.	Telangana							0	212.24	189.25	22.99	85.31	87.84
32.	Tripura	4.03	100.59	99.36	6.27	89.93	94.19	3.4	68.31	64.81	8.18	27.5	34.4
33.	Uttar Pradesh	159.9	980.06	600.77	539.18	794.93	858.5	475.62	1036.3	1146.18	365.74	457.41	432.36
34.	Uttarakhand	239.27	74.28	147.99	174.27	87.61	138.59	124.32	111.48	152.94	82.87	60.06	82.99
35.	West Bengal	417.1	502.36	536.43	398.59	485.83	757.11	143.68	431.09	480.72	96.94	199.76	258.34
	TOTAL	3703.54	10473.2	10080.68	4259.65	9600.32	10931.78	3034.05	9056.22	9774.65	2358.9	3830.02	3805.34

Availability of drinking water in Bundelkhand

†1772. SHRI NARESH AGRAWAL: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether it is a fact that drinking water is not available to the people of Bundelkhand even today and the available resources of water there such as wells and ponds have dried up;

(b) if so, the action plan drawn up by Government till now to revive water bodies and ensuring availability of water through rivers and canals; and

(c) if not, the details of availability of drinking as well as irrigational water in Bundelkhand throughout the year?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) No Sir. Ministry of Drinking Water and Sanitation monitors the coverage of habitations in terms of Fully Covered [getting at least 40 litres per capita per day (Ipcd)], Partially Covered (getting less than 40 Ipcd), Quality affected (one or more sources is affected by chemical contaminants). As reported by States on the online monitoring portal of this Ministry *i.e.* Integrated Management Information System (IMIS), out of 19375 habitations in Bundelkhand region, 19292 habitations are fully covered, 70 are partially covered and 13 habitations are Quality affected.

(b) and (c) Ministry of Water Resources, River Development and and Ganga Rejuvenation is operating a scheme titled 'Repair, Renovation and Restoration (RRR) of Water Bodies' from Xth Plan period throughout India. Irrigation potential is created through this scheme. At present, funding in RRR scheme is done under Pradhan Mantri Krishi Sinchai Yojana (PMKSY). Till date, ₹ 15.86 cr. has been released in 2015-16 for 8 Nos. of water bodies in Bundelkhand region. Moreover, under National Rural Drinking Water Programme (NRDWP) of Ministry of Drinking Water and Sanitation, construction of ground water recharge structure is being done under the sustainability component. Availability of irrigational water is not monitored by this Ministry.

Funds spent under SBM

1773. SHRI DEREK O' BRIEN: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) the amount of funds contributed to the Swachh Bharat Mission (SBM) by individuals and companies under Corporate Social Responsibility, till date;

†Original notice of the question was received in Hindi.

(b) the proportion of total funds spent under the Mission represented by corporate and individual donations; and

(c) the details of steps taken by Government to increase corporate contribution to this Mission?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) to (c) Under Swachh Bharat Mission (Gramin){SBM (G)}, guidelines have been issued to facilitate the utilization of Corporate Social Responsibility (CSR) funds in rural sanitation activities. States can use these guidelines as a base to develop their own procedure to attract/receive and utilize CSR funds. The details of CSR funds used for SBM(G) is available at decentralized level. Swachh Bharat Kosh (SBK) Trust has been set up under the Ministry of Finance to facilitate receipt of individual/corporate contributions. Contribution by corporates to SBK Trust is deemed to be a CSR activity.

A Corporate Facilitation Desk has been established in the Ministry of Drinking Water and Sanitation to facilitate corporate support to the mission.

Problem of unsafe drinking water in Ballia

1774. SHRI NEERAJ SHEKHAR: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) the details of number of persons who have died due to arsenic contamination in drinking water in the country. State-wise during the last two years;

(b) whether Government is aware that Ballia district in Uttar Pradesh is facing acute problem of unsafe drinking water and arsenic contamination;

(c) if so, the details thereof along with the details of funds allocated, released and utilized during 2015-16, State-wise; and

(d) the fresh measures Government would take to provide safe drinking water in Gangetic belt where arsenic is more than 100 per cent higher than the permissible limits prescribed by WHO?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) Disease and death monitoring and surveillance including deaths due to consumption of excess arsenic in drinking water is not in the mandate of the Ministry of Drinking Water and Sanitation. Ministry of Health and Family Welfare (PH-II Division) has informed that intake of Arsenic

contaminated drinking water leads to various clinical complications and at times causing death. These clinical complications may also arise because of other reasons as well. Due to these obvious difficulties, data is not maintained centrally for cases and deaths on account of consumption of arsenic contaminated water.

(b) The Government is aware that Ballia district is one of the districts of Uttar Pradesh which has reported excess arsenic in rural drinking water sources. As on 8/3/2016, 12 arsenic affected habitations are yet to be provided with safe drinking water, as reported by the Government of Uttar Pradesh into the online Integrated Management Information System (IMIS) of the Ministry.

(c) Details of funds allocated, released and expenditure incurred under the centrally sponsored National Rural Drinking Water Programme (NRDWP) during the year 2015-16, State-wise is given in the Statement (*See* below).

(d) The Ministry of Drinking Water and Sanitation, Government of India has informed all the States to provide alternate safe drinking water through piped water supply preferably from surface water bodies to all arsenic affected habitations, including Uttar Pradesh, as the long term sustainable solution. However, as a short term immediate measure, States have advised to provide community water purification plants in all remaining arsenic and fluoride affected habitations so as to provide at least 8-10 Ipcd (liters per capita per day) of safe water for drinking and cooking purposes. For this purpose, NITI Aayog has already allocated ₹ 800 crore to 19 arsenic and fluoride affected States. In addition, about ₹ 200 crore is also earmarked by NITI Aayog to provide last mile connectivity for commissioning piped water supply schemes covering arsenic and fluoride affected habitations in West Bengal and Rajasthan respectively.

Statement

Allocation, Release and Expenditure incurred in State-wise under the National Rural Drinking Water Programme during the year 2015-16 till 9.3.2016

(₹ in crores)

Sl. No.	Name of the States	Allocation	Release	Expenditure reported as on 9/3/2016
1	2	3	4	5
1.	Andaman and Nicobar Islands	0.38	0.16	0.00
2.	Andhra Pradesh	156.69	155.68	136.02
3.	Arunachal Pradesh	58.08	56.69	47.27

1	2	3	4	5
4.	Assam	251.72	254	114.85
5.	Bihar	229.60	175.74	276.87
6.	Chandigarh	0.00	0.00	0.00
7.	Chhattisgarh	63.69	60.83	41.33
8.	Dadra and Nagar Haveli	0.00	0.00	0.00
9.	Daman and Diu	0.00	0.00	0.00
10.	Goa	2.08	1.66	0.00
11.	Gujarat	230.67	179.69	203.05
12.	Haryana	97.65	96.25	87.01
13.	Himachal Pradesh	59.58	64.38	52.79
14.	Jammu and Kashmir	199.40	190.31	153.90
15.	Jharkhand	126.85	123.65	87.23
16.	Karnataka	307.62	209.55	189.13
17.	Kerala	52.78	48.05	53.68
18.	Lakshadweep	0.00	0.00	0.00
19.	Madhya Pradesh	181.76	171.71	258.21
20.	Maharashtra	344.16	326.18	433.21
21.	Manipur	28.98	27.92	34.05
22.	Meghalaya	30.52	26.68	24.53
23.	Mizoram	17.71	17.32	14.58
24.	Nagaland	35.27	34.53	27.32
25.	Odisha	96.90	92.91	115.13
26.	Puducherry	0.72	0.00	0.00
27.	Punjab	39.77	36.28	35.83
28.	Rajasthan	547.18	515.76	375.53
29.	Sikkim	10.64	10.4	6.94
30.	Tamil Nadu	137.50	135.38	103.15
31.	Telangana	88.77	85.31	87.84
32.	Tripura	28.08	27.5	29.40
33.	Uttar Pradesh	487.69	447.41	432.36
34.	Uttarakhand	63.57	60.06	82.99
35.	West Bengal	199.68	199.76	258.34

Targets under SBM

1775. SHRI A.U. SINGH DEO: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) the targets of the Swachh Bharat Mission for the year and the targets that remain unachieved at the end of the year, the details thereof;

(b) whether Government has allocated/plans to allocate a percentage of the Swachh Bharat Kosh towards campaigns for behavioural change and if so, the details thereof and if not, the reasons therefor; and

(c) whether Government has undertaken measures to educate individuals about hygiene and social marketing of toilets and if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) Swachh Bharat Mission is a demand-driven programme, and no targets are set. In respect of Swachh Bharat Mission (Gramin), however, during 2015-16, against expected outcome of 120 lakh toilets, 102.50 lakh toilets have already been constructed as on 09.03.2016.

(b) Under Swachh Bharat Kosh (SBK), various activities pertaining to sanitation can be taken up. Under Swachh Bharat Mission, 8% of the funds can be used towards various information, education and communication activities, primarily about behavioural change.

(c) Yes. The main focus of Swachh Bharat Mission is to bring about behavioural change amongst individuals for sanitation and hygiene. For this, lots of awareness activities are carried out. Emphasis is also laid on capacity building for 'triggering' behavioural change by community involvement approach. Social Media (WhatsApp, Facebook, Hike, Twitter) are also used extensively. A Sanitation and Hygiene Advocacy and Communication Strategy Framework has been adopted by the Ministry for activities under Information, Education and Communication (IEC).

Drinking water crisis in Maharashtra

1776. SHRIMATI RAJANI PATIL: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether drought affected districts/areas of several States including Maharashtra are facing drinking water crisis and if so, the details thereof, State/Union Territory-wise;

(b) the steps taken by Government for solution of drinking water crisis in these districts/areas along with the funds allocated on priority basis to these affected areas during each of the last three years and the current year, State/Union Territory-wise; and

(c) the details of measures taken by Government to find a permanent solution of drinking water crisis in the country, particularly in many districts of Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) to (c) The Indian Meteorological Department (IMD) releases its first predictions for Southwest Monsoon in the month of April every year. The Ministry takes immediate steps to tackle the drought like situation and scarcity of drinking water arising out of deficient monsoon if there is a forecast regarding the same by IMD as per the Standard Operating Procedure (SOP) for responding to Natural Disasters in Rural Drinking Water and Sanitation. The States are requested to prepare contingency plan as per the SOP and execute the same in case of drought. Ministry has asked all the States including Maharashtra to plan the rural drinking water schemes based on sustainable water sources and shift the source from groundwater to safe perennial surface water.

Under NRDWP, 2% of the total allocation under National Rural Drinking Water Programme (NRDWP) is earmarked as Calamity component and set aside for meeting drinking water needs of the rural areas in the wake of natural disasters which *inter alia* include droughts. Government of India also deputes an Inter-Ministerial Central Team and based on its report, the High level Committee (HLC) headed by Union Home Minister, decides the financial assistance to be provided under the Calamity component. Representatives of this Ministry have visited many drought affected States like Andhra Pradesh, Madhya Pradesh, Rajasthan, Telangana, Karnataka, Maharashtra, Jharkhand and Chhattisgarh in 2015-16 to access the drinking water scarcity.

Ministry of Drinking Water and Sanitation releases funds to drought affected States only on the recommendation of HLC. As no recommendation of HLC has been received for providing drinking water relief in drought affected States in 2015-16, no funds have been released to any State so far. The details of funds provided under 2% Calamity components of NRDWP for drought affected States during the last three years and current year are as under:

(₹ in crores)

Sl. No.	State	2012-13	2013-14	2014-15	2015-16
1	2	3	4	5	6
1.	Haryana			5.05	No release as on 18.02.2016 for drought affected areas
2.	Karnataka	38.20		9.00	
3.	Maharashtra	15.00			

1	2	3	4	5	6
4.	Rajasthan	11.00			
5.	Tamil Nadu		31.00		
6.	Uttar Pradesh			44.00	
	TOTAL	64.20	31.00	58.05	0.00

Setting up bio-toilets in village panchayats

1777. SHRI MD. NADIMUL HAQUE: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether the Central Government has any proposal to set up bio-toilets in a large number of village panchayats in the country;

(b) if so, the details thereof, State/UT-wise;

(c) whether it is proposed to expand the scheme throughout the country;

(d) if so, the details thereof; and

(e) by when all the village panchayats are likely to be covered under the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) to (e) The Ministry of Drinking Water and Sanitation (MDWS) implements the Centrally Sponsored Scheme, Swachh Bharat Mission (Gramin) [SBMG)] to facilitate States in accelerating rural sanitation coverage. Under Swachh Bharat Mission (Gramin), the focus is increase in rural sanitation coverage to eliminate open defecation by construction and use of toilets. A menu of technological options are available that ensure safe disposal of human excreta. The States are free to choose any technology for safe disposal of excreta, including bio-toilets.

Funds for drinking water and sanitation

†1778. SHRI MAHENDRA SINGH MAHRA: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether Government has provided funds to the States for drinking water and sanitation campaign in the financial year 2015-16;

†Original notice of the question was received in Hindi.

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

(c) whether there are such States to whom funds have been allocated under the said head but the same was not released; and

(d) if so, the reasons for not providing funds to those States along with their names?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) and (b) Under National Rural Drinking Water Programme (NRDWP), funds are allocated and released to States / UTs for strengthening of rural water supply. 5% of NRDWP funds are earmarked for Support activities to be undertaken under the Programme. Under Support component of NRDWP, States may take up activities related to judicious usage of water and for promoting safe drinking water among rural population of the country. States can consider using this fund for the Information Education and Communication (IEC) activities including in triggering leading to demand generation and sustained use of the facilities in capacity building. The details of funds allocated and released to States under Support component during the current financial year 2015-16 is given in the Statement-I (*See* below). Under Sanitation, Swachh Bharat Mission (Gramin) has been launched from 2.10.2014 with a goal to achieve Swachh Bharat by 2nd October, 2019. State/UT-wise, central share released during 2015-16 is given in the Statement-II (*See* below).

(c) and (d) Under NRDWP, although this Ministry makes efforts to release the complete component wise allocation of funds to each State / UT, there are cases of non-release of complete allocation of funds to States due to non-submission of required documents for release of funds *i.e.* utilization certificates or Audited Statement of Accounts or any other discrepancy. The names of the States / UTs which have not released the complete allocation of NRDWP-Support funds in 2015-16 as on 10.03.2016 are Bihar, Goa, Jammu and Kashmir, Arunachal Pradesh, Karnataka, Kerala, Meghalaya, Nagaland, Sikkim, Uttarakhand, Chhattisgarh, Jharkhand, Madhya Pradesh, Telangana, Punjab, Mizoram, Odisha, Andaman and Nicobar and Puducherry. Since Swachh Bharat Mission (Gramin) is demand driven scheme, hence no state-wise funds allocated. Funds to all States/UTs excluding Dadra Nagar Haveli released during 2015-16. Fund could not be released to Dadra and Nagar Haveli due to non-availability of Utilization Certificates. No Project sanctioned in Daman and Diu, Lakshadweep, Chandigarh and Delhi.

Statement-I

Details of funds released under NRDWP-Support components as on 10.03.2016

(in ₹ lakh)

Sl. No.	Name of the State	Allocation	Release
1.	Andaman and Nicobar	0.38	0.0
2.	Andhra Pradesh	810.43	810.43
3.	Arunachal Pradesh	323.7	317.56
4.	Assam	1092.26	1092.26
5.	Bihar	1175.46	585.10
6.	Chhattisgarh	402.35	200.28
7.	Goa	14.75	7.34
8.	Gujarat	1046.19	1046.19
9.	Haryana	345.22	345.22
10.	Himachal Pradesh	402.06	402.06
11.	Jammu and Kashmir	1361.94	678.42
12.	Jharkhand	537.17	267.38
13.	Karnataka	1347.2	671.08
14.	Kerala	347.58	173.00
15.	Madhya Pradesh	1200.73	833.55
16.	Maharashtra	2053.89	2053.89
17.	Manipur	134.49	134.49
18.	Meghalaya	174.72	108.36
19.	Mizoram	93.56	91.79
20.	Nagaland	115.31	71.50
21.	Odisha	636.18	604.23
22.	Puducherry	4.44	0
23.	Punjab	242.25	120.59
24.	Rajasthan	2191.31	2191.31
25.	Sikkim	38.83	24.08

Sl. No.	Name of the State	Allocation	Release
26.	Tamil Nadu	771	771.00
27.	Telangana	549.81	273.68
28.	Tripura	132.15	132.15
29.	Uttar Pradesh	2150.79	2150.79
30.	Uttarakhand	433.95	216.00
31.	West Bengal	924.78	924.78
	TOTAL	21054.88	17298.51

Statement-II

Central fund released under SBM(G) during 2015- 16 (Up to 29.2.2016)

(₹ in crore)

Sl. No.	States/UTs Name	Released during 2015-16 (Up to 29-2-2016)
1	2	3
1.	Andaman and Nicobar Islands	1.00
2.	Andhra Pradesh	234.17
3.	Arunachal Pradesh	38.71
4.	Assam	187.67
5.	Bihar	182.14
6.	Chhattisgarh	144.72
7.	Dadra and Nagar Haveli	0.00
8.	Goa	1.05
9.	Gujarat	478.22
10.	Haryana	29.53
11.	Himachal Pradesh	4.37
12.	Jammu and Kashmir	4.05
13.	Jharkhand	97.32
14.	Karnataka	335.45
15.	Kerala	8.50

1	2	3
16.	Madhya Pradesh	220.28
17.	Maharashtra	567.45
18.	Manipur	44.19
19.	Meghalaya	35.65
20.	Mizoram	3.32
21.	Nagaland	10.83
22.	Odisha	566.50
23.	Puducherry	2.00
24.	Punjab	23.90
25.	Rajasthan	938.73
26.	Sikkim	1.93
27.	Tamil Nadu	78.94
28.	Telangana	128.39
29.	Tripura	15.39
30.	Uttar Pradesh	462.69
31.	Uttarakhand	40.82
32.	West Bengal	575.53
	TOTAL	5463.44

Solar power based water supply scheme in A.P.

1779. SHRI C.M. RAMESH: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether it is a fact that solar power based dual pump water supply scheme is being implemented in East Godawari district of Andhra Pradesh;

(b) how many habitations in the above district are expected to get water supply;

(c) whether it is also a fact that no habitation has been covered since the implementation of the scheme *i.e.* 2013;

(d) if so, the reasons therefor; and

(e) by when all the identified habitations in the above district would be covered under the above scheme?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) Yes Sir.

(b) The scheme was introduced in fag end of the financial year 2012-13. As per the information received from the State Government of Andhra Pradesh; during 2013-14; 14 schemes were sanctioned in East Godavari District and all were completed and are working satisfactorily and during 2015-16; 93 schemes were sanctioned in East Godavari District and all have been completed and working satisfactorily.

(c) No Sir.

(d) It does not arise in view of above.

(e) All of the identified 107 habitations were already covered with Solar Energy Based Dual Pump Piped Water Supply Schemes in East Godavari District.

Underground water level in Telangana

1780. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether Government's attention been drawn to the reports relating to underground water level that has fallen by about three meters across Telangana;

(b) whether Government proposes to help the State in overcoming drinking water problem during the summer months; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAM KRIPAL YADAV): (a) Central Ground Water Board (CGWB) under the Ministry of Water Resources, RD and GR carries out ground water level monitoring, four times a year, on regional scale through a network of observation wells in the Country including Telangana. Water level data for pre-monsoon 2015, compared with decadal mean (2005-2014) in respect of Telangana indicates that out of total wells analyzed, 71% of the wells are showing decline in ground water levels. About 37% of wells are showing decline in the range of 0 to 2 m, 19% of wells are showing decline in the rage of 2 to 4m and 15% of wells are showing decline in the range of more than 4 m. District wise details are givenin the Statement (*See* below).

(b) and (c) The Ministry of Drinking Water and Sanitation assists the States through Centrally Sponsored Programme, National Rural Drinking Water Programme (NRDWP) to improve the drinking water facility in the rural areas of the country throughout the year. Under NRDWP, funds are allocated and released to States / UTs for making strengthening of rural water supply. States are vested with power to select, design, approve, execute and monitor drinking water supply facilities for providing safe drinking water to their rural populace. 10% of the NRDWP funds which is flexi component may be utilized by States to meet the requirement of drinking water problem during the summer months. During 2015-16, an amount of ₹ 85.31 crore has been released to the State as on 10.03.2016.

Statement

District-wise Water Level Fluctuation with Decadal Mean [Pre-monsoon(2005 to 2014)] and Pre-monsoon 2015 in Telangana

Sl. No.	Name of District	No. of wells Analysed	Rise						Fall						Rise		Fall	
			0-2 m		2-4 m		>4 m		0-2 m		2-4 m		>4 m					
			No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%
1.	Adilabad	61	18	30	4	6.6	1	1.6	22	36.1	9	14.8	7	11.5	23	38	38	62
2.	Hyderabad	10	2	20	1	10.0	1	10.0	4	40.0	2	20.0	0	0.0	4	40	6	60
3.	Karimnagar	64	8	13	3	4.7	1	1.6	30	46.9	17	26.6	5	7.8	12	19	52	81
4.	Khammam	56	15	27	1	1.8	0	0.0	30	53.6	10	17.9	0	0.0	16	29	40	71
5.	Mahbubnagar	34	3	9	1	2.9	4	11.8	13	38.2	7	20.6	6	17.6	8	24	26	76
6.	Medak	36	7	19	0	0.0	1	2.8	11	30.6	7	19.4	9	25.0	8	22	27	75
7.	Nalgonda	70	11	16	2	2.9	3	4.3	23	32.9	15	21.4	16	22.9	16	23	54	77
8.	Nizamabad	44	9	20	2	4.5	0	0.0	12	27.3	8	18.2	11	25.0	11	25	31	70
9.	Ranga Reddy	70	18	26	8	11.4	2	2.9	17	24.3	15	21.4	9	12.9	28	40	41	59
10.	Warangal	79	13	16	4	5.1	3	3.8	31	39.2	11	13.9	17	21.5	20	25	59	75
	TOTAL	524	104	19.8	26	5.0	16	3.1	193	36.8	101	19.3	80	15.3	146	28	374	71

4 wells (1%) do not show any change in water level.

Exemption of tree cutting permission for PWD of Delhi

1781. SHRI MAJEED MEMON: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has received any request from the PWD of Delhi that it should be exempt from applying for tree cutting permission for projects which involves cumbersome and time consuming procedure and results in delay in projects;

(b) whether PWD has suggested bringing about changes in the Delhi Preservation of Trees Act, 1994 which would then enable the agency to only inform the forest department of the number of trees that have to be felled for a particular forest; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) No, Sir. This Ministry has not received any request from the PWD of Delhi that it should be exempt from applying for tree cutting permission for projects which involves cumbersome and time consuming procedure and results in delay in projects.

(b) and (c) Do not arise.

Non-release of funds under IFM

1782. SHRI BHUPINDER SINGH: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state the reasons for non-release of funds under the Integrated Forest Management (IFM) Scheme by Government?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): The Ministry of Environment, Forest and climate Change is implementing a Centrally Sponsored Scheme titled "Intensification of Forest Management Scheme". Under the scheme, funds are provided to State and Union Territory Governments to supplement their efforts towards protection and management of forests.

During the current year, an amount of ₹ 48.65 crores was allocated under the scheme for various States and Union Territories of which, so far an amount of ₹ 41.98 crores have been released to 26 States and one Union Territory. No funds have been released to Union territories except Andaman and Nicobar Islands and 3 states namely Andhra Pradesh, Assam and Goa for want of complete proposals. Further in

case of States of Telangana and West Bengal unspent money of previous years was adjusted in the current financial year sanction and hence in this year no fund has been released so far.

Action plan to save wildlife

1783. SHRI BAISHNAB PARIDA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has worked out an action plan to save wildlife in the country;

(b) if so, the details thereof;

(c) what is the status of saving the elephants in the elephant corridors; and

(d) how it has been controlled?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) and (b) National Wildlife Action Plans have been formulated and implemented in the country. At present, the second National Wild Life Action Plan (2002-2016) is in operation. Broadly, the Action Plan encompasses the following important strategies for wildlife conservation:

(i) Strengthening and enhancing Protected Area network

(ii) Effective management of Protected Areas

(iii) Conservation of wild and endangered species and their habitats

(iv) Control of poaching and illegal trade in wild animal and plant species

(v) Ensuring Peoples' participation in wildlife conservation

(vi) Strengthening domestic legislations

(vii) Enhancing financial allocation for ensuring sustained fund flow to wildlife sector

(viii) Integration of Action Plan with other Sectoral programmes.

(c) and (d) In order to provide focused conservation and protection to Asian Elephants, the Government of India has launched 'Project Elephant' in 1992 with following objectives :

(i) To protect elephants, their habitat and corridors

(ii) To address issues of man-animal conflict

(iii) Welfare of captive elephants

Further, the Elephant Task Force Report 2010 titled *'Gajah'* has identified 27 Priority-I and 61 Priority-I I Elephant corridors. Details of the corridors are given in the Statement (*See* below).

The following are the important steps taken to protect Elephants and their habitats including corridors:

(i) Financial assistance provided to 16 Elephant range States under the Centrally Sponsored Scheme of 'Project Elephant';

(ii) Improvement of elephant habitat, including Elephant Reserves and Corridors carried out;

(iii) Eco-restoration is taken up in critical areas of elephant reserves and corridors;

(iv) Training and awareness camps are organized regularly for local people for conservation of elephants and other wildlife;

(v) Local communities are organized into Joint Forest Management Committees/ Eco-development Committees for, *inter-alia,* protection of elephant habitat, including elephant corridors.

Statement

Elephant Corridors identified by Elephant Task Force "Gajah"

Priority-I Elephant Corridors

Sl. No.	Elephant Corridor	Sl. No.	Elephant Corridor
1.	Chilla-Motichur	12.	Kalapahar-Daigurung
2.	Rawasan-Sonanadi (*Via* Landsdown)	13.	Kaziranga-Karbi Anglog at Panbari
3.	South Patlidun-Chilkiya	14.	Kaziranga-Karbi Anglong at Kanchanjuri
4.	Malani Kota	15.	Pakke-Doimara at Tipi
5.	Simlipal-Satkosia	16.	Baghmara-Balpakram
6.	Baula-Kuldhia	17.	Siju Rewak
7.	Kotgarh-Chandrapur	18.	Edayarhalli-Doddasampige
8.	Buxa-Ripu at Sankosh	19.	Kaniyanpura-Moyar
9.	Ankua-Ambia	20.	Anaimali at Punachi
10.	Pakke-Doimara at Dezling	21.	Anaimalai between Siluvaimedu-Kadamparai
11.	Pakke-Papum at Longka Nullah		

Sl. No.	Elephant Corridor	Sl. No.	Elephant Corridor
22.	Chamranagar-Talamalai at Muddahalli	25.	Tirunelli - Kudrakote
23.	Kalamali - Singara and Avarahalla	26.	Buoolavampatti-Attapadi
24.	Moyar-Avarahalla	27.	Anaimalai at Waterfalls Estate

Priority-II Elephant Corridors

1.	Kansrau-Barkote	23.	Tal-Kholgarh
2.	Motichur-Gohri	24.	Nuahgaon-Baruni
3.	Rawasan-Sonanadi (*Via* Bijnor FD)	25.	Mahananda-Kolbari and Tukriajhar
4.	Chilkiya-kota	26.	Apalchand-Mahananda
5.	Fatehpur-Gadgadiya	27.	Apalchand-Gorumara
6.	Gora Rankhu and Gorai-Tanda	28.	Apalchand-Kalimpong at mal block (*Via* Sylee)
7.	Kilpura-khatima-surai	29.	Apalchand-Kalimpong at mal block (*Via* Meenglass)
8.	Lagga Bagga - Kishenpur	30.	Chapramari-Kalimpong
9.	Mahilong-Kalimati	31.	Rethi-Central Diana
10.	Chandil-Matha	32.	Rethi-Moraghat
11.	Dalma-Chandil	33.	Dumchi-Rethi
12.	Dalma-Rugai	34.	Titi-Dumchi
13.	Jhunjhaka-Banduan	35.	Buxa- Titi (*Via* Torsa)
14.	Dalapani-Kankrajhor	36.	uxa- Titi (*Via* Beech and Barnbari)
15.	Dumriya-Nayagram	37.	Nemati - Chilapata
16.	Dumriya-Kundaluka and Murakanjia	38.	Pakke-Papum at Seijosa Nullah
17.	Leda-Bera	39.	Durpong-Doimukh at Khundakhuwa
18.	Anjadbera-Bichaburu	40.	Dulung-Subansari
19.	Karo-Karampada	41.	D'ering - Mebo at Sigar Nalah
20.	Badampahar-Dhobadhobil	42.	D'ering - Mebo at Kongkul
21.	Badampahar-Karida East	43.	Kotha Burhidihing
22.	Kahneijena-Anantpur		

Sl. No.	Elephant Corridor	Sl. No.	Elephant Corridor
44.	Upper Dihing East - Upper Dihing West Block at Bogapani	53.	Tali
45.	Upper Dihing East - Upper Dihing West Block Between Golai-Pawai	54.	Chamrajnagar- Talamalai at Punjur
46.	Kukurakata-Bagser at Amguri	55.	Talamalai-Guttiyalattur
47.	Charduar-Singri Hill	56.	Avarahalla-Sigur
48.	Saipunj-Narpuh	57.	Kalhatti-Sigur at Glen Corin
49.	Rewak-Imangiri	58.	Nilambur Kovilakam - New Amarambalam
50.	Nokrek-Imangiri	59.	Periya at Pakranthalam
51.	Ranggira-Nokrek	60.	Kottiyur-Periya
52.	Karadikkal-Madeswara	61.	Kallar at Gandhapallayam

Action plan for formulation of National Parks

1784. SHRIMATI JHARNA DAS BAIDYA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has proposed to formulate any new action plan for development of National Parks to protect wild animals in the country; and

(b) if so, the number of such National Parks for which Government has formulated such schemes?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) and (b) There is no proposal to formulate any new Action Plan for development of National Parks to protect wild animals in the country. The concerned State/UT Governments prepare Management Plans for National Parks and Wildlife Sanctuaries for a period of ten years in consultation with the scientific institutes to ensure better management of Protected Areas.

Diversion of forest land

1785. SHRIMATI RENUKA CHOWDHURY: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that about 2,500 hectares of forest land is being diverted across the country and especially in Andhra Pradesh in near future;

(b) if so, the details thereof along with the details of the wildlife to be affected in the process; and

(c) the steps taken by the Government to ensure compensatory afforestation and maintenance in lieu of diverted forest land across the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) to (c) At present the rate of diversion of forest land for non forestry activities, in the entire country, including Andhra Pradesh, is roughly about 20,000-25,000 hectares per year. Simultaneously, barring Central PSU projects and other exempt categories, all project proponents give alternate revenue/non-forest land for compensatory afforestation. Thus forest land increased roughly by about 18,635 hectares in the last three years. The process of diversion of forest land for various developmental activities is an ongoing process. The Governments of the State /Union Territory concerned scrutinises proposals received for diversion of forest land, and only the proposals duly recommended by Governments of the State /Union Territory concerned, are considered by the Ministry (including its Regional Offices) under the provisions of the Forest (Conservation) Act, 1980. Use of forest areas for such activities are approved by the Central Government under Section 2 of the Forest (Conservation) Act, 1980 with adequate safeguards and compensatory afforestation measures in lieu of forest land proposed to be utilized for developmental activities.

Forest land diversion is allowed only after checking that the activity concerned is site specific and cannot be carried anywhere else. Non-forestry activities in the forest areas indeed affect the wildlife of the area. The Ministry, after examination of the proposals seeking diversion of forest land, recommends need based project specific studies to assess the impact of project activity on the flora and fauna in the area proposed to be diverted under the Forest (Conservation) Act, 1980. It recommends necessary safeguards accordingly such as, additional conditions *viz.* project specific Wildlife Conservation Plan, Comprehensive Wildlife Conservation Plan, additional compensatory afforestation, site specific soil conservation measures, specific studies on impact of project activities on flora and fauna, measures to facilitate wildlife movement across the roads and railway lines etc. Further, in case a proposal involves diversion of forest land located within a Protected Area notified in accordance with the provisions of the Wildlife (Protection) Act, 1972, approval of the Standing Committee of the National Board for Wildlife (NBWL) is required to be obtained by the concerned user agency before grant of approval under the Forest (Conservation) Act, 1980 and conditions

recommended by the NBWL are required to be complied with by the concerned user agency. Additionally, projects falling in the important tiger habitats are also examined by the National Tiger Conservation Authority (NTCA) to ensure protection and conservation of the tiger habitats.

The Central Government ensures compensatory afforestation and its maintenance in lieu of diverted forest land by monitoring of plantation programmes. The Annual Plan of Operations approved by the State Governments stipulates Compensatory Afforestation to be done during the financial year and the required fund is released to the State Government under Compensatory Afforestation Fund Management and Planning Authority (CAMPA) for achieving this purpose. It is achieved by way of verification of fund utilization certificates, quarterly progress report and monitoring by Regional Offices of the Ministry and third party monitoring by the States. Further the geo-coordinates of all the sanctioned plantations are also being submitted by the planting agencies/State Governments. The compensatory afforestation works are also monitored through the E-green watch programme under the supervision of the Forest Survey of India, Dehradun.

Effect of water pollution in mining areas

1786. SHRI SANJIV KUMAR: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) what steps are being taken to address the effect of water pollution in mining areas due to release of different toxic metals like arsenic, mercury, chromium, nickel etc. from the coals and mine spoil heaps;

(b) whether it is a fact that a full inventory of water resources has not been undertaken for Jharkhand yet;

(c) whether an assessment of water quality in terms of chemical indicators, biodiversity indicators, quantification of contaminants, etc. has been done in case of Jharkhand; and

(d) what steps are being taken to address these issues?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) The water pollution related issues in mining areas are addressed as per the conditions imposed in Environmental Clearance and consent mechanism administered by the respective State Pollution Control Board through Consent to Establish and Consent to Operate. Ministry

of Environment, Forest and Climate Change has notified effluent discharge standards for 'Coal Mines' and 'Iron Ore Mining & Ore Processing' industry under Environment (Protection) Rules, 1986.

(b) to (d) The Central Ground Water Board (CGWB) carries out periodic assessment of ground water resources jointly with the State Government Departments for the entire Country including Jharkhand. The CGWB had assessed 210 Blocks from 24 Districts in Jharkhand which monitors basic parameters of ground water quality including Electrical Conductivity, Carbonates, Bicarbonates, Chlorides, Calcium, Magnesium, Total Hardness on regional scale once in a year. Studies were also carried out by CGWB on ground water pollution due to urbanization / industrialization in six industrial clusters identified by CPCB in Jharkhand.

Major steps taken by the Government to address the issues of air and water pollution include: Promotion of cleaner production processes; Action to comply with effluent standards is taken by SPCBs / PCCs; Installation of Online Effluent Monitoring System to check the discharge of effluent directly into the rivers and water bodies; Setting up of monitoring network for assessment of water quality; Formulation of stricter regulations/ rules; and Issuance of directions under Section 5 of Environment (Protection) Act, 1986 to industries and under Section 18(1)(b) of Water (Prevention and Control of Pollution) Act, 1974.

Guidelines to study behaviour of tigers

1787. SHRI SALIM ANSARI: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether the National Tiger Conservation Authority (NTCA) has laid down guidelines to study the behaviour of tigers in different parts of the country;

(b) if so, the details thereof;

(c) whether Government has radio-collared the tigers during the last one year;

(d) whether some tigers have died due to laceration wounds allegedly due to radio collar; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) and (b) No Sir. However,

radio telemetric studies on various aspects, *inter alia* including behaviour of a tiger are conducted by institutes such as Wildlife Institute of India, Dehradun in collaboration with concerned tiger States and in consultation with the National Tiger Conservation Authority.

(c) Yes Sir.

(d) No Sir.

(e) Question does not arise.

Noise and air pollution

1788. SHRI PARIMAL NATHWANI: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the data on noise and air pollution recorded in major cities of the country during different festivals during the last three years and the current year;

(b) whether Government proposes to issue guidelines to fireworks companies regarding production of crackers which produce low noise and low level of air pollution;

(c) if so, the details thereof; and

(d) the details of policy formulated to control noise and air pollution effectively during festivals?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) The data on air quality and noise levels monitored under programme of National Ambient Noise Monitoring Network for some of the major cities of the country during Deepawali festival for the last four years and the year 2015 is given in the Statement-I and Statement-II respectively (*See* below). As per data provided by Central Pollution Control Board (CPCB), a fluctuating trend in air quality and noise levels in cities has been observed.

(b) and (c) The Noise Pollution (Regulation & Control) Rules, 2000 and its amendment in 2010 has provided the limits of noise during the day time and the night time for industrial, commercial, residential and silence zones. The "fireworks and fireworks

composition" have been defined in the Explosive Rules, 2008 and Petroleum and Explosives Safety and Explosive Organisation (PESO) deals with matters relating to safety in manufacture, storage, transport and handling of explosives, petroleum, compressed gases etc. through the administration of the Explosives Act, 1884, Petroleum Act, 1934, Inflammable Substances Act, 1952 and rules framed thereunder. This ministry issues advisory to State Pollution Control Boards/Pollution Control Committees for UTs for Noise monitoring on the occasion of Deepawali. Further, in compliance of the Hon'ble Supreme Court of India order dated 16th October, 2015 in the matter of "Arjun Gopal vs. Union of India & Ors.", letters have been written to the States for giving wide publicity regarding the ill effects of fire-crackers. Advertisements have also issued to create awareness from 31st October, 2015 for safe and pollution free Deepawali.

(d) The measures taken to control noise and air pollution during festivals *inter alia* include:

Notification of National Ambient Air Quality Standards envisaging 12 pollutants;

Notification of Ambient Air Quality Standards in respect of Noise under Noise Pollution (Regulation and Control) Rules, 2000;

Issued advisories for Noise monitoring on the occasion of Deepawali;

Setting up of monitoring network for assessment of ambient air quality and noise levels;

Prohibition of the use of fireworks between 10.00 p.m. and 06.00 a.m. in compliance of the Hon'ble Supreme Court of India's order dated September 27, 2001;

Wide publicity to the ill effects of fire-crackers and awareness programme among students and public at large to avoid bursting of fire-crackers;

Launched National Air Quality index by the Prime Minister in April, 2015 starting with 10 cities and now extended to 23 cities;

Issuance of directions under Section 5 of Environment (Protection) Act, 1986 and under Section 18(1)(b) of Water (Prevention and Control of Pollution) Act, 1974 and Air (Prevention and Control of Pollution) Act, 1981.

Statement-I

Ambient air quality data during Deepawali festival in the major cities (last 5 years 2011-15)

Sl. No.	Cities with Locations	2011			2012			2013			2014			2015		
		SO_2	NO_2	PM_{10}	SO_2	NO_2	PM_{10}	SO_2	NO_2	PM_{10}	SO_2	NO_2	PM_{10}	SO_2	NO_2	PM_{10}
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Bangalore																
1.	Kurbarahalli	BDL	18.0	82	BDL	24	147	-	-	-	-	-	-	-	-	-
2.	M.S. Ramaiah Hospital	BDL	BDL	85	BDL	25	153	BDL	16	22	BDL	11.2	81	-	-	-
3.	Nagarbhavi	05	06	40	BDL	16	103	BDL	BDL	60	-	-	-	-	-	-
4.	Rajaji Nagar	24	08	116	05	22	143	06	15.7	86	06	16	213	-	-	-
5.	R.T. Nagar	BDL	25	94	BDL	40	149	-	-	-	BDL	23	103	BDL	25	116
6.	Basaveshwar Nagar	-	-	-	-	-	-	-	-	-	-	-	-	BDL	30	86
7.	Peenya	-	-	-	-	-	-	-	-	-	-	-	-	BDL	BDL	-
8.	Kadabeshnahlli	-	-	-	-	-	-	-	-	-	-	-	-	BDL	15	-
9.	BTM Layout	-	-	-	-	-	-	-	-	-	-	-	-	BDL	BDL	-
10.	Rajarajeshwari Nagar	-	-	-	-	-	-	-	-	-	BDL	11	81	BDL	19	62
Bhopal																
1.	T. T. Nagar	14	51	411	7	40	291	12	47	212	09	33	208	19	41	318

2.	Chhola Road	11	59	482	9	46	373	12	49	255	08	22	348	-	-	-
3.	A.G. Colony	-	-	-	-	-	-	-	-	-	10	39	338	-	-	-
4.	Nehru Nagar	09	50	433	10	48	389	13	50	350	-	-	-	18	47	419
5.	Saketh Nagar	-	-	-	11	51	430	-	-	-	-	-	-	-	-	-
6.	Sahjanabad	-	-	-	-	-	-	-	-	-	-	-	-	16	46	309
Delhi																
1.	B.S.Z. Marg (ITO)	28	56	416	13	85	795	11	52	>1000	08	82	442	-	-	-
2.	Pitampura	22	27	428	17	58	776	18	31	952	10	67	756	19	27	460
3.	Sirifort	25	30	635	19	67	760	10	29	875	-	-	-	-	-	-
4.	Janakpuri	40	31	441	63	69	951	56	35	969	32	53	648	18	25	554
5.	Nizamuddin	21	46	421	25	69	748	05	26	796	-	-	-	-	-	-
6.	Shahazada Bagh	35	45	438	13	64	820	40	87	>1000	-	-	-	-	-	-
7.	Shahdara	11	28	497	20	44	928	10	33	>1000	-	-	-	-	-	-
8.	East Arjun Nagar	-	-	-	-	-	-	-	-	-	-	-	-	36	41	593
9.	Pragati Maidan	-	-	-	-	-	-	-	-	-	08	82	442	22	57	531
Lucknow																
1.	Nishatganj	29	31	320	-	-	-	-	-	-	-	-	-			
2.	Indira Nagar	-	-	-	05	53	498	10	88	617	7	69	476	05	31	305
3.	Vikas Khand	20	43	337	05	49	563	07	71	616	5	57	332	08	49	326

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Agra																
1.	Tajmahal	-	-	-	-	-	-	04	31	524	BDL	16	191	BDL	23	295
2.	Etmad-ud-daullah	-	-	-	-	-	-	05	27	697	5	29	271	04	29	346
Vadodara																
1.	Fatehgunj	08	22	222	BDL	34	210	BDL	25	160	BDL	49	337	BDL	38	268
2.	M.S.University	09	09	167	04	28	179	BDL	21	97	BDL	20	226	BDL	24	239
3.	Harinagar	11	18	233	12	33	249	14	21	189	12	27	265	21	32	340
Kolkata																
1.	Behala	04	32	401	24	47	>1000	14	36	650	04	34	852	06	80	>1000
2.	Tollygunge	14	64	398	23	61	>1000	07	48	>1000	07	56	998	05	141	>1000
3.	Kasba	24	38	453	30	60	514	46	53	>1000	60	50	>1000	10	63	258
4.	Salt lake	30	40	991	15	51	>1000	21	43	>1000	37	43	>1000	BDL	74	>1000
5.	Shyambazar	-	-	-	11	34	>1000	44	43	>1000	29	36	760	33	54	477
6.	Canning	07	05	157	-	-	-	-	-	-	-	-	-	-	-	-
7.	Cossipur	53	57	413	-	-	-	-	-	-	-	-	-	-	-	-
Shillong																
1.	Fire Brigade	-	-	-	BDL	BDL	BDL	BDL	BDL	117	-	-	-	-	-	-
2.	Upper Mawprem	-	-	-	BDL	BDL	BDL	BDL	BDL	259	BDL	BDL	135	BDL	BDL	203
3.	Lower Moti Nagar	-	-	-	-	-	-	-	-	-	BDL	BDL	95	BDL	BDL	102
4.	Assam Bazar	-	-	-	-	-	-	-	-	-	BDL	BDL	132	BDL	BDL	172

Note : (-) Indicates data not available.

Statement-II

Noise monitoring data during Deepawali festival in the major cities (last 5 years 2011-15)

Sl. No.	Location		Average Noise Level in dB (A) Leq.				
			2011	2012	2013	2014	2015
1	2	3	4	5	6	7	8
Bengaluru							
1.	R.T. Nagar	C	85	75	-	73	92
2.	Rajaji Nagar	C	86	80	85	88	-
3.	Raja rajeshwari Nagar	R	74	68	79	69	69
4.	Nagarbhavi	R	-	-	80	-	-
5.	Malleswaram	R	78	76	-	-	-
Bhopal							
1.	Nehru Nagar	R	80	89	103	-	75
2.	T.T. Nagar	C	79	104	75	81	84
3.	Chola Road	R	-	-	-	89	67
4.	A.G. Colony	R	-	-	-	81	-
Delhi							
1.	AIIMS	S	76	76	81	80	-
2.	Connaught Place	C	69	69	74	80	-
3.	Mayur Vihar Ph-II	R	91	73	83	83	79
4.	Kamla Nagar	R	81	80	81	80	86
5.	Pitam pura	R	75	75	73	71	74
6.	East Arjun Nagar	C	74	74	72	-	-
7.	Lajpat Nagar	R	81	81	79	-	76
8.	ITO/Pragati Maidan	C	71	71	69	-	-
9.	Dilshad Garden	R	80	78	80	-	-
10.	Janakpuri	R	-	-	-	78	79
Lucknow							
1.	Indira Nagar	R	-	81	85	79	78
2.	Vikas Khand	R	-	66	66	56	70

1	2	3	4	5	6	7	8
Agra							
1.	Kamla Nagar	R	-	-	81	92	94
2.	Arjun Nagar	R	-	-	-	-	87
Vadodara							
1.	Fatehgunj	C	76	81	76	77	77
2.	M.S. University Campus	S	66	65	72	74	64
3.	Harinagar	R	88	82	78	73	80
Kolkata							
1.	North Kolkata	R	96	78	74	71	90
2.	South Kolkata	S	91	71	67	64	90
Shillong							
1.	Lower Moti Nagar	R	-	71	-	71	49
2.	Upper Mawprem	C	-	88	86	84	88
3.	Fire Brigade	R	-	-	72	-	-
4.	Assam Bazar	C	-	-	-	86	-

Note : (-) Indicates data not available.

Commercialization of GM crops

1789. PROF. M.V. RAJEEV GOWDA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) what is the Ministry's stand on commercialization of Genetically Modified crops, the details in this regard;

(b) which GM crops have been approved and which ones have not; and

(c) the rationale therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) Genetic Engineering Appraisal Committee (GEAC), an expert body under the Ministry of Environment, Forest and Climate Change (MoEFCC) is following a case by case assessment of Genetically Modified (GM) crops which takes into account concerns related to safety, efficacy, stability and agronomic performance of the GM seeds for which extensive rules and guidelines have been framed. Only those GM crops which are found to be safe for environment and human consumption are approved for environmental release.

(b) and (c) Bt cotton is the only GM crop approved for commercial cultivation in India since 2002. Bt cotton expressing 'Cry' proteins has an inherent property to control

lepidopteran pests (bollworms) thereby reducing the requirement of pesticides sprays and savings in bolls.

Afforestation projects

1790. SHRI BHUPINDER SINGH: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government is implementing any afforestation projects and if so, the details thereof;

(b) the details of funds spent by Government for implementation of these projects in each State including Odisha;

(c) to what extent the afforestation projects have achieved their objectives; and

(d) whether afforestation activities have been reduced to mere eyewash in the country due to lack of monitoring efforts by Government and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) and (b) The Ministry of Environment and Forest is implementing the National Afforestation Programme (NAP) scheme for afforestation of degraded forests in the country through people's participation. The scheme is implemented through the State Forest Development Agency (SFDA) at the State level, Forest Development Agency (FDA) at the forest division level and the Joint Forest Management Committees (JFMCs) at the village level. The details of funds released to States including Odisha are given in the Statement-I (*See* below). Besides, the CAMPA Bill is also with the Parliament which provides for a release of about ₹ 40,000 crore of CAMPA corpus funds to the States to *inter-alia,* give a massive thrust to afforestation activity including compensatory afforestation in the country.

(c) The NAP scheme has been reviewed in the past which *inter-alia* revealed that it has contributed to forest cover increase in the country by giving thrust to the afforestation activity and has been successful in mobilizing people's participation in forest management and development. The scheme has also contributed in providing employment opportunity to the local people and reducing forest dependency among the vulnerable groups.

(d) No, the operational guidelines of NAP provide for an in-built multi-level monitoring by State Forest Department and third party evaluation through Ministry, SFDA and FDA. Further, no plantation site is approved without corresponding geo-coordinates to facilitate monitoring by Remote Sensing and Geographical Information System.

Statement

National Afforestation Programme: Year-wise summary (Amount Released)

(₹ in crores)

Sl. No.	State	2000-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16 (Till 29-02-2016)	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1.	Andhra Pradesh	0.99	8.35	10.44	14.21	7.08	11.06	9.97	11.54	11.03	10.48	15.15	2.71	3.75	4.56	0.87	122.19
2.	Bihar	0.00	0.00	1.88	2.74	3.42	4.94	6.92	6.48	7.74	5.48	6.92	3.40	12.84	7.00	2.09	71.85
3.	Chhattisgarh	0.77	5.89	10.20	17.50	17.63	13.05	42.71	25.66	25.12	33.25	24.74	13.33	21.38	20.00	10.20	281.42
4.	Goa	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.64	
5.	Gujarat	0.85	3.87	3.20	8.77	12.05	17.52	30.93	25.75	24.44	29.43	27.00	14.30	11.68	10.50	6.99	227.28
6.	Haryana	9.23	10.58	7.76	7.46	4.35	9.20	12.93	20.14	20.57	24.20	12.28	6.41	17.94	11.00	0.72	174.77
7.	Himachal Pradesh	2.20	0.60	6.95	10.60	9.08	11.56	7.43	6.72	3.59	3.45	3.50	3.62	2.61	0.73		72.64
8.	Jammu and Kashmir	1.54	5.45	7.21	3.56	5.28	5.83	8.13	8.47	9.81	3.99	6.89	3.37	8.11	3.59		81.23
9.	Jharkhand	0.00	1.34	9.27	8.66	7.85	19.03	24.56	26.32	21.06	8.73	10.42	4.69	9.02	8.60		159.56
10.	Karnataka	0.43	15.70	15.54	21.17	23.03	23.54	31.02	15.46	11.95	8.12	12.92	6.81	9.26	21.35	1.05	217.34

11.	Kerala	0.00	1.06	3.47	1.04	4.99	12.75	8.81	9.45	4.02	7.54	2.04	11.30	6.99	2.82	1.02	77.28
12.	Madhya Pradesh	13.71	13.81	10.92	17.18	12.61	15.83	13.84	22.55	22.53	30.39	21.43	9.15	22.10	21.00	9.45	256.50
13.	Maharashtra	1.85	4.87	11.91	13.12	14.69	15.93	29.92	21.87	20.53	16.17	28.51	28.87	32.33	35.00	14.90	290.48
14.	Odisha	0.05	13.14	5.96	11.26	12.05	14.07	19.01	21.63	8.82	11.20	7.30	3.38	5.36	17.92	9.49	160.64
15.	Punjab	0.25	0.25	1.74	0.14	3.97	3.36	5.88	3.30	3.01	0	0.46	0.76	2.00	1.87		27.00
16.	Rajasthan	1.29	4.45	5.56	4.80	7.26	5.62	2.50	7.32	10.67	4.94	6.23	4.14	2.81	3.35		70.93
17.	Tamil Nadu	0.76	7.82	14.66	14.06	20.92	17.22	9.46	8.86	7.98	7.21	3.08	2.78	3.21	4.25	1.42	123.68
18.	Telangana	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.03		2.03
19.	Uttar Pradesh	7.04	20.01	21.34	18.16	17.04	11.88	36.77	30.80	30.20	21.33	26.23	15.27	20.15	12.00	1.58	289.78
20.	Uttarakhand	0.40	2.34	5.81	10.54	13.10	11.52	12.39	9.24	7.00	4.47	6.61	6.25	6.01	2.50	3.05	101.24
21.	West Bengal	0.00	2.26	5.55	6.03	5.92	7.00	7.23	9.06	3.11	4.12	6.29	2.57	2.96	0.78		62.89
	TOTAL (Other States)	41.36	121.79	160.01	191.00	202.32	230.92	320.40	290.62	253.17	234.50	228.00	143.11	200.49	190.85	62.83	2871.36
North Eastern States																	
22.	Arunachal Pradesh	1.40	2.76	4.49	0.76	2.89	2.93	4.85	3.25	2.37	5.52	0.00	1.66	0.00	0.15		33.02
23.	Assam	0.00	0.00	5.58	7.99	5.50	13.60	8.58	9.78	14.48	6.08	7.95	1.47	2.99		2.56	86.56

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
24.	Manipur	0.00	2.40	5.08	5.43	6.30	7.78	12.37	9.51	5.93	10.37	12.74	9.46	12.12	8.00	3.67	111.16
25.	Meghalaya	0.00	0.00	0.00	2.45	5.18	5.44	5.94	4.69	2.21	8.79	4.31	9.10	4.50	3.61		56.21
26.	Mizoram	0.00	8.86	15.85	11.20	10.06	13.09	16.75	13.61	17.27	12.21	13.44	8.78	11.94	15.00	10.17	178.24
27.	Nagaland	2.08	8.51	8.94	5.60	5.37	7.22	7.75	6.64	10.67	10.11	11.69	10.88	9.82	11.00		116.28
28.	Sikkim	2.43	3.76	4.06	3.94	6.23	7.41	11.28	6.63	8.86	11.99	11.18	5.42	3.77	6.00	1.52	94.47
29.	Tripura	0.26	3.18	3.97	4.63	4.27	4.37	5.02	0.89	3.20	10.43	13.69	3.50	11.99	9.17	5.73	84.30
	TOTAL (NE States)	6.17	29.47	47.97	42.00	45.80	61.83	72.55	55.00	65.00	75.49	75.00	50.26	57.13	52.93	23.65	760.24
	GRAND TOTAL	47.53	151.26	207.98	233.00	248.12	292.75	392.95	345.62	318.17	309.99	303.00	193.37	257.62	243.78	86.48	3631.60

Environment nod for hydel projects on Ganga

1791. SHRIMATI VANDANA CHAVAN: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state :

(a) whether the Ministry has given nod for five hydel projects on river Ganga;

(b) if so, the reasons therefor;

(c) whether any study was undertaken by the Ministry before approving the project regarding the environmental consequences it could have on river Ganga; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) to (d) On the directions of Hon'ble Supreme Court, the Ministry constituted an Expert Body in June, 2015 to examine the approvals granted to 6 hydropower projects in the upper reaches of River Ganga in the State of Uttarakhand. The Expert Body was also entrusted the task to carry out Cumulative Impact Assessment and Carrying Capacity Study (CIA and CCS) to assess likely cumulative impact of hydro power projects.

The Expert Body (EB) submitted its report in October, 2015. This Ministry has filed its affidavits in November, 2015 and January, 2016 to Hon'ble Supreme Court mentioning its viewpoint on 6 hydro power projects namely, Alaknanda, Bhyunder Ganga, Khirao Ganga, LataTapovan, Kotlibhel 1A and JelamTamak hydropower projects along with a copy of the EB report. The Ministry has informed the Hon'ble Court of a new policy formulation in respect of hydro power projects in river Ganga and its three main tributaries which require hydro power projects to ensure an uninterrupted and unfettered flow of minimum 1000 cusecs of water continuously in the natural river basin of these rivers.

The matter is pending in Supreme Court, and Government is in the process of conducting Cumulative Impact Assessment (CIA) in river basins of upper reaches of Ganga.

Treatment of electronic wastes

1792. SHRI AVINASH RAI KHANNA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that India has become a destination to dump electronic wastes generated in developed countries;

(b) how much electronic wastes was imported into the country during each of the last three years and current year;

(c) whether India has sufficient facilities to treat this electronic waste imported and if so, the details thereof and if not, how the e-waste is treated;

(d) whether any study has been done to ascertain the harmful effects of e-waste on environment and if so, the details thereof; and

(e) the details of steps taken by Government to treat the electronic waste?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) to (c) No permission has been granted for import of E-Waste for disposal during the last three years. The E- Waste (Management and Handling) Rules, 2011 provide environmentally sound dismantling and recycling of E- Waste. Presently one hundred and forty eight (148) dismantlers and recyclers have been granted registration for this purpose. The capacity of these registered dismantlers / recyclers is 455059 Tonnes per Annum.

(d) E-waste contains hazardous / toxics substances such as Lead, Cadmium, Mercury, Chromium VI, Polybrominated biphenyls and Polybrominated diphenyl ethers in their components. It is well established that if the electronic products and electrical equipments after their useful life are not disposed off in environmentally sound manner it can cause serious damage to environment and health of human beings.

(e) The E- waste (Management and Handling) Rules, 2011 provide for collection mechanism of end of life electrical and electronic equipments through instruments of Extended Producers Responsibility (EPR), collection centers, dismantling and recycling facilities. There are one hundred and fifty one (151) EPR holders, one hundred and thirty two (132) collection centers, one hundred and forty eight (148) dismantlers and recyclers in the country. Guidelines for implementation of E-waste (Management and Handling) Rules, 2011 prescribe for safety measures for the workers employed in dismantling and recycling facilities.

To ensure better implementation of management of electronic waste, Ministry has published draft e-Waste (Management) Rules, 2015. The provisions of this Draft Rule include expanding producer's responsibility under Extended Producer Responsibility (EPR), setting up of Producer Responsibility Organizations, and e-waste Exchange, assigning specific responsibility to bulk consumers of electronic products for safe disposal, providing for economic incentives for collection of electronic waste, and other

measures to include dedicated responsibility of electronic and electrical product producers for collection and channelizing of electronic waste. Simplification in permission process for dismantling and recycling through one system of authorization instead of both registration and authorisation has been proposed.

Carbon pricing *via* taxes

1793. DR. K. KESHAVA RAO: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the amount of money raised from carbon pricing *via* taxes or emissions trading systems; and

(b) how much of this amount is used for conservation efforts or reversing the effects of pollution, and the details of the programme thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) There is no domestic carbon pricing or carbon tax or emission trading system in India. Therefore, no money is raised through this mechanism.

(b) Does not arise.

Air pollution in Delhi and other big cities

1794. SHRI K.T.S. TULSI: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the steps taken by Government to control air pollution in Delhi and other big cities ever since it assumed office; and

(b) whether it is a fact that air quality in aforesaid cities continue to deteriorate despite measures/steps taken by Government to control it?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) The steps taken by the Government to control air pollution in Delhi and other big cities ever since it assumed office include the following:

(i) Launched National Air Quality Index (AQI) by the Prime Minister in April, 2015 starting with 10 cities and now extended to 23 cities;

(ii) Strengthening of monitoring network for assessment of Ambient Air Quality;

(iii) Implementation of Bharat Stage IV (BS-IV) norms in 63 selected cities and universalization of BS-IV by 2017;

(iv) Finalized migration to Bharat Stage VI (BS-VI) by 1st April, 2020 and released draft notification on 19th February, 2016 to this effect. It is estimated that reduction of vehicular pollution would be upto 90%. Investment requirement for gasoline works out to be about ₹ 20,000 crore and for diesel, it is estimated to be ₹ 60,000 crore as per Auto-Fuel Vision and Policy - 2025;

(v) Comprehensive review of all Waste Management Rules including Municipal Solid Waste, Plastic Waste, Hazardous Waste, Bio-medical Waste and Electronic Waste.

(vi) Ban on burning of leaves, biomass, municipal solid waste;

(vii) Promotion of public transport network of metro, buses, e-rickshaws and promotion of car pooling, Pollution Under Control, lane discipline, vehicle maintenance;

(viii) Revision of existing environmental standards and formulation of new standards for prevention and control of pollution.

(ix) Regular co-ordination meetings at official and Ministerial level with Delhi, Punjab and other State Governments within the National Capital Region.

(x) Issuance of directions under Section 5 of Environment (Protection) Act, 1986 and under Section 18(1)(b) of Water (Prevention and Control of Pollution) Act, 1974 and Air (Prevention and Control of Pollution) Act, 1981 to control vehicular emission, road dust/ re-suspension of other fugitive emission, air pollution from bio-mass burning, industrial air pollution and air pollution from construction and demolition activities;

(xi) Installation of on-line continuous (24x7) monitoring devices by major industries;

(xii) Promotion of cleaner production processes.

(b) Central Pollution Control Board (CPCB) and State Pollution Control Boards (SPCBs/Pollution Control Committees (PCCs) are monitoring ambient air quality across the country under National Air Quality Monitoring Programme (NAMP). Three air pollutants *viz.,* Sulphur Dioxide (SO2), Nitrogen Dioxide (NO2) and Particulate Matter size equal to or less than 10 micron (PM_{10}), are monitored at the 612 operating monitoring

stations located in 254 cities/towns in 29 States and 5 Union Territories. Out of the 46 million plus cities, ambient air quality data collected during 2015 available for 41 cities indicate that the values of SO2 are within the NAAQS of 50 ug/m3 (annual standard). The value of NO2 in 9 cities (namely Delhi, Faridabad, Howrah, Kalyan Dombovali, Kolkata, Pimpri-Chinchwad, Pune, Navi Mumbai and Thane) exceeded the NAAQS of 40 ug/m3 (annual standard); while the value of PM_{10}, in 38 cities do not comply with the NAAQS of 60 ug/m3 (annual standard). The PM_{10} value in 3 cities (namely Chennai, Coimbatore and Vishakhapatnam) complies with the National Standard of 60 ug/m3 (annual standard). But for the various steps taken by Central and State Governments and other agencies including CPCB and SPCBs, the air quality would have been worse.

Industries polluting rivers

1795. SHRI NEERAJ SHEKHAR: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the details of industries polluting rivers identified by the Central Pollution Control Board in the country, State-wise;

(b) the details of industries which have been shut down, as on date by CPCB during the last two years, State-wise; and

(c) the details of such industries which are still in operation, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) to (c) Central Pollution Control Board (CPCB) has reported that it has identified 764 Grossly Polluting Industries on Ganga river basin States which are as under:

Sl. No.	State	No. of Industries
1.	Uttar Pradesh	687
2.	Uttarakhand	42
3.	Bihar	13
4.	West Bengal	22

The key industrial sectors contributing to pollution of river are Pulp and paper, Distillery, Sugar, Textile, Tannery, Thermal Power Plant, Food, Dairy and Beverage, Chemical, Slaughterhouse etc. CPCB has reported that it has issued closure orders to 442 industries throughout the country which have either not complied with the directions

relating to online effluent monitoring devices or found to be not complying with the prescribed standards. The details are given in the Statement (*See* below).

Steps taken to address pollution control of rivers include the following:

(i) State Pollution Control Boards/Pollution Control Committees are regularly monitoring industries to check compliance with the standards prescribed under Water (Prevention and Control of Pollution) Act, 1974, Air (Prevention and Control of Pollution) Act, 1981 and Environment (Protection) Act, 1986 and action is taken against units not complying with the prescribed standards.

(ii) CPCB issued directions under Section 18 (1) (b) of the Water Act, 1974 to all the 11 Ganga Basin States to install continuous effluent online monitoring system by the Grossly Polluting Industries (GPI) discharging effluent continuously before final disposal into river Ganga and its tributaries (Ganga River Basin) for self-regulatory purpose.

(iii) Out of 764 Grossly Polluting Industries (GPI) industries in five States, 514 industries have installed on-line effluent monitoring devices and 150 industries who have not complied have been served closure orders.

(iv) CPCB has issued directions under Section 18 (1) (b) of Water Act, 1974 to five Ganga Basin State Pollution Control Boards for obtaining Action Plan from Tanneries, Distilleries and Textiles industries for achieving Zero Liquid Discharge (ZLD).

(v) All the 28 distilleries have achieved no industrial discharge by adopting system of bio-composting/incineration. No distillery has been observed to be disposing spent wash. Multiple effect evaporators have been installed in 11 distilleries and the rest of 17 industries are in process of installation.

(vi) All the 8 (eight) pulp and paper agro based industries have stopped discharge of black liquor. 42 pulp and paper industries were found operating Effluent Treatment Plant (ETP) and have upgraded ETP system from two stage to three stage treatment system. Effluent disposal has been brought down from 119 MLD (out of 201 MLD) to 61 MLD.

(vii) All sugar industries have implemented Action Plan and brought down waste water discharge from 400 litres/ton of cane crushed to 200 litres/ton.

(viii) Vigilance squad consisting of Scientific and Technical officers has been

constituted for backyard inspection and monitoring of industrial discharges, monitoring of drains joining river Ganga and its tributaries to establish the sources of pollution and to survey ghats and water fronts.

(ix) CPCB has issued directions under section 5 of Environment (Protection) Act, 1986 to Municipal Commissioners for sewage treatment and for Municipal Solid Waste Management.

Statement

State-wise list of closure direction issued

State	Total
Andhra Pradesh	13
Jharkhand	63
West Bengal	17
Odisha	12
Maharashtra	36
Madhya Pradesh	5
Gujarat	14
Goa	2
Chhattisgarh	5
Uttar Pradesh	158
Telangana	36
Karnataka	27
Uttarakhand	4
Punjab	8
Tamil Nadu	6
Kerala	4
Assam	3
Haryana	14
Jammu and Kashmir	2
Bihar	5
Himachal Pradesh	2
Rajasthan	6
TOTAL	442

Pollution due to burning of corpses

†1796. SHRI DARSHAN SINGH YADAV: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that burning of dead bodies or corpses leads to air pollution;

(b) if so, whether Government has taken any steps to address this;

(c) whether the National Green Tribunal or the Supreme Court has issued any directions in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) and (b) Burning of corpses in traditional ways causes air pollution. To reduce the air pollution due to burning of corpses, Government and other concerned agencies are promoting environment friendly alternatives for cremation like electric cremation. Government is also promoting use of CNG/PNG for cremation to reduce pollution and creating awareness to change the mindset of people for adopting environment friendly practices.

(c) and (d) National Green Tribunal (NGT) in the matter D.M. Bhalla *Vs* Union of India and others on 29th January, 2016 has observed that cremation of human remains by traditional means *i.e.,* wood has adverse impact on the environment in as much as the precious forest cover is sacrificed and obnoxious gases emanating from the burning of human mortal remains pollute the air. NGT has directed various agencies including Government of National Capital Territory of Delhi, local bodies, municipal corporations and Delhi Cantonment Board to initiate programmes for providing alternative modes of cremation.

Deaths due to air pollution

1797. SHRI A.U. SINGH DEO: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the number of deaths caused due to indoor and outdoor air pollution during the last three years and the amount spent by Government on air pollution health-related costs during the last three years;

(b) whether Government has held awareness drives to inform citizens using biomass thereof and if not, the reasons therefor; and

†Original notice of the question was received in Hindi.

(c) whether Government has undertaken measures to provide solar cookers to households to reduce the incidence of indoor air pollution and if so, the details thereof and the distribution undertaken State-wise and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) There are no conclusive data available across the country to establish direct correlationship of death exclusively due to air pollution. The details of funds released to various monitoring agencies under National Air Quality Monitoring Programme (NAMP) for air pollution monitoring during last three years (2012-2015) and current financial year (till January 2016) are given in the Statement (*See* below).

(b) The Government has approved Pradhan Mantri Ujwala Yojana through which 5 crore Below Poverty Line (BPL) families will be provided L.P.G. The Ministry of New and Renewable Energy (MNRE) is implementing the Unnat Chulha Abhiyan (UCA) Programme with the objective to develop and deploy improved biomass cook stoves for providing clean cooking energy solution with a view to reduce drudgery of women and children through reduction of consumption of fuel wood, saving in cooking time and reduction of emissions. The MNRE provides partial financial assistance under this programme which includes distribution /installation of improved biomass cook stoves, training and user orientation, publicity and awareness generation and monitoring etc. State level workshops are held to create awareness about the need and benefits of improved cook stoves.

The steps taken to curb the pollution caused by burning of paddy straw which include the following:

(i) Direction by National Green Tribunal, Principal Bench, New Delhi to Governments of National Capital Territory of Delhi, Punjab, Haryana, Rajasthan and Uttar Pradesh to prevent stubble burning which is a banned activity.

(ii) Writing to State/UT Governments by Ministry of Environment, Forest and Climate Change (MoEF and CC) to issue advisory in multimedia mode for curbing stubble burning in northern States of India.

(iii) Organising workshop by MoEF and CC/Central Pollution Control Board (CPCB) in collaboration with Punjab Pollution Control Board and Government of Punjab on 'Agriculture Stubble Burning - Issues and Options' on 8th January 2015 at Chandigarh and circulating recommendations to States concerned.

(iv) Subsidizing farmers @ 50% of the cost of agriculture machineries such as Gyrorake, Baler, Chopper Shredder, Rotavator, Happy Seeder, Zero Till Drill etc. during the year 2013-14 and 2014-15 in Punjab.

(v) Issuing Notifications under Section 19 (5) of the Air (Prevention and Control of Pollution) Act, 1981 by Government of Punjab, Government of Haryana and Government of Rajasthan prohibiting or restricting open burning of straw.

(vi) Issuing directions under Section 18 (1) (b) of the Air (Prevention and Control of Pollution) Act, 1981 by CPCB to the State Pollution Control Boards/ Pollution Control Committees of Punjab, Uttar Pradesh, Rajasthan, Haryana and Delhi for abatement of air pollution and improvement of ambient air quality in Delhi and National Capital Region (NCR) including directions for ensuring strict enforcement of ban on burning of agricultural waste and crop residue.

(vii) Conducting regular co-ordination meetings at Official and Ministerial level with Government of NCT of Delhi, Punjab, Haryana, Uttar Pradesh and Rajasthan.

(c) The Ministry of New and Renewable Energy (MNRE) is promoting solar cookers to reduce indoor air pollution, under which about 7.05 lakh solar cookers have been distributed/sold so far through various State Nodal Agencies and Channel Partners/ Manufacturer/ Suppliers.

Statement

Details of Payment Released to Various Monitoring Agencies under National Air Quality Monitoring Programme (NAMP) till January 2016

Sl. No.	Name of Monitoring Agency	2012-13 (Amount in ₹)	2013-14 (Amount in ₹)	2014-15 (Amount in ₹)	2015-16 (Amount in ₹) till Jan. 2016
1	2	3	4	5	6
1.	Andhra Pradesh SPCB	9365000	8450000	7666250	-
2.	Assam SPCB	2920000	8690000	7842500	-
3.	Chandigarh PCC	248333	1986667	-	-
4.	Chhattisgarh ECB	1373750	-	-	1526250
5.	Gujarat SPCB	805000	3809583	-	-

1	2	3	4	5	6
6.	Goa SPCB	9248000	8882500	7125000	7789333
7.	Jharkhand SPCB	1960000	-	-	-
8.	Himachal Pradesh SEP &PCB	3480000	5578333	-	10128333
9.	Karnataka SPCB	2867500	-	354167	6749583
10.	Kerala SPCB	3808333	-	6474167	-
11.	Maharashtra SPCB	9428750	7467083	-	16316919
12.	Meghalaya SPCB	2496667	2297500	-	7845833
13.	Madhya Pradesh SPCB	5153583	-	-	7984417
14.	Mizoram SPCB	472500	5931667	1765000	5413333
15.	Nagaland SPCB	793333	1360000	906667	-
16.	Odisha SPCB	3956417	-	5734583	-
17.	Punjab SPCB	-	-	7795417	-
18.	Puducherry PCC	1266000	-	-	-
19.	Rajasthan SPCB	4788750	-	-	4218750
20.	Tamil Nadu SPCB	5327000	4399166	2358333	-
21.	Uttar Pradesh SPCB	4150000	9586667	-	7263333
22.	Uttarakhand EP&PCB	-	3694334	-	4085833
23.	NEERI	4860000	-	7047000	10800000
24.	IIT Kanpur	458366	450000	3709378	-
	TOTAL	79227282	72583500	58778462	90121917

Note: SPCB - State Pollution Control Board, SEP&PCB - State Environment Protection and Pollution Control Board, EP&PCB - Environment Protection and Pollution Control Board, PCC - Pollution Control Committee. NEERI is at present monitoring in 6 cities in 5 different States/Union territories namely Delhi, Maharashtra, West Bengal, Tamil Nadu and Andhra Pradesh.

Monitoring of Himalayan glaciers, forest, water and land

†1798. DR. SANJAY SINH: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether the Himalayan glaciers, forests, water and land are being monitored under the National Mission on Himalayan studies functioning under the Ministry;

(b) if so, the detailed report of the said monitoring so far and the threats likely to emerge in future; and

†Original notice of the question was received in Hindi.

(c) the action plan formulated on the basis of this report to deal with the threats caused by climate change?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) to (c) Recognizing the importance of the fragile Himalayan eco-system, this Ministry has launched the National Mission on Himalayan Studies (NMHS) in December, 2015 with an objective to build scientific and traditional knowledge, a network of practitioners (individual and institutions) and to demonstrate workable/implementation/replicable solutions to the problems in 26 identified thematic areas during the next 5 years through studies, pilots and interventions. The focus areas include Himalayan glacier, forest, water and land. There is a budget provision of ₹ 67.10 crore during the current financial year 2015-16 for implementation of the scheme.

Environmental clearances to mining projects by CIL

1799. SHRI TIRUCHI SIVA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) how does Government intend to meet its targets stated in the Intended Nationally Determined Contributions if it is granting environment and forestry clearances to more mining projects by Coal India Ltd;

(b) whether Government is doing anything to offset the pollution caused by thermal power plants; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) India has not taken any sector specific target in its Intended Nationally Determined Contributions (INDCs) to reduce emission intensity. The target will be achieved by implementing the policies and programmes in various sectors including promotion of clean energy, enhancement of energy efficiency, sustainable green transportation network, development of less carbon intensive and resilient urban centres, promotion of waste to energy projects and enhancing carbon sink through creation of forest and tree cover. The goals would be achieved by different missions and other plans and schemes of Government of India and State Governments.

(b) and (c) The Government has initiated several initiatives to reduce pollution caused by thermal power plants:

(i) It has been decided that coal fired capacity addition in 13th Plan shall be through supercritical units only. Ultra Mega Power Plants are based on super critical technology;

(ii) Government has approved automatic transfer of coal linkage from inefficient power plants to new supercritical plants subject to certain conditions to promote setting up of supercritical units in place of old ones;

(iii) Advanced Ultra Super Critical Technology R&D project has been approved to achieve higher efficiency and reduce emissions from coal power plants;

(iv) Revised stringent emission standards for coal based thermal power plants have been notified on 07.12.2015 by Ministry of Environment, Forest and Climate Change;

(v) It has been decided that thermal power plants within 50 km of sewage treatment facilities will mandatorily use treated sewage water.

Pollution norms for industrial units

1800. KUMARI SELJA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the environmental standards norms stipulated by Government for compliance by the industrial units in the country;

(b) whether Government has imposed moratorium on clearances for all projects in some of the industrial clusters during each of the last three years and the current year;

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

(d) whether Government has deferred green nod for projects in some of such industrial clusters in the recent past and if so, the details thereof and the reasons therefor; and

(e) the other corrective steps taken/being taken by Government in the direction?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) The Ministry of Environment, Forest and Climate Change (MoEF and CC) formulate and notify standards for emission or discharge of environmental pollutants from industries, operations or processes. The standards are framed for an orderly approach to a specific activity for

the benefit of environment and after consultation with stakeholders. The process is also based on consideration of the best practices and techno-economic viability. As on date, a total of 105 effluent and/or emission standards for various industrial categories have been framed by the Ministry.

(b) to (d) MoEF and CC had imposed temporary moratorium on 13.01.2010 on consideration of projects for environmental clearance to be located in 43 Critically Polluted Areas (CPAs), identified by Central Pollution Control Board (CPCB). The list of CPAs is given in the Statement (*See* below). Subsequently, considering the action plans prepared by the concerned State Pollution Control Boards/Pollution Control Committees (SPCBs/PCCs) for improving the environmental quality in these areas and actions initiated and re-assessment of Comprehensive Environmental Pollution Index (CEPI) score done by CPCB of these areas, this Ministry has lifted moratorium from different CPAs time to time subject to certain stipulations. Currently, moratorium is in force in seven CPAs namely, Ankaleshwar, Vatva, Chandrapur, Vellore (North Arcot), Jodhpur, Pali, Najafgarh Drain Basin.

(e) The Ministry has approved the revised concept/criteria for calculating CEPI score which is based on quality of air and water pollutants generated, hazardous waste generated and consumption of resources. The new criteria will bring in more objectivity and effectiveness in the process of calculating CEPI score. The CPCB is required to re-assess the CEPI scores on the basis of new criteria. The following steps have been taken in CPAs to ensure that no further deterioration takes place:- Formulation and implementation of Remedial Action Plans by concerned SPCBs to improve the environmental quality.

Constitution of State level Committees under the Chairmanship of Chief Secretary to ensure regular review of implementation of Action Plans.

Monitoring of environmental quality by CPCB once in 2 years for computing CEPI through a third party, in addition to regular monitoring by concerned SPCB/PCC.

Statement

List of Critically Polluted Areas (CPAs)

State	No. of clusters	Industrial clusters/areas
Andhra Pradesh	2	Vishakhapatnam
		Patancheru-Bollaram

State	No. of clusters	Industrial clusters/areas
Chhattisgarh	1	Korba
Delhi	1	Nazafgarh drain basin
Gujarat	6	Ankaleshwar
		Vapi
		Ahmedabad
		Vatva
		Bhavnagar
		Junagarh
Haryana	2	Faridabad
		Panipat
Jharkhand	1	Dhanbad
Karnataka	2	Mangalore
		Bhadravati
Kerala	1	Greater Cochin
Madhya Pradesh	1	Indore
Maharashtra	5	Chandrapur
		Dombivalli
		Aurangabad
		Navi Mumbai
		Tarapur
Odisha	3	Angul Talchar
		lb valley
		Jharsuguda
Punjab	2	Ludhiana
		Mandi Gobind Garh
Rajasthan	3	Bhiwadi
		Jodhpur
		Pali

1	2	3
Tamil Nadu	4	Vellore
		Cuddalore
		Manali
		Coimbatore
Uttar Pradesh	6	Ghaziabad
		Singrauli
		Noida
		Kanpur
		Agra
		Varanasi-Mirzapur
West Bengal	3	Haldia
		Howrah
		Asansole

Illegal sand mining on river beds

1801. SHRI D. KUPENDRA REDDY: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government is aware of illegal sand mining along the river beds;

(b) if so, the details thereof, State/Union Territory-wise;

(c) whether the indiscreet sand mining would affect the life and course of rivers; and

(d) if so, the action taken/proposed to be taken to save the rivers?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) to (d) The Ministry of Environment, Forest and Climate Change has notified the Environment Impact Assessment (EIA) Notification, 2006, as amended from time to time, which deals with the process to grant Environmental Clearance. Further, the Ministry has notified the amendments in the EIA Notification, 2006, *vide* SO No. 141 (E) on 15.01.2016 for minor minerals with special focus on sustainable sand mining. The Ministry, *vide* notification dated 15.01.2016, has delegated the Authority of Environmental Clearance up to 5

hectare of individual mining lease of minor minerals and 25 hectares in clusters to the District Environment Impact Assessment Authority (DEIAA) headed by the District Magistrate/District Collector. A District Expert Appraisal Committee (DEAC) has also been constituted under the chairmanship of the Executive Engineer, Irrigation Department to assist the DEIAA. The Ministry has also notified the constitution of DEIAA and DEAC, *vide* Notification SO No. 190 (E) dated 20.01.2016.

The notification, *inter-alia,* emphasises the procedure for monitoring of sand/ river bed mining w.r.t.the monitoring of the mined out material which is key to the successful implementation of sustainable Environment Management Plan. So use of IT and IT enabled services for effective monitoring along with process reengineering has been made a part of the notification. The gist of monitoring mechanism, *inter-alia,* are (i) The movement of sand is controlled through Transit Permit. The security feature of Transit Permit should be as printed on IBA approved MICR paper; Unique Barcode; Unique QR code; Fugitive Ink Background; Invisible Ink Mark; Void Pantograph and Watermark; (ii) Use of IT and IT enabled services for effective monitoring of the quantity of mined out material and transportation along with process reengineering has been made a part of the Notification; (iii) Stringent Monitoring of movement of mined out material from source to destination using Information Technology tools: bar coding, SMS etc. Till date there is no authentic data on how much sand is being mined, this system will generate real time data on mined out sand; and (iv) The route of vehicle from source to destination shall be tracked through the system using check points, Radio-frequency identification (RFID) Tags, and Global Positioning System (GPS) tracking.

The monitoring of mined out mineral, environmental clearance conditions and enforcement of Environment Management Plan is ensured by the DEIAA, SEIAA and the State Pollution Control Board or Committee. The status of compliance of stipulated conditions of the environmental clearances of different projects, including sand mining projects, is monitored by ten Regional Offices of this Ministry in the country.

Withdrawal of direction given to GPCB

1802. SHRI MANSUKH L. MANDAVIYA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the action taken by the Ministry on the representation received from Gujarat Pollution Control Board (GPCB) to withdraw directions given to GPCB regarding Final Effluent Treatment Plant (FETP), Ankleshwar and to allow GPCB to issue Consent to Operate (CTO) to industries with total additional discharge of 10 MLD; and

(b) whether the Central Government has conducted any study in this regard and if so, the action taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) and (b) Central Pollution Control Board (CPCB) had issued directions under Section 18(1)(b) of the Water (Prevention and Control of Pollution) Act, 1974 to Gujarat Pollution Control Board (GPCB) in respect of Final Effluent Treatment Plant (FETP), Ankleshwar on 06.08.2008. CPCB had received representations from Government of Gujarat to relax Chemical Oxygen Demand (COD) norms for FETP at Ankleshwar. CPCB, in response, gave a conditional relaxation in COD norms for marine outfalls.

Ministry of Environment, Forest and Climate Change has also notified revised standards for Common Effluent Treatment Plants (CETPs) on 01.01.2016 which includes relaxation of standards for COD for disposal into sea through proper marine outfall.

Death of big cats in reserved forest of Maharashtra

1803. SHRI RAJKUMAR DHOOT: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that, of late, the number of deaths of big cats in the reserved forests of Maharashtra has increased;

(b) if so, the details thereof; and

(c) what action Government has taken in the matter and what action Government proposes to take to prevent such incidents?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) and (b) As per report received from the State Government of Maharashtra, details of death of tiger and leopard, in Maharashtra during the last three years and the current year are as below:

Animal	Cause of death	2013	2014	2015	2016 (upto Feb)
Tiger	Natural	5	4	12	2
	Accidental	2	1	1	0
	Poaching	7	0	0	0
	Under section 11 of WLP Hunting	1	1	0	0
	TOTAL	15	6	13	2
Leopard	Natural	17	32	30	06
	Accidental	19	24	29	04
	Poaching	07	09	07	00
	TOTAL	43	65	66	10
	GRAND TOTAL	58	71	79	12

(c) Death of wild animals can occur in forest due to natural factors or due to poaching. Following steps are taken by the Government for preventing poaching:

(i) Undertaking regular day/night patrolling by the forest frontline/protective staff.

(ii) Surprise checking of beats.

(iii) Arms and vehicles are provided to field staff for patrolling.

(iv) Check post are erected at sensitive points.

(v) Awareness program for public, school children and forest staff are organized regularly.

(vi) Anti poaching squads are deployed for controlling of illegal activities.

(vii) Special Tiger Protection Forces (STPF) have been deployed in Pench, Tadoba, Melgaht and Navegaon-Nagzira Tiger Reserves for strengthening protection work.

(viii) A template for preparing a security plan has been issued by National Tiger Conservation Authority to the States which is incorporated in the overarching Tiger Conservation Plan mandated under Section 38V of the Wildlife (Protection) Act, 1972.

Definition of climate change

1804. SHRI LAL SINH VADODIA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has decided any definition of climate change;

(b) whether Government has any plans to control the climate change in the country during 2015-16; and

(c) the details of steps taken to control climate change during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) The United Nations Framework Convention on Climate Change (UNFCCC) defines 'climate change' as a change of climate which is attributed directly or indirectly to human activity that alters

the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods. As a signatory to the UNFCCC, the Government of India also accepts the same definition.

(b) and (c) The Government launched National Action Plan on Climate Change (NAPCC) in 2008 with eight missions in specific areas of energy efficiency, solar energy, sustainable habitat, water, Himalayan eco-system, forestry, agriculture and strengthening the scientific knowledge on climate change, for tackling climate change. It outlines a number of steps to simultaneously advance India's development and climate change related-objectives of adaptation and mitigation. All the missions are anchored in the respective nodal ministries/departments and are under various stages of implementation. The summary of the status of the National Missions is given in the Statement (*See* below).

Other key initiatives to mitigate green house (GHG) gas emissions and adaptation measures by other ministries include:

- Launch of National Smart Grid Mission for efficient transmission and distribution network.
- Nationwide Campaign for Energy Conservation with the target to save 10% of current energy consumption by the year 2018-19.
- Launch of National Heritage City Development and Augmentation Yojana (HRIDAY) to bring together urban planning, economic growth and heritage conservation in an inclusive manner.
- Launch of Atal Mission for Rejuvenation and Urban Transformation (AMRUT) for 500 cities across India.
- Faster Adoption and Manufacturing of Hybrid & Electric Vehicles (FAME India) to promote faster adoption and manufacturing of hybrid and electric vehicles.
- Adoption of policies to increase production of energy efficient 3 phase locomotives and switchover to 100% of these locos from 2016-17 onwards.
- Launch of 'Swachh Bharat Mission' (Clean India Mission) to make country clean and litter free by 2019.
- Launch of Paramparagat Krishi Vikas Yojana to promote organic farming practices.

- Launch of Pradhan Mantri Krishi Sinchayee Yojana to promote efficient irrigation practices.
- Launch of Neeranchal, a new programme to give additional impetus to watershed development in the country.
- Launch of National Mission for Clean Ganga (Namami Gange) which seeks to rejuvenate the river.

Statement

Summary of the status of the National Missions

Sl. No.	Mission	Objectives	Status
1.	National Solar Mission	To install 20,000 MW and 2,000 MW of grid and off-grid solar power respectively and 20 million sq. m of solar thermal collector area by 2022.	Installed 4,769.69 MW PV Power Projects. Installed 426.8 MW Off-grid solar power projects.
2.	National Mission for Enhanced Energy Efficiency	To achieve growth with ecological sustainability by devising cost-effective energy efficient strategies for end-use demand-side management.	Perform, Achieve and Trade (PAT) Cycle-1 was completed in March, 2015 and energy savings of 6.84 MT of oil equivalent against a target of 4.84 MT has been achieved. Efficient lighting measures - 5.88 lakh street lights and 558.20 lakh LED bulbs deployed.
3.	National Mission on Sustainable Habitat	To make habitat sustainable through improvements in energy efficiency in buildings, management of solid waste and modal shift to public transport including transport options based on bio-diesel and hydrogen.	Construction of 3.83 lakh individual household latrines. Construction of 0.19 lakh community and public toilets.

Sl. No.	Mission	Objectives	Status
4.	National Water Mission	Conservation of water, minimizing wastage and enhancing water use efficiency by 20%.	Revised National Water Policy (2012) adopted by National Water Resources Council. 276 new Hydrological Observation Stations have been established. 1382 no. of water bodies have been approved for Repair, Renovation and Restoration.
5.	National Mission for Sustaining the Himalayan Eco-system	Evolving management measures for sustaining and safeguarding the Himalayan glaciers and mountain eco-system.	Networking and strengthening of 11 knowledge institutions. Five new centres relevant to climate change in existing institutions in Himalayan States have been established. Observational network to monitor the health of Himalayan eco-system has been developed.
6.	Green India Mission	Enhancing eco-system services and carbon sinks through afforestation on degraded lands.	Sanctions amounting to 6094.27 lakh have been issued to six States. Convergence Guidelines with MGNREGS and Compensatory Afforestation Fund Management and Planning Authority have been issued.
7.	National Mission for Sustainable Agriculture	Develop strategies to make Indian agriculture more resilient to climate change such as development of new crop varieties resistant to heat, fire, drought etc., new credit and insurance mechanisms and improving productivity of rainfed agriculture.	1.15 lakh ha under organic farming. 2.4 lakh ha under precision irrigation. 1.40 lakh ha under additional area under plantation in arable land. New area of 1.74 lakh ha has been covered under System for rice intensification (SRI).
8.	National Mission on	Research & development support to all missions and	Four thematic knowledge networks including on climate

Sl. No.	Mission	Objectives	Status
	Strategic Knowledge for Climate Change	developing new climate resilient technologies.	modeling and human health set up. Three regional climate models developed. Two Global Technology Watch Groups on Advanced Clean Coal Technology and Solar Energy have been set up.

Air pollution in Delhi

1805. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government is aware that the National Green Tribunal has recently took note of air pollution level reaching the poisonous level and the quality of air in certain areas of Delhi deteriorating further;

(b) if so, whether Government has issued any warning to school children, aged and sick people for exercising caution as was done by China;

(c) if not, the reasons therefor; and

(d) what remarks have been made by NGT in this regard and the action taken by Government so far to make the environment around Delhi clean and habitable?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) The National Green Tribunal (NGT) has taken note of the deteriorating Air Quality in Delhi in Original Application No. 21 of 2014 in the matter of "Vardhaman Kaushik *versus* Union of India and Others" and has issued directions to the agencies concerned. The directions of NGT relate to steps to be taken to mitigate pollution from vehicular movement, road dust, biomass burning, industrial operations, construction and demolition activities etc.

(b) No, Sir.

(c) Hon'ble Prime Minister has launched the National Air Quality Index (AQI) on April 06, 2015. The objective of the AQI is to rate the quality of ambient air in six categories with a colour code and to produce a tool for effective communication of air

quality status to people, which are easy to understand. It transforms complex air quality data of various pollutants into a single number (index value), nomenclature and colour. There are six AQI categories, namely Good, Satisfactory, Moderately Polluted, Poor, Very Poor, and Severe. Each category is decided based on ambient concentration values of air pollutants and their likely health impacts. The likely health impacts for various AQI categories are given below:

AQI	Possible Health impacts
Good (0-50)	Minimal Impact
Satisfactory (51-100)	Minor breathing discomfort to sensitive people
Moderate (101-200)	Breathing discomfort to the people with lung, heart disease, children and older adults
Poor (201-300)	Breathing discomfort to people on prolonged exposure
Very Poor (301-400)	Respiratory illness to the people on prolonged exposure
Severe (>400)	Respiratory effects even on healthy people

(d) The steps taken by the government to improve air quality include:

(i) Notification of National Ambient Air Quality Standards envisaging 12 pollutants;

(ii) Formulation of environmental regulations/statutes;

(iii) Setting up of monitoring network for assessment of ambient air quality;

(iv) Introduction of cleaner/alternate fuels like gaseous fuel, ethanol blend etc.;

(v) Promotion of cleaner production processes.

Taking note of the gravity of Air Pollution, the Government has taken some more measures which include:

(i) Launched National Air Quality index by the Prime Minister in April, 2015 starting with 14 cities and now extended to 22 cities;

(ii) Implementation of Bharat Stage IV (BS-IV) norms in 63 selected cities including Delhi and universalization of BS-IV by 2017;

(iii) Decision taken to leapfrog directly from BS-IV to BS-VI fuel standards by 1st April, 2020;

(iv) Comprehensive review of all Waste Management Rules including Municipal Solid Waste, Plastic Waste, Hazardous Waste, Bio-medical Waste and Electronic Waste;

(v) Ban on burning of leaves, biomass, municipal solid waste;

(vi) Promotion of public transport network of metro, buses, e-rickshaws and promotion of car pooling, Pollution Under Control, lane discipline, vehicle maintenance;

(vii) Revision of existing environmental standards and formulation of new standards for prevention and control of pollution from industries;

(viii) Regular co-ordination meetings at official and ministerial level with Delhi and other State Governments within the NCR;

(ix) Issuance of directions under Section 5 of Environment (Protection) Act, 1986 and under Section 18(1)(b) of Water (Prevention and Control of Pollution) Act, 1974 and Air (Prevention and Control of Pollution) Act, 1981;

(x) Installation of on-line continuous (24x7) monitoring devices by major industries.

Allowing commercial cultivation of mustard DMH-11

1806. SHRIMATI WANSUK SYIEM: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has deferred a decision on allowing commercial cultivation of Mustard DMH-11, a transgenic crop developed by the Centre for Genetic Manipulation of Crops at Delhi University;

(b) whether the DU team's creation of a viable hybridization system in mustard using GM technology, claims to give 25-30 per cent more yield than the currently grown variety named Varuna; and

(c) whether since the controversy around Bt. Brinjal in 2009, Government has been trying to form an independent biotech regulatory authority to replace the multiple committees that form the current regulatory structure?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) The Genetic Engineering Appraisal Committee (GEAC) in its meeting held on 5.2.2016 had directed the applicant

the (Centre for Genetic Manipulation of Crop Plants (CGMCP), University of Delhi, South Campus) to revise the Biosafety Dossier in respect of their application for environmental release of transgenic mustard hybrid DMH- developed using barnase, barstar and bar genes.The revised dossier has been forwarded to the Sub-committee of the GEAC constituted for the purpose of review and experts comments.

(b) As per the data generated during field trials, creation of a viable hybridization system in mustard using GM technology, claims to give 25-30 per cent more yield than the current national and zonal checks.

(c) To strengthen the science based regulatory process, the Department of Biotechnology, Ministry of Science and Technology introduced the Biotechnology Regulatory Authority of India Bill (BRAI), 2013 with an objective to regulate the research, transport, import manufacturing and use of organisms and products of modern biotechnology. The bill was introduced in Lok Sabha on 22nd April, 2013 after comprehensive consultation with all the stakeholders including Planning Commission (now NITI Aayog), which got lapsed on dissolution of the 15th Lok Sabha.

Development of degraded forests under PPP mode

1807. DR. CHANDAN MITRA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHNAGE be pleased to state:

(a) whether Government proposes to launch a new scheme to develop degraded forest land under PPP mode;

(b) if so, the details thereof; and

(c) the steps taken by Government to grow local species of plants and trees on such land for sustainability of flora and fauna?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) and (b) The Government has formulated policy guidelines for participation of public sector in afforestation of degraded forest areas. The matter is under active consideration.

(c) Government of India supports the State Governments in afforestation and restoration of degraded forests in the country including growing local species of plants and trees, through various Centrally Sponsored Schemes such as National Afforestation Programme, Mahatma Gandhi National Rural Employment Guarantee Scheme, National Bamboo Mission, Green India Mission and different State Plan/Non- Plan Schemes

including externally aided projects and under Compensatory Afforestation Fund Management and Planning Authority (CAMPA).

Choice of species for plantation on any forest land depends on number of factors including site quality, climatic and edaphic factors, etc. The National Afforestation Programme of the Ministry emphasizes selection of suitable local species for improvement of forests under different models of plantations like aided natural regeneration, artificial regeneration, mixed plantation of trees having minor forest produce and medicinal values, pasture/silvi-pastoral development, bamboo and cane plantation and regeneration of perennial herbs and shrubs. Under the provision of forest-diversion from non-forestry activities, the Ministry has been issuing guidelines/directions to the States/UTs to plant native local species including herbs, shrubs and medicinal plants from the funds available under CAMPA.

Attack on tourists by animals

1808. SHRI MD. NADIMUL HAQUE: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that cases of attack by animals on the tourists have been reported by the national parks and wildlife sanctuaries;

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

(c) the number of tourists who have been injured and killed by the attack of animals during the last three years, State-wise; and

(d) the details of steps taken by Government to protect and afford adequate security to the tourists visiting the wildlife sanctuaries and national parks?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) to (d) There are no reports received in the Ministry regarding attack by animals on tourists in any national parks and wildlife sanctuaries. The details of tourists injured or killed by attack of animals in national parks and sanctuaries are not collected in the Ministry.

Management of national parks and wildlife sanctuaries is the responsibility of the concerned State Governments. Chief Wildlife Warden have the responsibility to ensure safety of tourists by adequate safeguards to be provided in the Management Plan.

Endangered species

1809. SHRI DILIP KUMAR TIRKEY:
SHRI MD. NADIMUL HAQUE:

Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the details of endangered species including animals, birds, fisheries in the country;

(b) the details of steps taken by Government to protect the aforesaid species from being extinct; and

(c) the details of funds allocated and released for the conservation of the aforesaid species during the last three years, State-wise and species-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) The Botanical Survey of India (BSI) and Zoological Survey of India (ZSI) under the Ministry of Environment, Forest and Climate Change conduct survey of threatened and important species of the country. As per the data available with BSI, out of 19156 species of vascular plants (Angiosperms, Gymnosperms, Pteridophytes) from various surveys carried out in the country, 1236 species belong to different threatened categories like Critically Endangered, Endangered and Vulnerable.

Studies conducted by ZSI have recorded over 96,000 species of animals from India. Among this, International Union for Conservation of Nature (IUCN) has assessed 18 species of amphibians, 14 fishes, 13 bird species and 10 mammals as Critically Endangered and 310 species as endangered, including 69 fishes, 38 mammals and 32 amphibians.

(b) Towards conservation of threatened species, the Government of India has established a Protected Area (PAs) network (730 PAs including 103 National Parks, 535 Wildlife Sanctuaries, 26 Community Reserves, and 66 Conservation Reserves in different biogeographic regions), which primarily covers habitats of threatened megafauna such as tiger, rhino, elephant, etc. Moreover 9 of the 18 Biosphere Reserves in India are part of the World Network of Biosphere Reserves of UNESCO.

Biological Diversity Act, 2002, was *inter-alia* enacted to ensure protection of threatened species and their habitats. Under the provisions of Section 38 of the National Biodiversity Act, 2002, the species which are on the verge of extinction or

likely to become extinct in near future as threatened species, are notified. Ministry has already issued notifications for 14 States to this effect.

The Centrally Sponsored Scheme 'Integrated Development of Wildlife Habitats' has been modified in 2008-09 by including a new component namely 'Recovery of Endangered Species' and 16 species have been identified for recovery *viz.* Snow Leopard, Bustard (including Floricans), Dolphin, Hangul, Nilgiri Tahr, Marine Turtles, Dugong, Edible Nest Swiftlet, Asian Wild Buffalo, Nicobar Megapode, Manipur Brow-antlered Deer, Vultures, Malabar Civet, Indian Rhinoceros, Asiatic Lion, Swamp Deer and Jerdon's Courser.

The Wild Life (Protection) Act, 1972 has been enacted for protection of wild animals, birds and plants against hunting and commercial exploitation. The Central Bureau of Investigation (CBI) has been empowered under the Wild Life (Protection) Act, 1972 to apprehend and prosecute wildlife offender. The Wildlife Crime Control Bureau has been set up for control of poaching and illegal trade in wildlife and its products.

Comprehensive guidelines under section 380 1 (c) of the Wildlife (Protection) Act, 1972 have been issued for Project Tiger and Tourism in Tiger Reserves on 15th October, 2012.

Constitution of the National Tiger Conservation Authority (NTCA) with effect from the 4th September, 2006, for strengthening tiger conservation by, *inter alia,* ensuring normative standards in tiger reserve management, preparation of reserve specific tiger conservation plan, laying down annual audit report before Parliament, constituting State level Steering Committees under the Chairmanship of Chief Ministers and establishment of Tiger Conservation Foundation.

A multi-disciplinary Tiger and Other Endangered Species Crime Control Bureau (Wildlife Crime Control Bureau) has been constituted with effect from the 6th June, 2007 to effectively control illegal trade in wildlife.

(c) National CAMPA Advisory Council (NCAC) has approved the funding support for recovery program of following endangered species:

(i) Dugong with budget of ₹ 23.58 crore.

(ii) Gangetic River Dolphin with budget of ₹ 23 crore.

(iii) Great Indian Bustard with ₹ 108.25 crore.

(iv) Manipur Brow Antlered Deer with budgetary support of ₹ 99.95 crore.

(v) Wild Buffalo with ₹ 2 crore.

The funds allocated and released to the State/UT Governments under the Centrally Sponsored Schemes of 'Integrated Development of wildlife Habitat'. 'Project Tiger' and 'Project Elephant' for last three years are given in the Statement-I, II and III respectively.

Statement-I

Details of funds released under CSS-IDWH during last three years and the current year

(₹ in lakh)

Sl. No.	State/UT	2012-13	2013-14	2014-15	2015-16 (As on 24.2.2016)
1	2	3	4	5	6
1.	Andaman and Nicobar Islands	109.50	150.00	00	100.00
2.	Andhra Pradesh	180.335	00	63.31	0
3.	Arunachal Pradesh	162.376	220.439	00	304.02
4.	Assam	146	138.88	149.11	87.10
5.	Bihar	64.685	34.8715	85.249	108.011
6.	Chhattisgarh	449.566	408.74	482.087	213.409
7.	Goa	148.12	00	00	00
8.	Gujarat	517.926	537.84457	634.94	395.798
9.	Haryana	52	00	14.71	99.33
10.	Himachal Pradesh	318.967	475.849	430.345	431.837
11.	Jammu and Kashmir	515.957	485.747	506.761	354.00
12.	Jharkhand	81.6195	97.7655	101.12	00
13.	Karnataka	434.502	351.00	483.7769	262.13
14.	Kerala	1210.08	505.782	818.491	967.386
15.	Madhya Pradesh	467.707	454.354	371.354	296.43
16.	Maharashtra	425.883	470.772	402.723	277.94
17.	Manipur	73.925	80.80	129.192	248.919

1	2	3	4	5	6
18.	Meghalaya	22.08	25.56	44.87	38.3902
19.	Mizoram	96.392	210.334	131.54134	94.55
20.	Nagaland	25.855	15.375	85.155	235.48
21.	Odisha	368.208	341.7448	350.3229	231.084
22.	Rajasthan	478.249	430.884	367.296	307.09
23.	Sikkim	177.579	129.27836	169.15643	290.32635
24.	Tamil Nadu	258.479	277.7918	280.626	113.261
25.	Telangana	-	-	-	-
26.	Uttar Pradesh	319.09	323.531	224.899	228.03
27.	Uttarakhand	220.27	326.282	141.116	188.318
28.	West Bengal	164.135	184.3735	108.847	100.934
29.	Puducherry	0	0	12.00	00
	TOTAL	7489.4855	6677.999	6588.99857	5973.77355

Statement-II

Fund allocated/released under the Centrally Sponsored Scheme of Project Tiger for protection of tigers during the last three years

(₹ in lakhs)

Sl. No.	States	2012-13	2013-14	2014-15
1.	Andhra Pradesh	404.8904	211.7804	184.141
2.	Arunachal Pradesh	420.0872	757.1705	658.426
3.	Assam	373.894	808.9665	1509.389
4.	Bihar	311.064	285.0898	317.096
5.	Chhattisgarh	532.4632	583.056	609.827
6.	Jharkhand	107.44023	251.168	199.080
7.	Karnataka	933.5311	2016.0318	1565.773
8.	Kerala	514.835	489.296	517.5351
9.	Madhya Pradesh	5772.3638	4815.734	4335.118
10.	Maharashtra	848.4083	3453.3483	3425.524

Sl. No.	States	2012-13	2013-14	2014-15
11.	Mizoram	468.31	233.68	232.189
12.	Odisha	163.756	786.9	707.391
13.	Rajasthan	4090.567	512.848	627.192
14.	Tamil Nadu	445.983	763.255	864.316
15.	Telangana	0.00	0.00	0.00
16.	Uttarakhand	160.69	384.045	391.1941
17.	Uttar Pradesh	334.055	525.876	760.928
18.	West Bengal	404.916	348.516	596.882
19.	Goa	0.00	2.05	0.00
	TOTAL	16,287.25423	17,228.81133	17,502.00

Statement-III

Funds allocated and released under the centrally sponsored scheme, "Project Elephant"

Sl. No.	State	2013-14		2014-15		2015-16 (As on 3.3.16)	
		Allocation	Released	Allocation	Released	Allocation	Released
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	17.10	-	15.35	13.523	11.02	-
2.	Arunachal Pradesh	108.96	83.48	87.30	97.714	70.64	61.206
3.	Assam	215.19	173.00	292.83	236.664	282.11	-
4.	Chhattisgarh	63.29	49.622	49.24	43.7456	29.46	21.91
5.	Jharkhand	129.28	95.655	109.68	88.4256	79.75	53.453
6.	Karnataka	379.68	325.412	275.19	225.319	230.32	181.054
7.	Kerala	297.89	252.90	296.85	236.72	254.71	204.54
8.	Maharashtra	23.47	18.682	9.54	38.202	9.08	8.062
9.	Meghalaya	126.43	101.00	117.64	118.838	88.30	81.387
10.	Nagaland	21.75	21.75	17.77	44.8132	12.92	15.44
11.	Odisha	257.60	257.60	170.08	153.35	128.04	105.63
12.	Tamil Nadu	264.28	211.00	247.65	251.208	184.45	160.533

1	2	3	4	5	6	7	8
13.	Tripura	12.72	9.766	5.97	6.03	4.31	26.109
14.	Uttar Pradesh	42.49	-	25.69	5.16	22.67	15.33
15.	Uttarakhand	165.46	115.068	148.60	103.908	102.21	82.61
16.	West Bengal	132.41	97.626	102.62	103.814	74.09	56.83
17.	Rajasthan	-	-	-	-	6.76	-
18.	Andaman and Nicobar	-	-	-	-	8.53	6.775
19.	Bihar	-	-	-	-	5.64	3.008
20.	Punjab	-	- '	-	-	0.97	-
21.	Gujarat	-	-	-	-	2.42	-
22.	Haryana	-	30.97	-	-	1.60	10.00
23.	Manipur	-	-	-	-		
24.	Mizoram	-	-	-	-		
	TOTAL	2258.00	1843.531	1972.00	1767.4344	1610.00	1093.877

Demand for cost effective and accessible technology for reducing climate change

1810. SHRI K. C. TYAGI: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether developing countries including India have demanded for cost effective and easily accessible technology for reducing emissions in the conference held in the recent past on the climate change;

(b) if so, the details thereof;

(c) whether it is a fact that incremental cost of low carbon investment in developing countries would be to the tune of 22 to 30 billion dollars per year; and

(d) if so, whether developed countries are ready to provide any kind of subsidies to the developing countries?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) and (b) The developing countries including India were always proactive in the negotiations for promoting and facilitating enhanced action on technology development and transfer. Accordingly, a

technology framework has been established under the Paris Agreement for the post 2020 period for collaborative approaches to research and development and facilitating access to technology and financial support to developing countries.

(c) There are no statistics regarding to the incremental cost of low carbon investment in developing countries as it would depend on country strategies.

(d) Under the Paris Agreement adopted in December 2015, it has been agreed that developed countries will provide financial support to developing countries for strengthening cooperative action on technology development and transfer.

Review of clearances to lake bed and eco-sensitive projects

1811. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government would review all clearances given to lake bed and ecologically sensitive projects in Bengaluru on the basis CAG's Performance Audit tabled on 29th June, 2015 confirming violation of lake buffer zones as the natural eco-system of lakes in the city has been destroyed by unbridled commercial and vested interest;

(b) if so, the details thereof;

(c) the details of wetlands under the National Wetland Conservation Programme (NWCP), State-wise; and

(d) the details of proposals submitted by Karnataka and the financial assistance provided to the State under the NWCP during the last five years?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) and (b) As per information provided by Government of Karnataka, in the city of Bengaluru the lakes are surrounded by old buildings and human habitations and a 30 metre wide strip of land surrounding the lake is generally reserved as buffer zone. Considering this buffer zone concept, the Bangalore Development Authority has been sanctioning new building plans and layout plans since 2008. A Legislative Committee constituted by the Government of Karnataka for identification of encroachments in the lakes of Bengaluru has undertaken the task to accord high priority for detailed survey and demarcation of the boundary and buffer zones around the lakes. Two review meetings on the issue of conservation of lakes in Bengaluru have also been convened by the Ministry.

(c) The schemes of National Lake Conservation Plan (NLCP) and National Wetland Conservation Programme (NWCP) have been merged in February, 2013 into an integrated scheme of National Plan for Conservation of Aquatic Eco-systems (NPCA) for synergy and to avoid overlap. A total of 115 wetlands in 24 States and 2 Union Territories, including 7 in Karnataka have been identified for conservation and management under the programme. The State-wise list of these wetlands is given in the Statement (*See* below).

(d) During the last five years, proposals for conservation and management of 6 wetlands namely Bonal, Gudavi, Magadhi, Ghataprabha, Hidkal and Ranganthittu totalling to ₹ 139.69 lakh were received from the Government of Karnataka under the NWCP. Out of these, only one proposal for conservation and management for Ranganthittu wetland was sanctioned and an amount of ₹ 24.00 lakhs released to the Government of Karnataka during the financial year 2012-13. The remaining 5 proposals could not be sanctioned due to non-receipt of utilisation certificates and physical progress reports from the State Government for the releases made earlier.

Statement

List of wetlands identified under National Wetlands Conservation Programme/ National Plan for Conservation of Aquatic Ecosystems

Sl. No.	State/Union Territory	Wetland
1	2	3
1.	Andhra Pradesh	Kolleru
2.	Assam	Deepar Beel
		Urpad Beel
		Sone Beel
3.	Bihar	Kabar
		Barilla
		Kusheshwar Asthan
4.	Gujarat	Nalsarovar
		Great Rann of Kachh
		Thol Bird Sanctuary
		Khijadiya Bird Sanctuary

1	2	3
		Little Rann of Kachh
		Pariej
		Wadhwana
		Nanikakrad
5.	Haryana	Sultanpur
		Bhindawas
6.	Himachal Pradesh	Renuka
		Pong Dam
		Chandratal
		Rewalsar
		Khajjiar
7.	Jammu and Kashmir	Wullar
		Tso Morari
		Tisgul Tso and Chisul Marshes
		Hokersar
		Mansar-Surinsar
		Ranjitsagar
		Pangong Tsar
		Gharana
		Hygam
		Mirgund
		Shalbugh
		Chushul & Hanley
8.	Jharkhand	Udhwa
		Tilaiya Dam
9.	Karnataka	Magadhi
		Gudavi Bird Sanctuary
		Bonal
		Hidkal and Ghataprabha

1	2	3
		Heggeri
		Ranganthittu
		K.G. Koppa wetland
10.	Kerala	Ashtamudi
		Sasthamkotta
		Kottuli
		Kadulandi
		Vembanad Kol
11.	Madhya Pradesh	Barna
		Yashwant Sagar
		Wetland of Ken River
		National Chambal Sanctuary
		Ghatigaon
		Ratapani
		Denwa Tawa
		Kanha Tiger Reserve
		Pench Tiger Reserve
		Sakhyasagar
		Dihaila
		Govindsagar
		Sirpur
12.	Maharashtra	Ujni
		Jayakawadi
		Nalganga
13.	Manipur	Loktak
14	Meghalaya	Umiam lake
15.	Mizoram	Tamdil
		Palak
16	Odisha	Chilka

1	2	3
		Kuanria
		Kanjia
		Daha
		Anusupa
17.	Punjab	Harike
		Ropar
		Kanjli
		Nangal
18.	Rajasthan	Sambhar
19.	Sikkim	Khechuperi holy lake
		Tamze
		Tembao Wetland Complex
		Phendang Wetland Complex
		Gurudokmar
		Tsomgo
20.	Tamil Nadu	Point Calimere
		Kaliveli
		Pallaikarni
21.	Tripura	Rudrasagar
		Gumti reservoir
22.	Uttar Pradesh	Nawabganj
		Sandi
		Lakh Bahoshi
		Samaspur
		Alwara
		Semarai
		Nagaria
		Keetham
		Shekha

1	2	3
		Saman Bird Sanctuary
		Sarsai Nawar
		Patna Bird Sanctuary
		Chandotal
		Taal Bhaghel
		Taal Gambhirvan and Taal Salona
		Aadi jal Jeev Jheel
23.	Uttarakhand	Ban Ganga Jhilmil Tal
		Asan
24.	West Bengal	East Kolkata wetlands
		Sunderbans
		Ahiron Beel
		Rasik Beel
		Santragachi
		Patlakhawa- Rasomati
25	Chandigarh (UT)	Sukhna
26	Puducherry (UT)	Ousteri

Safety and protection of migratory birds

†1812. SHRI AMAR SHANKAR SABLE: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the steps being taken by Government for safety and protection of migratory birds coming to various parts of the country from other countries; and

(b) the details of funds allocated by Government during the last three years for development of places where these birds flock together, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) The important steps taken by the Government for protection of migratory birds include:

(i) Rare and endangered species of birds including migratory birds are included in Schedule-I of the Wild Life (Protection) Act, 1972 thereby according them highest degree of protection.

†Original notice of the question was received in Hindi.

(ii) Stringent punishments have been provided in the Wild Life (Protection) Act, 1972 for violation of provisions of the Act.

(iii) Important habitats of birds, including migratory birds have been notified as protected areas under the Wild Life (Protection) Act, 1972 for better conservation and protection of birds and their habitats.

(iv) The Ministry has notified the Wet Land (Conservation and Management) Rules, 2010, for better protection of wetlands in the country.

(v) Focused protection measures involving the local communities have been taken up in the State of Nagaland for protection of Amur Falcons that migrate to North East India on their route to Southern Africa. With the coordinated efforts of the Forest Department, Government of Nagaland, NGO's, scientific institutes and local communities, killing of Amur Falcons have become 'Zero' since 2013.

(vi) Vulture species have been identified as one of the species for recovery programme for critically endangered species under the Centrally Sponsored Scheme of Integrated Development of Wildlife Habitats.

(vii) Financial and technical assistance is provided to the State/UT Governments for protection and management of Protected Areas.

(viii) Wildlife Crime Control Bureau has been established for control of illegal trade in wildlife and its parts and products.

(ix) India is a signatory to the Convention on Migratory Species (CMS) and India has also signed Memorandum of Understanding (MoU) on Conservation of Siberian Cranes and on Conservation of Migratory Birds of Prey in Africa and Eurasia (Raptor MoU) with CMS.

(x) India is a contracting Party to the Ramsar Convention (Convention on Wetlands) and 25 wetlands in India have been notified as Ramsar Sites.

(b) The Sanctuary-wise details of funds released for protection of Migratory Birds and their habitat is given in the Statement.

Statement

Details of funds released to the birds sanctuaries during the last three years under the Centrally Sponsored Scheme 'Integrated Development of Wildlife Habitats'

(₹ in lakhs)

Sl. No	Name of the State	Name of the Bird Sanctuaries/National Park	Amount Released 2012-13	2013-14	2014-15	2015-16
1	2	3	4	5	6	7
1	Andaman and Nicobar Islands	Interview Island wildlife sanctuary	10.20	19.76	0	14.32
		Mahatma Gandhi Marine National Park	33.36	23.36	0	19.60
		Mount Harriet National Park	21.84	24.60	0	10.16
		TOTAL	65.40	67.72	0	44.08
2.	Andhra Pradesh	Coringa Wildlife sanctuary	16.08	0	0	0
		Manjeera Wildlife Sanctuary	6.335	0	0	0
		Nelappattu wildlife sanctuary	0	0	0	0
		Pulicat wildlife sanctuary	0	0	0	0
		Rollapadu wildlife sanctuary	16.03	0	0	0
		Lankamalleswara wildlife sanctuary	16.54	0	0	0
		TOTAL	54.985	0	0	0
3.	Bihar	Bheemband wildlife sanctuary	0	0	0	20.223
		Udaipur wildlife sanctuary	0	0	0	0
		TOTAL	0	0	0	20.223
4.	Chandigarh	Sukhna wildlife sanctuary	0	0	0	0
5.	Goa					
		Salim Ali Bird sanctuary	27.70	0	0	0
		TOTAL	27.70	0	0	0

1	2	3	4	5	6	7
6.	Gujarat	Gaga Bird Sanctuary	6.22	8.20	12.16	2.48
		Khizadiya wildlife sanctuary	14.67	13.30	12.38	8.08
		Kutch Bustard wildlife sanctuary	21.68	14.80	16.00	11.79
		Marine NP	42.78	37.20	42.80	12.09
		Nal Sarovar WLS	34.03	22.42	20.09	13.88
		Ratanmahal WLS	22.21	22.78	30.39	12.62
		Velvadar NP	17.74	13.00	22.82	9.08
		Thol Bird WLS	10.53	14.37	14.49	7.14
		TOTAL	169.86	146.07	171.13	77.16
7.	Haryana	Sultanpur wildlife sanctuary	0	0	0	0
		TOTAL	0	0	0	0
8.	Himachal Pradesh	Bandli wildlife sanctuary	2.873	9.84	10.191	9.748
		Churdhar wildlife sanctuary	8.528	9.998	14.824	11.15
		Pong dam wildlife sanctuary	23.778	17.23	24.475	23.80
		Ranuka ji wildlife sanctuary	8.34	9.68	11.384	11.086
		TOTAL	43.519	46.748	60.874	55.784
9.	Jammu and Kashmir	Tajwas sanctuary	19.80	19.81	20.27	0
		Overa Aru wildlife sanctuary	29.92	26.50	27.1356	0
		Mansar Surinsar wildlife sanctuary	23.65	26.38	20.11	0
		TOTAL	73.37	72.69	67.5156	0
10.	Karnataka	Adichunchangiri Peacock sanctuary	6.334	2.83	3.45	1.31
		Arabithittu wildlife sanctuary	11.48	7.19	11.94	7.34
		Attivery wildlife sanctuary	8.805	3.91	1.70	1.81
		Gudavi bird sanctuary	0.3285	2.95	3.48	5.24

1	2	3	4	5	6	7
		Ranebennur (Black buck sanctuary)	24.00	24.40	29.79	13.11
		Ranganathitu bird sanctuary	1.2245	6.74	7.83	4.04
		Talacauvery wildlife sanctuary	22.90	19.2477	21.66	11.79
		TOTAL	75.072	67.2677	79.85	44.64
11	Jharkhand	Uduwa wildlife sanctuary	8.5675	4.2365	2.71491	0
		TOTAL	8.5675	4.2365	2.71491	0
12.	Kerala	Chimmony sanctuary	25.32	27.12	18.59	24.30
		Thattekad bird sanctuary	27.15	29.37	10.72	10.98
		Choolanoor peacock wildlife sanctuary	5.43	9.59	4.52	7.20
		TOTAL	57.90	66.08	33.83	42.48
13.	Madhya Pradesh	Gandhi Sagar WLS	27.20	23.90	24.49	20.76
		Ghatigaon Great Indian Bustard Sanctuary	30.133	16.96	10.77	0
		Karera WLS	9.88	13.33	0	8.60
		Ken Ghariyal Sanctuary	14.81	18.40	9.70	8.60
		TOTAL	82.023	72.59	44.96	37.96
14.	Maharashtra	GIB Sanctuary	20.728	17.58	21.45	6.32
		Karnala Bird Sanctuary	5.265	3.84	7.44	4.55
		Naigaon Peocock Sanctuary	4.404	7.50	4.00	0
		TOTAL	30.397	28.92	32.89	10.87
15.	Odisha	Bhitarkanika WLS	18.91	26.48	16.6272	7.76
		Bhittarkanika NP	29.32	33.47	20.2982	7.52
		Chilka WLS	8.308	12.652	16.68	9.94
		Gahirmatha WLS	29.38	29.54	19.20	10.62
		TOTAL	85.918	102.142	72.8054	35.84

1	2	3	4	5	6	7
16.	Rajasthan	Desert NP	15.90	34.64	23.46	13.76
		Jawahar Sagar WLS	20.54	22.67	0	0
		Keoladeo NP	33.379	21.34	26.67	23.14
		TOTAL	69.819	77.65	50.13	36.90
17.	Punjab	Harike wildlife sanctuary	0	0	0	0
		TOTAL	0	0	0	
18.	Tamil Nadu	Chitrangudi Bird Sanctuary	7.77	9.14	6.81	3.67
		Gulf of Mannar Marine national park	26.12	27.24	26.22	11.50
		Koonthakulam Bird sanctuary	7.44	8.06	7.86	2.85
		Karanjirakulam bird sanctuary	8.82	9.94	7.89	3.01
		Karaivetti bird sanctuary	5.44	6.92	6.56	6.14
		Karikilli Bird Sanctuary	7.00	9.455	5.545	3.875
		Melaselvanoor and Keelaselvanoor bird sanctuary	5.45	5.87	8.79	3.01
		Point Calimere wildlife sanctuary	16.14	11.84	11.16	6.67
		Pulicate Bird sanctuary	16.40	16.21	11.56	4.77
		Therthanagal bird sanctuary	5.97	6.10	5.29	1.97
		Udayamarthandapuram bird sanctuary	6.76	6.06	5.34	3.07
		Vaduvoor bird sanctuary	4.45	8.50	7.78	7.93
		Vedanthangal wildlife sanctuary	9.90	10.05	11.60	7.55
		Vellod bird sanctuary	12.11	11.52	9.02	5.28
		Vettangudi bird sanctuary	7.16	4.50	5.62	2.42
		TOTAL	146.93	151.405	137.045	73.715

1	2	3	4	5	6	7
19.	Uttar Pradesh	Bakhira WLS	9.98	19.145	11.485	6.24
		Jai Prakash Narayan (Surahatal)	3.40	5.60	5.12	4.855
		Lakh Bahosi	11.25	9.34	7.33	7.84
		Nawabganj	9.37	5.03	5.94	2.90
		Okhla WLS	7.65	5.22	5.40	6.86
		Parvati Arga WLS	8.18	12.883	10.202	6.87
		Patna Bird Sanctuary	6.86	6.10	3.19	2.44
		Saman Bird Sanctuary	11.725	12.51	12.76	5.36
		Samaspur	11.40	9.795	8.415	5.83
		Sandi Bird Sanctuary	10.60	8.255	8.195	9.79
		Sur Sarovar Bird Sanctuary	11.925	11.30	11.18	7.06
		Vijay Sagar	12.64	10.14	8.25	3.68
		TOTAL	114.98	115.318	97.467	69.725
20.	West Bengal	Raiganj WLS	1.56	2.00	1.80	0.765
		TOTAL	1.56	2.00	1.80	0.765
21	Arunachal Pradesh	Eagle Nest WLS	17.768	12.00	0	20.708
		Kane WLS	12.776	11.449	0	11.9024
		Sessa Orchid WLS	14.7995	15.00	0	20.6346
		TOTAL	45.3435	38.449	0	53.245
22.	Assam	Bardoibum Beelmukh WLS	2.95	3.67	10.16	0
		Borajan Bherjan Padumani WLS	5.65	10.32	4.02	19.63
		Chakrashila WLS	6.49	5.12	7.62	5.35
		Deepar Bheel WS	7.50	4.04	8.20	0
		Panidehing WLS	9.18	4.34	9.40	8.00
		TOTAL	31.77	27.49	39.4	32.98

1	2	3	4	5	6	7
23.	Manipur	Keibul Lamjao National Park	20.08	20.40	23.709	64.431
		TOTAL	20.08	20.40	23.709	64.431
24	Nagaland	Protection of Amur Falcons	0	0	40.71	49.18
		TOTAL	0	0	40.71	49.18

Local committees to control pollution

†1813. SHRI AMAR SHANKAR SABLE: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government is considering to set up local committees to control pollution caused by construction and other activities throughout the country;

(b) whether Government is also considering to co-opt the local people's representatives into these committees;

(c) if so, since when and the details of rights of these committees; and

(d) if not, the Government's views thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) to (d) The rules on Construction and Demolition Waste Management finalized by the Ministry of Environment, Forest and Climate Change assign specific roles and responsibilities to waste generators, service providers and their contractors and local authorities. Local authority means an urban local authority with different nomenclature such as municipal corporation, municipality, nagar palika, nagar nigam, nagar panchayat etc. As per these rules, local authorities shall be responsible for proper management of construction and demolition waste within their jurisdiction.

Air pollution in metropolitan cities

1814. SHRI O. P. NARAYANAN: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether many metropolitan cities in the country are suffering from very severe air pollution;

†Original notice of the question was received in Hindi.

(b) if so, what action the Central Government has taken to mitigate it; and

(c) what steps Government has already taken or is in the process of taking for a sustainable solution?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) Central Pollution Control Board (CPCB) and State Pollution Control Boards (SPCBs)/Pollution Control Committees (PCCs) are monitoring ambient air quality across the country under National Air Quality Monitoring Programme (NAMP). Three air pollutants *viz.,* Sulphur Dioxide (SO_2), Nitrogen Dioxide (NO_2) and Particulate Matter size equal to or less than 10 micron (PM_{10}), are monitored at all the 612 operating monitoring stations located in 254 cities/towns in 29 States and 5 Union Territories across the country. The ambient air quality data of the million plus cities is given in the Statement (*See* below).

Out of the 46 million plus cities, ambient air quality data collected during 2015 available for 41 cities indicate that the values of SO_2 are within the National Ambient Air Quality Standards (NAAQS) of 50 ug/m3 (annual standard). The value of NO_2 in 9 cities (namely Delhi, Faridabad, Howrah, Kalyan Dombivali, Kolkata, Pimpri-Chinchwad, Pune, Navi Mumbai and Thane) exceeded the NAAQS of 40 ug/m3 (annual standard); while the value of PM_{10}, in 38 cities do not comply with the NAAQS of 60 ug/m3 (annual standard). The PM_{10} value in 3 cities (namely Chennai, Coimbatore and Vishakhapatnam) complies with the National Standard of 60 ug/m3 (annual standard).

(b) and (c) The steps taken by the Government to mitigate air pollution in metropolitan cities in the country include the following:-

(i) Notification of National Ambient Air Quality Standards envisaging 12 pollutants;

(ii) Formulation of environmental regulations/statutes;

(iii) Setting up of monitoring network for assessment of ambient air quality;

(iv) Introduction of cleaner/alternate fuels like gaseous fuel, ethanol blend etc. replacing petrol and diesel;

(v) Promotion of cleaner production processes;

Taking note of the gravity of Air Pollution, the Government has taken some more measures which include:

i. Launched National Air Quality index by the Prime Minister in April, 2015 starting with 10 cities and now extended to 23 cities;

ii. Implementation of Bharat Stage IV (BS-IV) norms in 63 selected cities and universalization of BS-IV by 2017;

iii. Decision taken to leapfrog directly from BS-IV to BS-VI fuel standards by 1st April, 2020;

iv. Comprehensive review of all Waste Management Rules including Municipal Solid Waste, Plastic Waste, Hazardous Waste, Bio-medical Waste and Electronic Waste.

v. Ban on burning of leaves, biomass, municipal solid waste;

vi. Promotion of public transport network of metro, buses, e-rickshaws and promotion of car pooling, Pollution Under Control, lane discipline, vehicle maintenance;

vii. Revision of existing environmental standards and formulation of new standards for prevention and control of pollution from industries.

viii. Regular co-ordination meetings at official and ministerial level with Delhi and other State Governments within the NCR.

ix. Issuance of directions under Section 5 of Environment (Protection) Act, 1986 and under Section 18(1)(b) of Water (Prevention and Control of Pollution) Act, 1974 and Air (Prevention and Control of Pollution) Act, 1981.

x. Installation of on-line continuous (24x7) monitoring devices by major industries.

Statement

Air quality status of million plus cities for 2013, 2014 and 2015 (Annual average (µg/m3)

Sl. No.	City	State	2013			2014			2015		
			SO_2	NO_2	PM_{10}	SO_2	NO_2	PM_{10}	SO_2	NO_2	PM_{10}
1	2	3	4	5	6	7	8	9	10	11	12
1.	Agra	UttarPradesh	5	21	184*	8	12	182*	8	15	192*
2.	Ahmedabad	Gujarat	12	17	79*	13	20	85*	13	20	86*
3.	Allahabad	Uttar Pradesh	5	29	235*	4	28	250*	3	28	249*
4.	Amritsar	Punjab	13	40	180*	14	42*	187*	12	34	169*
5.	Aurangabad	Maharashtra	10	37	84*	12	39	85*	12	40	82*
6.	Bangalore	Karnataka	13	26	113*	13	30	140*	5	20	131*
7.	Bhopal	Madhya Pradesh	3	26	220*	2	20	156*	3	23	168*
8.	Chennai	Tamil Nadu	14	22	75*	13	22	59	13	20	56
9.	Coimbatore	Tamil Nadu	4	24	56	5	25	48	4	26	47
10.	Delhi (DMC)	Delhi	4	66*	221*	5	61*	215*	5	59*	221*
11.	Dhanbad	Jharkhand	16	40	151*	14	37	162*	12	37	168*
12	Faridabad	Haryana	12	26	196*	13	25	197*	15	73*	105*
13.	Ghaziabad	Uttar Pradesh	26	34	285*	26	39	246*	23	37	247*

1	2	3	4	5	6	7	8	9	10	11	12
14.	Gwalior	Madhya Pradesh	13	27	197*	11	17	148*	10	14	127*
15.	Howrah	West Bengal	11	45*	187*	9	35	111	15	43*	123*
16.	Hyderabad	Telangana	5	24	90*	5	24	98*	5	25	94*
17.	Indore	Madhya Pradesh	11	19	156*	11	20	144*	11	20	95*
18.	Jabalpur	Madhya Pradesh	2	23	69*	2	23	69*	9	26	88*
19.	Jaipur	Rajasthan	7	40	160*	7	41*	154*	7	35	167*
20.	Jodhpur	Rajasthan	5	23	176*	7	31	189*	6	24	151*
21.	Kalyan Dombivali	Maharashtra	25	54*	91*	40	77*	141*	17	47*	94*
22.	Kanpur	Uttar Pradesh	7	31	201*	5	34	199*	6	35	200*
23.	Kolkata	West Bengal	11	70*	159*	15	1A	107*	6	53*	108*
24.	Kota	Rajasthan	7	33	122*	7	35	128*	6	33	115*
25.	Lucknow	Uttar Pradesh	8	29	192*	8	28	175*	8	28	172*
26	Ludhiana	Punjab	11	26	204*	10	26	152*	11	27	139*
27.	Madurai	Tamil Nadu	14	22	41	13	26	45	13	26	65*
28.	Meerut	Uttar Pradesh	5	39	134*	8	48*	154*	-	-	-
29.	Mumbai	Maharashtra	3	13	117*	4	20	95*	3	23	90*
30.	Nagpur	Maharashtra	8	27	89*	10	25	93*	10	29	85*
31.	Nasik	Maharashtra	28	29	85*	25	26	73*	19	22	78*

32.	Navi Mumbai	Maharashtra	17	44*	137*	18	40	151*	18	43*	137*
33.	Patna	Bihar	-	-	-	-	-	-	-	-	-
34.	Pimpri Chinchwad	Maharashtra	20	43*	86*	22	41*	93*	19	53*	98*
35.	Pune	Maharashtra	20	41*	88*	23	45*	92*	20	59*	96*
36.	Raipur$	Chhattisgarh	15	41*	305*	16	41*	329*	13	36	186*
37.	Rajkot	Gujarat	12	17	87*	13	19	82*	13	19	83*
38.	Ranchi	Jharkhand	19	36	177*	18	34	197*	-	-	-
39.	Srinagar	Jammu and Kashmir	@	@	@	@	@	@	@	@	@
40.	Surat	Gujarat	13	20	88*	15	20	89*	14	20	89*
41.	Thane	Maharashtra	17	32	110*	18	60*	109*	28	58*	116*
42.	Vadodara	Gujarat	14	19	89*	15	21	87*	14	21	89*
43.	Varanasi	Uttar Pradesh	19	28	145*	19	32	139*	19	36	174*
44.	Vasai-virar	Maharashtra	NA	NA	NA	NA	NA	NA	NA	NA	NA
45.	Vijaywada	Andhra Pradesh	5	19	104*	5	24	100*	5	34	107*
46.	Vishakhapatnam (GVMC)	Andhra Pradesh	13	18	67*	13	20	64*	8	18	60*

NB. NA - no monitoring station in the city, @ - monitoring station sanctioned but not yet operational, '-' data not received, IA inadequate data, $ -there are three operating station in Raipur, however, during 2013,2014 only one station was in operation and for 2015 two monitoring stations were operating, *Concentration exceeding NAAQS of 50 ug/m3 for so_2, 40 ug/m3 for NO_2, 60 ug/m3 for PM_{10}, for Residential/industrial/other area & 20 ug/m3 for SO_2, 30ug/m3 for NO_2, and 60 ug/m3 for ecologically sensitive area.

Schemes for encouraging wind power generation

1815. SHRI D. P. TRIPATHI:
SHRI K. C. TYAGI:
SHRI P. BHATTACHARYA:
KUMARI SELJA:

Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the details of the schemes to encourage wind power generation in the country;

(b) the details of the total generation of wind energy in the country, *vis-a-vis* total power generated from other sources of renewable energy during the last five years State/UT-wise;

(c) the ratio of contribution made by wind energy to the total energy consumption in the country during the above period; and

(d) the measures taken by Government to augment wind power in the country including technological advancements made in this direction?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) To encourage wind power generation in the country, Government provides various fiscal and financial incentives including Accelerated Depreciation (AD), concessional Custom, Excise and Special Additional Duties, 100% Foreign Direct Investment through automatic route, etc. The wind power projects which do not avail the benefit of AD and not covered under third party sale of wind power generated, are eligible for Generation Based Incentives (GBI) of ₹ 0.50 per Unit of energy fed in to the grid with a cap of ₹ 1.00 crore per MW for a period not less than 4 years and a maximum period of 10 years.

(b) The details of the total generation of wind energy in the country, *vis-a-vis* total power generation from other sources of renewable energy during the last five years State/UT-wise is given in the Statements (*See* below).

(c) The contribution made by wind power generation to the total power generation in the country during last five years is given in the Statement-II (*See* below).

(d) The measures taken to augment the wind power in the country include a) restoration of GBI and AD for Wind power projects; b) implementation of Green Energy Corridors project for strengthening of transmission infrastructure to facilitate evacuation

of renewable power including wind power from these resource rich States; c) the Tariff Policy has been amended to include provisions for free inter-state transmission of wind power; d) wind turbines of capacity up to 3 MW, rotor diameter up to 114 meter and hub-height up to 141 meter are being manufactured in the country; and e) forecasting and scheduling of wind power by National Institute of Wind Energy in the State of Tamil Nadu.

Statement-I

Generation from wind energy vis-a-vis generation from other sources of renewable energy, State/UT-wise during last five years (in MU)

(A)

Sl. No.	State/UT/Organisation	2011-12		
		Wind	Other Sources of Renewable Energy#	Total
1	2	3	4	5
	Northern Region			
1.	Delhi	0.00	85.18	85.18
2.	Haryana	0.00	48.30	48.30
3.	Punjab	0.00	56.17	56.17
4.	Rajasthan	2419.60	248.84	2668.44
5.	Uttar Pradesh	0.00	2566.40	2566.40
6.	Uttarakhand	0.00	51.10	51.10
	SUB TOTAL (Northern Region)	2419.60	3055.99	5475.59
	Western Region			
1.	Chhattisgarh	0.00	279.88	279.88
2.	Gujarat	4180.91	864.09	5045.00
3.	Madhya Pradesh	130.22	167.82	298.04
4.	Maharashtra	3295.92	1403.95	4699.87
	SUB TOTAL (Western Region)	7607.06	2715.73	10322.79
	Southern Region			
1.	Andhra Pradesh	122.46	937.50	1059.96
2.	Karnataka	3278.93	3677.25	6956.18

1	2	3	4	5
3.	Kerala	69.52	316.33	385.85
4.	Tamil Nadu	9855.28	2339.63	12194.91
	SUB TOTAL (Southern Region)	13326.20	7270.71	20596.91
	Eastern Region			
1.	Bihar	0.00	34.10	34.10
2.	Jharkhand	0.00	2.74	2.74
3.	Odisha	0.00	301.55	301.55
	SUB TOTAL (Eastern Region)	0.00	338.38	338.38
	North Eastern Region			
1.	Arunachal Pradesh	0.00	3.46	3.46
	SUB TOTAL (North Eastern Region)	0.00	3.46	3.46
	GRAND TOTAL	23352.85	13384.27	36737.12

(B)

Sl. No.	State/UT/Organisation	2012-13		
		Wind	Other Sources of Renewable Energy	Total
	Northern Region			
1.	Delhi	0.00	85.30	85.30
2.	Haryana	0.00	48.49	48.49
3.	Punjab	0.00	63.42	63.42
4.	Rajasthan	3177.80	545.40	3723.20
5.	Uttar Pradesh	0.00	3078.21	3078.21
6.	Uttarakhand	0.00	52.20	52.20
	SUB TOTAL (Northern Region)	3177.80	3873.02	7050.82
	Western Region			
1.	Chhattisgarh	0.00	312.29	312.29
2.	Gujarat	5854.46	1218.64	7073.10
3.	Madhya Pradesh	453.26	239.03	692.29
4.	Maharashtra	4666.12	1798.27	6464.39
	SUB TOTAL (Western Region)	10973.84	3568.23	14542.07
	Southern Region			
1.	Andhra Pradesh	481.12	966.96	1448.08

1	2	3	4	5
2.	Karnataka	4342.10	4053.65	8395.76
3.	Kerala	59.01	334.82	393.83
4.	Tamil Nadu	12948.24	2375.79	15324.03
	SUB TOTAL (Southern Region)	17830.47	7731.22	25561.69
	Eastern Region			
1.	Bihar	0.00	48.71	48.71
2.	Jharkhand	0.00	6.81	6.81
3.	Odisha	0.00	301.55	301.55
4.	DVC	0.00	96.88	96.88
	SUB TOTAL (Eastern Region)	0.00	453.96	453.95
	North Eastern Region			
1.	Arunachal Pradesh	0.00	4.53	4.53
	SUB TOTAL (North Eastern Region)	0.00	4.53	4.53
	GRAND TOTAL	31982.11	15630.96	47613.06

(C)

Sl. No.	State/UT/Organisation	2013-14		
		Wind	Other Sources of Renewable Energy	Total
	Northern Region			
1.	Delhi	0.00	103.71	103.71
2.	Haryana	0.00	379.38	379.38
3.	HP	0.00	1181.01	1181.01
4.	Punjab	0.00	895.10	895.10
5.	Rajasthan	3695.67	1308.41	5004.08
6.	Uttar Pradesh	0.00	2863.40	2863.40
7.	Uttarakhand	0.00	358.61	358.61
8.	NTPC Dadri+FBD+Unchahar	0.00	6.10	6.10
	SUB TOTAL (Northern Region)	3695.67	7095.72	10791.39
	Western Region			
1.	Chhattisgarh	0.00	1229.17	1229.17
2.	Gujarat	5288.56	1425.16	6713.72
3.	Madhya Pradesh	477.40	574.08	1051.48

1	2	3	4	5
4.	Maharashtra	5727.35	3041.59	8768.94
	SUB TOTAL (Western Region)	11493.31	6270.00	17763.31
	Southern Region			
1.	Andhra Pradesh	817.85	965.01	1782.86
2.	Karnataka	4547.92	4514.73	9062.65
3.	Kerala	68.07	589.50	657.57
4.	Puducherry/NTPS Rama	0.00	2.45	2.45
5.	Tamil Nadu	10641.99	2001.49	12643.47
	SUB TOTAL (Southern Region)	16075.82	8073.18	24149.00
	Eastern Region			
1.	Odisha	0.00	370.83	370.83
2.	DVC	0.00	101.99	101.99
3.	NTPC Andman+Talchar	0.00	6.51	6.51
	SUB TOTAL (Eastern Region)	0.00	479.32	479.32
	North Eastern Region			
1.	Mizoram	0.00	41.48	41.48
	SUB TOTAL (North Eastern Region)	0.00	41.48	41.48
	GRAND TOTAL	31264.80	21959.70	53224.50

(D)

Sl. No.	State/UT/Organisation	2014-15		
		Wind	Other Sources of Renewable Energy	Total
	Northern Region			
1.	Chandigarh	0.00	2.23	2.23
2.	Delhi	0.00	116.63	116.63
3.	Haryana	0.00	470.69	470.69
4.	Himachal Pradesh	0.00	1685.08	1685.08
5.	Jammu and Kashmir	0.00	313.23	313.23
6.	Punjab	0.00	1159.29	1159.29
7.	Rajasthan	4053.85	1542.72	5596.57
8.	Uttar Pradesh	0.00	3140.70	3140.70

1	2	3	4	5
9.	Uttarakhand	0.00	664.38	664.38
10.	NTPC Dadri+FBD+Unchahar	0.00	22.90	22.90
11.	Oil India Ltd.	117.78	9.14	126.93
	SUB TOTAL (Northern Region)	4171.63	9126.99	13298.62
	Western Region			
1.	Chhattisgarh	0.00	1066.29	1066.29
2.	Goa/NTPC Rajgarh	0.00	62.94	62.94
3.	Gujarat	5660.09	1562.18	7222.27
4.	Madhya Pradesh	592.25	835.26	1427.51
5.	Maharashtra	6804.80	3479.13	10283.93
6.	Dadra and Nagar Haveli	0.00	0.03	0.03
7.	Daman and Diu	0.00	0.15	0.15
	SUB TOTAL (Western Region)	13057.14	7005.98	20063.12
	Southern Region			
1.	Andhra Pradesh	1675.82	1035.24	2711.06
2.	Telangana	0.00	802.86	802.86
3.	Karnataka	4658.10	5036.80	9694.90
4.	Kerala	58.40	571.24	629.64
5.	Puducherry/NTPS Rama	0.00	15.62	15.62
6.	Tamil Nadu	10147.06	1755.33	11902.39
7.	Lakshadweep	0.00	46.09	46.09
	SUB TOTAL (Southern Region)	16539.38	9263.17	25802.55
	Eastern Region			
1.	Andaman Nicobar	0.00	0.47	0.47
2.	Bihar	0.00	209.13	209.13
3.	Jharkhand	0.00	8.32	8.32
4.	Odisha	0.00	329.82	329.82
5.	Sikkim	0.00	20.88	20.88
6.	West Bengal	0.16	1553.47	1553.63

1	2	3	4	5
7.	DVC	0.00	146.86	146.86
8.	NTPC Andman+Talchar	0.00	18.79	18.79
	SUB TOTAL (Eastern Region)	0.16	2287.74	2287.90
	North Eastern Region			
1.	Arunachal Pradesh	0.00	51.94	51.94
2.	Assam	0.00	64.52	64.52
3.	Manipur	0.00	0.00	0.00
4.	Meghalaya	0.0	66.94	66.94
5.	Mizoram	0.00	34.86	34.86
6.	Nagaland	0.00	84.14	84.14
7.	Tripura	0.00	29.37	29.37
8.	Neepco	0.00	0.98	0.98
	SUB TOTAL (North Eastern Region)	0.00	332.75	332.75
	GRAND TOTAL	33768.30	28016.63	61784.93

(E)

Sl. No.	State/UT/Organisation	2015-16		
		Wind	Other Sources of Renewable Energy	Total
	Northern Region			
1.	Chandigarh	0.00	2.66	2.66
2.	Delhi	0.00	97.38	97.38
3.	Haryana	0.00	1021.87	1021.87
4.	Himachal Pradesh	0.00	1661.30	1661.30
5.	Jammu and Kashmir	0.00	256.30	256.30
6.	Punjab	0.00	1064.64	1064.64
7.	Rajasthan	3733.34	1448.49	5181.83
8.	Uttar Pradesh	0.00	1532.99	1532.99
9.	Uttarakhand	0.00	545.41	545.41
10.	NTPC Dadri+FBD+Unchahar	0.00	31.83	31.83
11.	Oil India Ltd	154.73	6.66	161.39
	SUB TOTAL (Northern Region)	3888.07	7669.53	11557.60

1	2	3	4	5
	Western Region			
1.	Chhattisgarh	0.00	865.35	865.35
2.	Goa/NTPC Rajgarh	0.00	102.03	102.03
3.	Gujarat	5325.54	1233.10	6558.64
4.	Madhya Pradesh	1215.24	951.47	2166.71
5.	Maharashtra	5331.88	2934.71	8266.59
6.	Dadra and Nagar Haveli	0.00	0.33	0.33
7.	Daman and Diu	0.00	2.42	2.42
	SUB TOTAL (Western Region)	11872.66	6089.41	17962.07
	Southern Region			
1.	Andhra Pradesh	1760.71	692.04	2452.75
2.	Telangana	0.00	715.97	715.97
3.	Karnataka	4115.25	3752.42	7867.67
4.	Kerala	46.51	460.26	506.77
5.	Puducherry/NTPS Rama	0.00	11.78	11.78
6.	Tamil Nadu	6747.45	1322.71	8070.16
7.	Lakshadweep	0.00	0.75	0.75
	SUB TOTAL (Southern Region)	12669.92	6955.93	19625.85
	Eastern Region			
1.	Andaman Nicobar	0.00	15.72	15.72
2.	Bihar	0.00	70.87	70.87
3.	Jharkhand	0.00	13.42	13.42
4.	Odisha	0.00	343.93	343.93
5.	Sikkim	0.00	37.02	37.02
6.	West Bengal	0.00	1187.32	1187.32
7.	DVC	0.00	112.99	112.99
8.	NTPC Andman+Talchar	0.00	13.28	13.28
	SUB TOTAL (Eastern Region)		1794.55	1794.55

1	2	3	4	5
	North Eastern Region			
1.	Arunachal Pradesh	0.00	0.69	0.69
2.	Assam	0.00	74.23	74.23
3.	Manipur	0.00	0.00	0.00
4.	Meghalaya	0.00	53.07	53.07
5.	Mizoram	0.00	23.80	23.80
6.	Nagaland	0.00	79.56	79.56
7.	Tripura	0.00	11.32	11.32
8.	Neepco	0.00	4.51	4.51
	SUB TOTAL (North Eastern Region)		247.18	247.18
	GRAND TOTAL	28430.65	22756.60	51187.25

Source; CEA/POSOCO/SNAs/Wind Industry

* Up to December 2015

Calculated proportionately based on the installed capacity for generation data of 2012-13

Statement-II

The contribution made by wind power generation to the total power generation in the country during last five years (Generation in MU)

	2011-12	2012-13	2013-14	2014-15	2015-16 (Till Dec 2015)
Gross power Generation from Wind Energy source.	23352.85	31982.11	31264.80	33768.30	28430.65
Total Gross power Generation in the country including Import from Bhutan.	876886.53	912056.70	967150.32	1048672.97	830170.80
% of Wind power Generation contribution to Total power Generation in the country including Import from Bhutan.	2.66%	3.51%	3.23%	3.22%	3.42%

Source: CEA/SNAs/POSOCO/Wind Industry

Micro grid in dharsnai village

1816. SHRI P.L. PUNIA: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether Government is aware of Dharnai, a small village in Jehanabad district of eastern Bihar which has its own solar powered micro-grid to provide electricity to the village;

(b) if so, the details thereof;

(c) whether Government intends to adopt Dharnai model of solar power generation for villages in rural India; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) Yes, Sir.

(b) Dharnai is a small village located in the Jehanabad district of Bihar, India. As informed by State Government of Bihar, the village approved a decentralized Solar Micro Grid to be setup by Green Peace in 2013. On 20th July 2014, 100 kW Solar micro grid was launched by Green Peace India.

(c) and (d) Ministry of New and Renewable Energy (MNRE) is already providing Central Financial Assistance for setup up of solar Mini/Micro Grids up to 500 kWp throughout India.

Solar park in Phullera, Rajasthan

1817. SHRI MOTILAL VORA: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether in-principle approval has been accorded for the development of a solar park in Phullera, Rajasthan;

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

(c) by when final approval would be accorded;

(d) the details of areas around Phullera which are proposed to be covered under the proposed Solar Park; and

(e) by when this project is expected to start?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) and (b) Ministry of New and Renewable Energy has not received any proposal for development of a solar park in Phullera, Rajasthan.

(c) to (e) Questions do not arise.

Funds for R and D of new and renewable energy technology

1818. SHRI AVINASH RAI KHANNA: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the amount of funds allocated for research and development (R and D) of new and renewable energy technology during each of the last three years, and the current year, head- wise; and

(b) the details of actual expenditure for R and D of new and renewable energy technology, year-wise and head-wise; and

(c) the amount of money paid towards subsidy to promote new and renewable energy; and

(d) the details of steps taken by Government to promote use of renewable energy among the public?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) and (b) Against the budget of ₹ 513.28 crore allocated by Ministry of New and Renewable Energy for research and development (R and D) of new and renewable energy technology, a total expenditure of ₹ 435.95 crore was incurred during the last three years and the current year. Year wise and subject-wise budget allocated and expenditure incurred is given in the Statement (*See* below).

(c) The Ministry of New and Renewable Energy released Central Financial Assistance including subsidy totalling ₹ 8293.31 crore during the last three years and the current year for promoting new and renewable energy.

(d) Details of step taken to promote use of renewable energy among public include the Government policy initiatives involving R and D, academic, industry and financial institutions for technology demonstration, training, resource assessment, publicity and awareness. Other steps taken to give impetus to use of renewable energy, include, providing various fiscal and financial incentives, such as capital/interest subsidy, generation based incentives, accelerated depreciation, concessional excise and customs duties, preferential tariff for purchase of power generated from renewable sources. A

separate financing institution, namely, the Indian Renewable Energy Development Agency (IREDA) has been set up as a public sector undertaking for market development and financing of renewable energy projects. In addition, the Ministry organized the Global Renewable Energy Investors Promotion Meet (RE-INVEST 2015) on 15-17th February 2015 at New Delhi as an attempt exploring proliferating public/private sector investment to give boost to use of renewable energy.

Statement

R and D budget allocated and expenditure incurred during the last three years and current year.

Sl. No.	Subject Area	Year-wise expenditure (release) in ₹ (crores)							
		2012-13		2013-14		2014-15		2015-16 (upto Feb 2016)	
		Funds Allocated	Expen-diture	Funds Allocated	Expen-diture	Funds Allocated	Expen-diture	Funds Allocated	Expen-diture
1.	Solar	47.50	47.50	54.80	54.80	44.80	44.80	33.90	33.25
2.	Biogas R and D/Biogas	2.00	1.42	3.00	3.20	10.00	8.02	1.00	0.86
3.	Biofuel	3.0	0.398	6.50	6.38	8.00	1.104	5.00	1.00
4.	Hydrogen and Fuel Cells	20.00	12.35	2.00	15.85	19.00	10.80	5.90	2.80
5.	Wind-Hybrid	2.0	2.0	6.00	6.0	2.00	2.0	2.94	2.94
6.	SHP	8.00	8.0	8.50	8.22	1.00	1.00	0.50	0.50
7.	Institutions (a) NISE	16.00	16.17	27.00	27.14	40.00	49.36	20.00	
	(b) NIWE	20.00	16.58	14.00	19.52	12.64	10.96	5.00	6.23
	(c) NIBE	15.00	3.91	20.25	6.50	10.55	4.39	15.50	
	TOTAL	133.5	108.328	142.05	147.61	147.99	132.434	89.74	47.58

Total Funds Allocated - ₹ 513.28 crore
Total Expenditure - ₹ 435.95 crore

Cost of solar power generation

1819. DR. K. KESHAVA RAO: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the median cost of generating one unit of electricity using solar power in the country;

(b) the total land area that needs to be utilized for generation of 1 GW of solar power; and

(c) whether there is any of the existing solar power facility or the one under consideration planned on fertile or agricultural land and if so, whether there are provisions prohibiting such facilities in those areas?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) As per the tariff order notified by the Central Electricity Regulatory Commission (CERC) for the year 2015-16, the cost of solar power generated from solar power production units, which is the levellised tariff for 25 years, is ₹ 7.04 per unit for solar power plants based on solar photovoltaic technology and ₹ 12.05 per unit for solar power plants based on solar thermal technology. However, in the recent bidding for grid-connected solar PV power plants under National Solar Mission, in Bhadla Phase-II solar park in Rajasthan, lowest bid of ₹ 4.34/kWh has been received. (b) The land area required to set up solar power plants depends on the type of technology deployed and decreases with increase in the efficiency of the deployed technology. Current estimates are that to set up 1 GW of solar power, approximately 2,000 hectares of land will be required.

(c) The "in-principle" approval of Ministry of New and Renewable Energy (MNRE) does not support setting up of solar power plants on fertile or agricultural land. Generally, barren / waste lands are preferred by the developers as the same can be acquired easily at a low cost. Further, MNRE has come up with a scheme on solar parks, wherein land and other infrastructure for setting up solar power plants is readily made available to the solar power developers and for this, the State Governments have been asked to prioritise the use of Government waste / non-agricultural land.

Solar energy in Rajasthan

†1820. SHRI NARAYAN LAL PANCHARIYA: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the position of Rajasthan with regard to solar energy in the country;

(b) whether Government has approved any solar power generation schemes in the State and if so, the details thereof;

(c) the details of companies and places/districts of the State for which approval has been given; and

†Original notice of the question was received in Hindi.

(d) whether Government has provided any financial assistance to Rajasthan Government for promotion of solar energy and if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) Rajasthan has the largest installed capacity of 1264.35 MW for grid connected solar power in the country as on 29.02.2016.

(b) and (c) Yes, Sir.

NTPC Vidyut Vyapar Nigam Limited (NVVN), Indian Renewable Energy Development Agency Limited (IREDA) and Solar Energy Corporation of India Limited (SECI) have been designated as implementing agencies for solar power generation schemes of the Ministry and 575 MW capacity solar power projects have been set up under JNNSM phase-I. Details are given in the Statement-I (*See* below).

8 MW capacity has been set up in Demonstration projects and 12 MW capacity in GBI projects under JNNSM phase-I. Details are given in the Statement-II (*See* below).

SECI is implementing the following schemes under which projects have come up in Rajasthan:

- **750 MW VGF scheme:** 345 MW capacity of solar PV projects have been commissioned in the State. Details of the projects and locations are given in the Statement-III (See below).
- **Solarization of Indo-Pak border:** 5 MW Project has been commissioned in Jaisalmer district of Rajasthan by M/s Azure Power India Pvt. Ltd.
- **Grid-connected Rooftop scheme:** 16 projects with cumulative capacity of 2.4 MW have been commissioned in the State. Details of the projects and locations are given in the Statement-IV (*See* below).
- **Solar Park scheme:** Administrative approval for five solar parks with cumulative capacity of 3,251 MW has been issued. Details of the parks and locations are given in the Statement-V (*See* below).

(d) Yes, Sir.

- The details are given below:
- Roof top SPV scheme: ₹ 4.26 crore
- Solar Park scheme: ₹ 71.70 crore

- Solar Water Heating scheme: ₹ 0.91 crore
- Off-grid SPV scheme: ₹ 245.98 crore
- Grid connected SPV scheme: ₹ 6.90 crore

Statement-I

NVVN has setup 575 MW capacity solar power projects under JNNSM phase-I

Sl. No.	Name of Solar Projects	Solar Project Details			
		Capacity (MW)	Village	Tehsil	District
1	2	3	4	5	6
(A)	**Solar PV Projects**				
1.	AES Solar Energy Pvt. Ltd.	5	Tinwari	Osiyan	Jodhpur
2.	Aston Field Solar Rajasthan Pvt. Ltd.	5	Betwasiya	Osiyan	Jodhpur
3.	Comet Power Pvt. Ltd.	5	Betwasiya	Osiyan	Jodhpur
4.	OPG Energy Pvt. Ltd.	5	Bap	Phalodi	Jodhpur
5.	Refex Industries Ltd. formerly (Refex Refrigerants Ltd.)	5	Vituza	Pachpadra	Barmer
6.	Swiss Park Vanijya Pvt. Ltd.	5	Tinwari	Osiyan	Jodhpur
7.	Helios Photo Voltaic Ltd. formerly (Moser Baer Photo Voltaic Ltd.)	5	Tinwari	Osiyan	Jodhpur
8.	Alex Spectrum Radiation Private Ltd.	5	Gajner	Kolkayat	Bikaner
9.	Fortum Amrit Energy Pvt. Ltd. Formerly (Amrit Energy Pvt. Ltd.)	5	Hurda	Gulabpura	Bhilwara
10.	Azure Power (Rajasthan) Pvt. Ltd.	5	Kathoti	Jayal	Nagaur
11.	DDE Renewable Energy Private Ltd.	5	Askandra	Nachna-2	Jaisalmer
12.	Electromech Maritech Pvt. Ltd.	5	Askandra	Nachna-2	Jaisaimer
13.	Finehope Allied Engineering Private Ltd.	5	Askandra	Nachna-2	Jaisalmer

1	2	3	4	5	6
14.	Greentech Power Private Ltd.	5	Kishnayat Budhan	Kolayat	Bikaner
15.	Indian Oil Corporation Ltd.	5	Rawra	Phalodi	Jodhpur
16.	Khaya Solar Projects Private Ltd.	5	Askandra	Nachna-2	Jaisalmer
17.	Maharashtra Seamless Ltd.	5	Pokaran	Pokaran	Jaisalmer
18.	Mahindra Solar One Private Ltd.	5	Rawra	Phalodi	Jodhpur
19.	Newton Solar Private Ltd.	5	Askandra	Nachna-2	Jaisalmer
20.	Northwest Energy Private Ltd.	5	Rawra	Phalodi	Jodhpur
21.	Oswal Woollen Mills Ltd.	5	Jatisara	Phalodi	Jodhpur
22.	Precision Technik Private Ltd.	5	Nokh	Pokhran	Jaisalmer
23.	Punjlloyd Solar Power Ltd.	5	Bap	Phalodi	Jodhpur
24.	Saidham Overseas Private Ltd.	5	Askandra	Nachna-2	Jaisalmer
25.	SEI Solar Energy Private Ltd.	5	Rawara	Phalodi	Jodhpur
26.	Vasavi Solar Power Pvt. Ltd.	5	Askandra	Nachna-2	Jaisalmer
27.	Viraj Renewables Energy Private Ltd.	5	Rawara	Phalodi	Jodhpur
28.	Azure Solar Pvt. Ltd.	15	Kathodi & Bamail	Jayal	Nagaur
29.	Azure Solar Pvt. Ltd.	20	Bamail	Jayal	Nagaur
30.	Fonroche Raajhans Energy Pvt. Ltd.	5	Gajner	Kolayat	Bikaner
31.	Fonroche Saaras Energy Pvt. Ltd.	15	Gajner	Kolayat	Bikaner
32.	GAIL (India) Ltd.	5	Raghawa	Ramgarh	Jaisalmer
33.	Green Infra Solar Farms Ltd.	20	Bap	Phalodi	Jodhpur
34.	Green Infra Solar Projects Ltd.	5	Bap	Phalodi	Jodhpur
35.	Jakson Power Pvt. Ltd.	10	Manchitiya	Phalodi	Jodhpur
36.	Jakson Power Pvt. Ltd.	10	Manchitiya	Phalodi	Jodhpur

1	2	3	4	5	6
37.	LEPL Projects Ltd.	10	Bap	Phalodi	Jodhpur
38.	Lexicon Vanijya Pvt. Ltd.	10	Manchitiya	Phalodi	Jodhpur
39.	Mahindra Suryaprakash Pvt. Ltd.	10	Rawra	Phalodi	Jodhpur
40.	Mahindra Suryaprakash Pvt. Ltd.	20	Rawra	Phalodi	Jodhpur
41.	Nvr Infrastructure And Services Pvt. Ltd.	10	Kisnayat Buddan	Kolayat	Bikaner
42.	Pokaran Solaire Energy Pvt. Ltd.	5	Bawdi Barsingha	Phalodi	Jodhpur
43.	SAI Maithili Power Company Pvt. Ltd.	10	Gurha	Kolayat	Bikaner
44.	SEI Solar Power Pvt. Ltd.	20	Ugarsh	Phalodi	Jodhpur
45.	Solarfield Energy Two Pvt. Ltd.	20	Rawra	Phalodi	Jodhpur
46.	Sunborne Energy Rajasthan Solar Pvt. Ltd.	5	Gadna	Phalodi	Jodhpur
47.	Symphony Vyapar Pvt. Ltd.	10	Manchitiya	Phalodi	Jodhpur
48.	Welspun Solar AP Pvt. Ltd.	15	Shrimandrup Nagar & Rawra	Phalodi	Jodhpur
49.	Welspun Solar AP Pvt. Ltd.	15		Phalodi	Jodhpur
50.	Welspun Solar AP Pvt. Ltd.	20		Phalodi	Jodhpur
51.	DMICDC Neemrana Solar Power Company Ltd.	5	Neemrana	Alwar	Alwar
	SUB TOTAL	425			
(B)	**Solar Thermal Projects**				
1.	Godawari Green Energy Ltd.	50	Nokh	Pokaran	Jaisalmer
2.	Rajasthan Suntechnique Energy Pvt.	100	Dhursar	Pokaran	Jaisalmer
	SUB TOTAL	150			
	GRAND TOTAL	575			

Statement-II

IREDA has setup 8 MW capacity in Demonstration projects and 12 MW capacity in GBI projects under JNNSM phase-I

(i) Details of Projects under Demo Solar GBI Schemes

Sl. No.	Project Name	Capacity (MW)	Location
1.	M/s Par Solar Private limited	3	Village- Ghandana, Tehsil- Phalodi, District-Jodhpur, Rajasthan
2.	M/s Reliance Industries	5	Khimsar, Nagaur, Rajasthan.
	TOTAL	8	

(ii) Details of Project under RPSSGP Scheme under JMMSM.

1.	M/s AEW Infratech Pvt. Ltd.	1	Khasra No. 166/117, Village - Bamanwali, The
2.	M/s Asian Aero Edu Aviation	1	Khasra No. 250, Village - Fatehgarh, Taluka -
3.	M/s Basant Enterprises	1	Khasra No - 1573, Village Raj Mathai, Tehsil Pokaran, District - Jaiselmer
4.	M/s Conflux Infratech Pvt. Ltd.	1	Khasra No. 264, Village - Khirwa, Tehsil - Phalodi, District - Jodhpur
5.	M/s Ganges Enterprises Pvt. Ltd.	1	Khasra No. 1183, Village - Tal, Rasulpur, Tehsil -
6.	M/s Lanco Solar Pvt. Ltd.	1	Village - Lathi, Tehsil - Pokharan, District -Jaisalmer
7.	M/s Zamil Infra Pvt. Ltd. formerly known as Zamil New Delhi Infrastructure Pvt. Ltd.	1	Khasra No. 1004, Village - Godelai, Shergarh, District - Jodhpur
8.	M/s Nav Bharat Buildcon Pvt. Ltd.	1	Khasra No - 173, Bhadasar Dikhnada, The Sardarshahar, District - Churu
9.	M/s Rays Power Private Limited	1	Khasra No. 187, Village - Bonada, Tehsil -Pokaran, District - Jaisalmer
10.	M/s Sovox Renewables Private Limited	1	Khasra No 282, Village Dugar, Tehsil - Shergarh, District - Jodhpur
11.	M/s SunEdison Energy India	1	Khasra No - 42, Rahuwa Village, Reodar Tehsil,
12.	M/s Vivek Pharmachem (India)	1	Khasra No- 4209/863, Village - Patodi, Tehsil -Pachadadara, District - Barmer
	TOTAL	12	

Statement-III

SECI 75 MW VGF Scheme

Sl. No.	Capacity (MW)	Developer	Location (Village, Tehsil)
1	2	3	4
1.	20	Acme Gurgaon Power Pvt. Ltd.	Village: Badi Sid, Tehsil: Bap, District: Jodhpur
2.	20	Acme Mumbai Power Pvt. Ltd.	Village: Badi Sid, Tehsil: Bap, District: Jodhpur
3.	20	Acme Rajdhani Power Pvt. Ltd.	Village: Badi Sid, Tehsil: Bap, District: Jodhpur
4.	20	Medha Energy Pvt. Ltd.	Village: Badi Sid, Tehsil: Bap, District: Jodhpur
5.	40	Azure Clean Energy Private Limited	Village- Hardani and Nadiyan Kalan,
6.	10	Rishabh Renergy Pvt. Ltd.	Vill-Sarah Bhiyanimani.Tehsil-Kolyat.Bikaner, Rajasthan
7.	30	SEI Suryalabh Pvt. Ltd.	Village: Kalyan Singh ki Sid; Tehsil:
8.	10	Today Green Energy Pvt. Ltd.	Village That, Tehsil Pokaran, Distt. Jaisalmer
9.	10	Today Green Energy Pvt. Ltd.	Village That, Tehsil Pokaran, Distt. Jaisalmer
10.	20	Azure Sunshine Private Limited	Village- Hardani and Nadiyan Kalan, Tehsil- Baori, Jodhpur
11.	40	Azure Green Tech Private Limited	Village- Hardani, Tehsil- Baori, Jodhpur
12.	20	Ranji Solar Energy Pvt. Ltd.	Village: Badi Sid, Tehsil: Bap, District:
13.	10	Laxmi Diamond Pvt. Ltd.	Pali,bali,Boya Rajasthan
14.	10	Palimarwar Solar Project Private Limited	Village: Rayad (Lawan), Tehsil: Pokhran
15.	10	RDA Energy Private Limited	Village- Nimabhera, Teshil- Shapura, Dist- Bhilwara
16.	20	Northern Solaire Prakash Pvt. Ltd.	Khetusar, Bap, Jodhpur

1	2	3	4
17.	10	Suryauday Solaire Prakash Pvt. Ltd.	Khetusar, Bap, Jodhpur
18.	10	Today Green Energy Pvt. Ltd.	Village That, Tehsil Pokaran, Distt. Jaisalmer
19.	10	Today Green Energy Pvt. Ltd.	Village That, Tehsil Pokaran, Distt. Jaisalmer
20.	10	Today Green Energy Pvt. Ltd.	Village That, Tehsil Pokaran, Distt. Jaisalmer
21.	5	Welspun Solar UP Private Limited	Vill - Deh, Tehsil- Kolayat Distt. -
TOTAL	345		

Statement-IV

SECI Grid-connected Rooftop scheme

Sl. No.	Location/ City	Sanctioned Capacity (kWp)	Vender Details
1.	Jaipur	250	Fourth Partner Energy Pvt. Ltd.
2.	Jaipur	100	Rays Power Experts (P) Ltd.
3.	Jaipur	404	Fourth Partner Energy Pvt. Ltd.
4.	Jaipur	50	Fourth Partner Energy Pvt. Ltd.
5.	Udaipur	100	Fourth Partner Energy Pvt. Ltd.
6.	Jaipur	100	Rajasthan Electronics and Instruments Limited
7.	Jaipur	100	Lanco Solar Energy Pvt. Ltd.
8.	Jaipur	100	Lanco Solar Energy Pvt. Ltd.
9.	Pali	250	Jakson Engineers Limited
10.	Jaipur	100	Lanco Solar Energy Pvt. Ltd.
11.	Jodhpur	250	Sharika Enterprises pvt. Ltd.
12.	Jaipur	100	REIL
13.	Ajmer	100	Ujaas Energy Ltd.
14.	Jhunjunu	100	Ujaas Energy Ltd.
15.	Jaipur	200	Fourth Partner Energy Pvt. Ltd.
16.	Jaipur	100	Ujaas Energy Ltd.
	TOTAL	2404	

Statement-V

SECI Solar Park scheme

Sl. No.	Solar Park Name / Location	Capacity (MW)
1.	Rajasthan Solarpark Development Company Limited, Bhadla Phase II	680
2.	Saurya Urja Company of Rajasthan Ltd. (JV of Government of Rajasthan & IL&FS) Bhadla Phase III	1000
3.	Essel Surya Urja Com.of Raj Ltd.	750
4.	Bhadla Phase IV, Village Bhadla, Tehsil Bap, Jodhpur by Adani Renewable Energy Park Raj. Ltd. (A JVC between Government of Rajasthan and Adani Renewable Energy Park Rajasthan Limited)	500
5.	Dawada and Rasla, Tehsil Fatehgarh and Village Nedan, Tehsil-Pokaran, Jaisalmer by Adani Renewable Energy Park Raj. Ltd. (A JVC between Government of Rajasthan and Adani Renewable Energy Park Rajasthan Limited)	321
	TOTAL	3,251

Solar energy generated in the country

1821. SHRI D.P. TRIPATHI: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the total quantum of solar energy generated in the country during the last five years;

(b) how far it has helped in curbing the level of energy scarcity in the country; and

(c) the details of major initiatives taken to increase the generation of solar energy in the country?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) As per information provided by Central Electricity Authority (CEA), around 16 billion units have been generated from solar projects in the country during the last five years.

(b) Solar energy has provided clean energy to the country which is helpful even if the contribution is small at present.

(c) In order to expand solar power generation in the country, Government has launched several schemes. The schemes are as under:

(i) Scheme for Development of Solar Parks and Ultra Mega Solar Power Projects.

(ii) Scheme for Development of Solar PV Power Plants on Canal Banks/ Canal Tops.

(iii) Scheme for setting up 300 MW of Solar Power Projects by Defence Establishments and Para Military Forces with Viability Gap Funding (VGF).

(iv) Implementation of scheme of setting up 1000 MW of Grid- Connected Solar PV Power Projects by Central Public Sector Undertakings with VGF.

(v) Implementation of Scheme for setting up of 15000 MW of Grid connected Solar PV Power Projects I by NTPC/NVVN.

(vi) Setting up of 2000 MW Grid connected solar power with VGF through Solar Energy Corporation of India (SECI).

Government is also providing following fiscal and promotional incentives:

- capital and/or interest subsidy,
- tax holiday on the earnings for 10 years,
- generation based incentive,
- accelerated depreciation,
- viability gap funding (VGF),
- financing solar rooftop systems as part of home loan,
- concessional excise and custom duties,
- preferential tariff for power generation from renewables, and
- Foreign direct investment up to 100 per cent under the automatic route.
- In addition, power tariff is brought down through schemes like bundling with thermal power and VGF.

Government also provides capital subsidy for setting up of manufacturing units for solar cells and modules and the entire value chain under Modified Special Incentive Package Scheme (M-SIPS) programme of Department of Electronics and Information Technology (DeitY).

Renewable energy projects

1822. DR. K.P. RAMALINGAM: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether it is a fact that the Solar Energy Corporation of India is engaged in implementing a number of renewable energy projects including setting up of 2,750 MW solar power projects under Viability Gap Funding (VGF) in association with other organizations;

(b) whether it is also a fact that Consumer awareness has improved significantly in the rooftop segment and both business and residential consumers are keen to tap rooftop solar power;

(c) whether the rooftop market is expected to grow at over 50 per cent during the next few years; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) Yes, Sir. Solar Energy Corporation of India Limited (SECI) is engaged in implementing a number of solar energy projects, including setting up of 750 MW VGF scheme (JNNSM Phase II, Batch I) and 2,000 MW VGF scheme (JNNSM Phase II, Batch III) in association with other organizations.

(b) Yes, Sir.

The rooftop segment is gradually taking off.

(c) Yes, Sir.

A target of 40,000 MW has been set for installation of solar rooftops in the country.

(d) The details are given below:

- 16 States announced the Policy for Grid Connected Solar Rooftop.
- 20 States and 7 UTs announced SERC Regulatory/Tariff Orders.
- Total 166.07 MW SPV Rooftop Projects have been setup as on 29.02.2016 in the country.

Under-utilization of NCEF

1823. DR. PRABHAKAR KORE: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether it is fact that the National Clean Energy Fund (NCEF) which is created for the funding research and innovative projects in clean energy technologies is severely under-utilized.

(b) whether many projects recommended for NCEF support in renewable energy are still awaiting allocation; and

(c) if so, the details of the amount collected and utilized during last three years?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) No Sir.

(b) No Sir.

(c) The details are given in the Statement.

Statement

Details of Fund Position in NCEF

(₹ in crore)

Year	Coal Cess Collected	Amount transferred to NCEF	Amounts financed from NCEF for projects
2013-2014	3,471.98	1,650.00	1218.78
2014-2015	5393.46	4,700.00	3588.00
2015-16 (upto 31.12.2015)	12,623.33	4,700.00	5127.09
TOTAL		11050.00	9933.87

Energy engeneration using new and renewable energy sources

1824. DR. V. MAITREYAN: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the steps taken by the Central Government to improve energy generation by both public and private sector companies using new and renewable energy sources;

(b) the energy generated by Public and Private sector companies through various new and renewable energy projects during the last five years;

(c) whether Government has provided adequate logistics and technological support to these new and renewable energy projects; and

(d) if so, the details thereof and the total project support, subsidy and other financial support provided to new and renewable energy projects of both public and private sectors during the last five years?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) In addition to the support provided under the ongoing programmes of the Government for promoting the energy generation through renewable energy sources, several policy measures initiated recently by the Government in this regard, *inter-alia,* include the following:

(i) amendments in the Tariff Policy for strong enforcement of Renewable Purchase Obligation (RPO) and for providing Renewable Generation Obligation (RGO);

(ii) setting up of exclusive solar parks;

(iii) development of power transmission network through Green Energy Corridor project;

(iv) identification of large Government complexes/ buildings for rooftop projects;

(v) provision of roof top solar and 10 per cent renewable energy as mandatory under Mission Statement and Guidelines for development of smart cities;

(vi) amendments in building bye-laws for mandatory provision of roof top solar for new construction or higher FAR;

(vii) infrastructure status for solar projects;

(viii) raising tax free solar bonds;

(ix) making roof top solar a part of housing loan by banks/NHB;

(x) incorporating measures in Integrated Power Development Scheme (IPDS) for encouraging distribution companies and making net-metering compulsory; and

(xi) raising funds from bilateral and international donors as also from the Green Climate Fund to achieve the target.

(b) The Central Electricity Authority (CEA) under Ministry of Power collects and compiles the data on energy generated from various renewable energy sources. As per data released by CEA, the energy generated through various renewable energy sources since financial year 2012-13 is given below:

(in Billion units)

Year	Energy Generation
2012-2013	47.61
2013-2014	53.22
2014-2015	61.78
2015-2016 (As on 31.1.2016)	55.55

(c) and (d) Ministry of New and Renewable Energy provides support to renewable energy projects in the form of Generation Based Incentives (GBI), subsidies/ grants-in-aid including for Research and Development projects, viability gap funding as well as in creating infrastructure for transmission and ensuring procurement of power through implementation of renewable purchase obligations by States/Union Territories. The total expenditure incurred by the Ministry under its various programmes/schemes providing financial and other supports to renewable energy projects during the last five years is given below:

(₹ in crore)

Year	Amount
2011-2012	1335.38
2012-2013	1091.74
2013-2014	1606.97
2014-2015	2484.26
2015-2016	3050.93
(1st April 2015-29th Feb 2016)	

Capacity of solar energy

1825. SHRI AHMED PATEL: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the capacity of solar energy that Government hopes to install by 2022;

(b) the details of current capacity of solar energy, State-wise;

(c) the funds that would be required for the completion of this project; and

(d) the details of method for generating the funds for this project?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) The Government has revised the National Solar Mission target of Grid Connected Solar Power Projects from 20,000 MW by 2022 to 1,00,000 MW by 2022.

(b) State-wise details of total current commissioned capacity of solar energy in the country is given in the Statement (*See* below).

(c) A total investment of around ₹ 6,00,000 crore has been estimated to achieve the target of 100 GW.

(d) Solar Power Projects are installed by both, private and public sector companies. Banks and Financial Institutions have given green commitments to finance upto 78,850 MW. The organisations setting up the projects raise equity and loan from domestic as well as international sources. Financial institutions in India are also providing loans to this sector based on their prudential lending norms.

Statement

State-wise total commissioned capacity in the country

Sl. No.	States/UTs	Total Commissioned Capacity (MW) as on 07/03/2016
1	2	3
1.	Andhra Pradesh	475.74
2.	Arunachal Pradesh	0.265
3.	Bihar	5
4.	Chhattisgarh	73.18
5.	Gujarat	1024.15
6.	Haryana	12.8
7.	Jharkhand	16
8.	Karnataka	104.22
9.	Kerala	12.025
10.	Madhya Pradesh	678.58
11.	Maharashtra	378.7

1	2	3
12.	Odisha	66.92
13.	Punjab	342.32
14.	Rajasthan	1264.35
15.	Tamil Nadu	635.87
16.	Telangana	392.39
17.	Tripura	5
18.	Uttar Pradesh	140
19.	Uttarakhand	5
20.	West Bengal	7.21
21.	Andaman and Nicobar Islands	5.1
22.	Delhi	6.712
23.	Lakshadweep	0.75
24.	Puducherry	0.025
25.	Chandigarh	5.041
26.	Daman and Diu	4
27.	Others/Rooftop	114.223
	TOTAL	5775.571

Funds for development works of panchayats in Himachal Pradesh

†1826. SHRIMATI BIMLA KASHYAP SOOD: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether it is a fact that Central Government has in pursuance of 14th Finance Commission recommendations released second instalment of ₹ 97 crore to Himachal Pradesh Government for development work of Panchayats and an amount of ₹ 57 crore was also released earlier;

(b) if so, the details of these funds disbursed, district-wise and year-wise and the funds provided to each panchayat therefrom; and

(c) whether the Central Government has constituted any special committee to check misappropriation in allocation of funds, so that these funds may be monitored from time to time?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF PANCHAYATI RAJ (SHRI NIHAL CHAND): (a) Ministry of Finance has released ₹ 97.70 crore as 1st instalment and ₹ 97.69 crore as 2nd instalment of Basic grant for Rural Local Bodies to Himachal Pradesh for the financial year 2015-16, under the Fourteenth Finance Commission (FFC) award.

(b) As per the guidelines issued by the Ministry of Finance for implementation of the FFC V award, Basic Grants will be distributed by the concerned State Governments amongst the Gram Panchayats using the formula prescribed by the respective State Finance Commission (SFC) for the distribution of resources. In case the SFC formula is not available, then the share of each Gram Panchayat will be distributed across the entities using 2011 population with a weight of 90 per cent for population and a weight of 10 per cent for area. However, Ministry of Panchayati Raj does not maintain details on panchayat-wise allocation of the grants by the State Government.

(c) In pursuance of the Guidelines issued by Ministry of Finance, Ministry of Panchayati Raj has constituted a Coordination Committee for providing guidance and support to the State Governments and Local Bodies on implementation of the recommendations of the FFC which also includes measures to facilitate operationalization of all the recommendations of the FFC relating to local bodies, monitoring the progress of expenditure of the grants by the local bodies and suggest remedial measures, if needed.

Schemes for improvement administrative capabilities of Panchayats

1827. SHRI ANUBHAV MOHANTY: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) the details of schemes for improving the administrative capabilities of Gram Panchayat Office bearers;

(b) the details of support system that Government provides to the elected members of the Panchayat in order to discharge their official responsibilities in a smooth manner; and

(c) the details of funds provided, if any, to the Panchayat Office bearers to run and maintain their offices?

THE MINISTER OF STATE IN THE MINISTRY OF PANCHAYATI RAJ (SHRI NIHAL CHAND): (a) The schemes of the Ministry of Panchayati Raj, Rajiv Gandhi Panchayat Sashaktikaran Abhiyan (RGPSA) and Backward Region Grant Funds

(BRGF), have been supporting States/UTs in developing and empowering their Panchayati Raj Institutions (PRIs). Under RGPSA, financial assistance has been provided to States for engaging administrative and technical staff, construction of Gram Panchayat Bhawans, creation of training infrastructure and training and capacity building for Elected Representatives and functionaries of Panchayats to discharge their duties effectively. During the financial year 2015-16 activities for capacitization of Panchayats *viz.* training and capacity building, institutional infrastructure for training, human resources for training infrastructures and e-governance and Panchayats Extension to Scheduled Areas Act, 1996(PESA) activities have been supported. Under the BRGF scheme, which has been delinked from budgetary support of the Central government *w.e.f.* 2015-16, funds had been provided for capacity building of Elected Representatives and functionaries and creation of training infrastructure.

(b) The support systems that have been made available to State Governments for supporting PRIs under RGPSA include:

(i) Administrative and technical support at Gram Panchayat level

(ii) e-governance Support Group

(iii) State and District Resource Centers for Panchayati Raj

(iv) PESA Mobilizers and field Coordinators

(v) Budgeting and accounting manuals under National Plan for Technical Action developed and customized to State requirement.

(vi) Web based applications such as PRIA SOFT for accounting, Plan Plus for e-governance support have been developed.

(c) As Panchayats is a State subject, funds for running and maintaining Panchayat offices are provided by State Governments and through funds raised by Panchayats through taxes etc. The Central Government does not provide funds for these activities.

Reservation in PRIS

1828. KUMARI SELJA:
SHRIMATI RAJANI PATIL:

Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether Government proposes to bring a legislation to enhance the reservation of women to fifty per cent in the Panchayati Raj Institutions (PRIs) and if so, the details and the present status thereof;

(b) the details of States which have introduced fifty per cent reservation for women in PRIs;

(c) whether the Government proposes to double the tenure of wards reserved for women in Panchayats and if so, the details and the present status thereof; and

(d) whether the Government has assessed the performance of PRIs vis-a-vis objectives set and if so, the outcome thereof, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PANCHAYATI RAJ (SHRI NIHAL CHAND): (a) and (c) Proposals in this regard are under consideration of the Government.

(b) As per the information available with the Ministry, 19 States namely, Assam, Andhra Pradesh, Bihar, Chhattisgarh, Gujarat, Himachal Pradesh, Jharkhand, Kerala, Karnataka, Madhya Pradesh, Maharashtra, Odisha, Rajasthan, Sikkim, Telanagana, Tripura, Uttar Pradesh, Uttrakhand and West Bengal have made 50% reservation for women in Panchayati Raj Institutions (PRIs).

(d) The Ministry of Panchayati Raj (MoPR), in collaboration with State Governments, has framed parameters to identify best performing of Panchayati Raj Institutions (PRIs). The assessment is undertaken by States. Incentive awards are given to the selected best performing Panchayats on the basis of such evaluation.

Complaints of women sarpanchs

1829. SHRI ANUBHAV MOHANTY: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) how many women Sarpanchs are there in the country as on 31st January, 2016;

(b) whether any complaint of harassment or non cooperation has been received from women Sarpanchs; and

(c) if so, how many such complaints have been received and what action has been taken by Government?

THE MINISTER OF STATE IN THE MINISTRY OF PANCHAYATI RAJ (SHRI NIHAL CHAND): (a) There are 13.54 lakh Elected Women Representatives (EWRs) including Women Sarpanchs in Panchayati Raj Institutions (PRIs) who constitute 45.22% of total Elected Representatives (ERs).

(b) and (c) As 'Panchayat' is a state subject, Complaints regarding Elected Representatives are handled by States. Ministry has not received any complaint of harassment or non cooperation from Women Sarpanchs.

Functions of the Ministry

1830. DR. BHALCHANDRA MUNGEKAR: Will the Minister of PLANNING be pleased to state:

(a) whether the Ministry of Planning is existing;

(b) if so, the justification of its existence after abolition of the Planning Commission;

(c) what are the functions of this Ministry; and

(d) what policies it has suggested during the last two years?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING (RAO INDERJIT SINGH): (a) Yes, Sir.

(b) and (c) As per Cabinet Secretariat Notification dated 23rd March, 2015 amending there with Government of India (Allocation of Business) Rules 1961, Ministry of Planning has the responsibility to Parliament in regard to the NITI Aayog (National Institution for Transforming India). The NITI Aayog is the successor in interest to the Planning Commission. A copy of the Notification is given in the Statement (*See* below).

(d) Policy Initiatives taken in last two years include among others; Atal Innovation Mission (AIM) including Self Employment and Talent Utilisation (SETU). The features of these programmes are (i) AIM is an Innovation Promotion Platform involving academics, entrepreneurs, and researchers drawing upon national and international experiences to foster a culture of innovation, R and D in India. The platform will also promote a network of world-class innovation hubs and grand challenges for India and (ii) SETU is a Techno-Financial, Incubation and Facilitation Programme to support all aspects of start-up businesses, and other self-employment activities, particularly in technology-driven areas. In addition Development Monitoring and Evaluation Office (DMEO) has been set up by the Government of India by an order dated 18th September 2015 as an attached office of NITI Aayog to fulfil the mandate of Evaluation and Monitoring assigned to NITI Aayog.

Statement

No. 1/21/1/2015-Cab.

Government of India (Bharat Sarkar)

Cabinet Secretariat (Mantrimandal Sachivalaya)

Rashtrapati Bhawan

New Delhi, the 23rd March, 2015

The undersigned is directed to circulate herewith for information a copy of the notification dated 21st March, 2015 by the President under clause (3) of article 77 of the Constitution regarding Amendment to the Government of India (Allocation of Business) Rules, 1961.

Sd/-
(Sanjukta Ray)
Director
Tele: 2379 2204

Series No. 312
Dated: 21st March, 2015

To

All Secretaries of the Government of India/CEO, NITI Aayog/Chairman, Railway Board/Director, Institute of Secretariat Training and Management/Establishment Officer, Department of Personnel and Training/Accounts Officer, Pay and Accounts Office, Cabinet Secretariat.

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Copy, with a copy of enclosure, forwarded to all Ministries/Departments of Government of India/Lok Sabha Secretariat (Question BranchVLok Sabha Secretariat (Legislative Branch)/Rajya Sabha Secretariat (Question Branch/Committee Coordination Section)/Union Public Service Commission/Budget Division, Department of Economic Affairs/Parliamentary Library (5 Copies).

Sd/-
(Sanjukta Ray)
Director

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Copy, with a copy of enclosure, forwarded to the Joint Secretary and Legislative Counsel, Official Language Wing, Indian Law Building, Bhagwan Das Marg, New Delhi, for information.

Sd/-
(Sanjukta Ray)
Director

100 copies.

(To be published in
Part II, Section 3,
Sub - section (ii)
of the Gazette of
India, Extraordinary,
Dated the 23rd March, 2015)

Doc. CD- 170/2015

NOTIFICATION

New Delhi, the 21st March, 2015.

S.O. _____ (E).- In exercise of the powers conferred by clause (3) of article 77 of the Constitution, the President hereby makes the following rules further to amend the Government of India (Allocation of Business) Rules, 1961, namely:-

1. (1) These rules may be called the Government of India (Allocation of Business) Three Hundred and Twelfth Amendment Rules, 2015.

(2) They shall come into force at once.

2. In the Government of India (Allocation of Business) Rules, 1961,-

(1) in THE FIRST SCHEDULE, for the heading "49. Planning Commission (Yojana Ayog)", the following heading shall be substituted, namely:-

"49. NITI Aayog (National Institution for Transforming India)";

(2) in THE SECOND SCHEDULE,-

(I) under the heading "MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA)", under the sub-heading "A. DEPARTMENT OF AGRICULTURE AND COOPERATION (KRISHI AUR SAHKARITA VIBHAG)", after entry 53, the following entry shall be inserted, namely:-

"54. National Rainfed Area Authority (NRAA).";

(II) under the heading "MINISTRY OF PLANNING (YOJANA MANTRALAYA)", for the existing entry, the following entry shall be substituted, namely:-

"Responsibility to Parliament in regard to the NITI Aayog (National Institution for Transforming India).";

(III) for the heading "PLANNING COMMISSION (YOJANA AYOG)" and the entries 1 to 13 (both inclusive), the following heading and entries shall be substituted, namely:-

"NITI AAYOG (NATIONAL INSTITUTION FOR TRANSFORMING INDIA)

1 NITI Aayog (National Institution for Transforming India):

(i) a. To evolve a shared vision of national development priorities, sectors and strategies with the active involvement of States in the light of national objectives

b. To foster cooperative federalism through structured support initiatives and mechanisms with the States on a continuous basis, recognizing that strong States make a strong nation

c. To develop mechanisms to formulate credible plans at the village level and aggregate these progressively at higher levels of government

d. To ensure, on areas that are specifically referred to it, that the interests of national security are incorporated in economic strategy and policy

e. To pay special attention to the sections of our society that may be at risk of not benefitting adequately from economic progress

f. To design strategic and long term policy and programme frameworks and initiatives, and monitor their progress and their efficacy. The lessons learnt through monitoring and feedback will be used for making innovative improvements, including necessary mid-course corrections

g. To provide advice and encourage partnerships between key stakeholders and national and international like-minded Think Tanks, as well as educational and-policy research institutions

h. To create a knowledge, innovation and entrepreneurial support system through a collaborative community of national and international experts, practitioners and other partners

i. To offer a platform for resolution of inter-sectoral and inter-departmental issues in order to accelerate the implementation of the development agenda

j. To maintaina state-of-the-art Resource Centre, be a repository of research on good governance and best practices in sustainable and equitable development as well as help their dissemination to stake-holders

k. To actively monitor and evaluate the implementation of programmes and initiatives, including the identification of the needed resources so as to strengthen the probability of success and scope of delivery

l. To focus on technology upgradation and capacity building for implementation of programmes and initiatives

m. To undertake other activities as may be necessary in order to further the execution of the national development agenda, and the objectives mentioned above

(ii) Unique Identification Authority of India (UIDAI)

(iii) National Institute of Labour Economics Research and Development (NILERD)

2. The NITI Aayog is the successor in interest to the Planning Commission.".

Pranab Mukherjee
President
[File No. 1/21/1/2015-Cab.]

Sd/-
(Sanjukta Ray)
Director

Efficient management of public expenditure

1831. SHRI DILIPBHAI PANDYA: Will the Minister of PLANNING be pleased to state:

(a) whether a High Level Expert Committee on efficient Management of Public Expenditure has been constituted by the NITI Aayog;

(b) if so, the broad terms of reference of the Committee;

(c) whether the Committee has submitted its report;

(d) if so, the broad recommendations of the Committee; and

(e) the action taken/proposed to be taken on the recommendations accepted by Government?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING (RAO INDERJIT SINGH): (a) A High Level Expert Committee (HLEC) on Efficient Management of Public Expenditure was constituted by the erstwhile Planning Commission under the Chairmanship of Dr. C. Rangarajan on 22nd April, 2010.

(b) The terms and reference of the Committee is given in the Statement-I.

(c) Yes, the Committee submitted its report in July, 2011.

(d) The broad recommendations of the HLEC are given in Statement-II (*See* below).

(e) As per Annual Budget 2016-17, the Plan-Non-Plan classification will be done away with from fiscal 2017-18.

Statement-I

Composition and Terms of Reference of the Committee (Order No. No.l2/1/2009-FR dated 22.04.2010 of Planning Commission)

Subject: Constitution of a High Level Expert Committee to suggest measures for efficient management of public expenditure.

The Eleventh Plan document has discussed at length the various anomalies and inconsistencies that arise out of the present classification of expenditure into the categories of Plan and Non-Plan. These anomalies have hindered the efficient management of public resources. The Plan document has also referred to the major changes in the implementation machinery of the Plan that have occurred in the past several years and has emphasized the need to clarify the scope of the public sector plan.

2. Keeping the above in view, it has been decided to set up a High Level Expert Committee, with the following composition, to suggest measures for the efficient management of public sector expenditure.

- Dr. C. Rangarajan, Chairman, Economic Advisory Council to the Prime Minister-Chairman
- Member (FR), Planning Commission (Prof. Abhijit Sen)
- Secretary, Planning Commission (Smt. Sudha Pillai)

- Deputy Governor, Reserve Bank of India (Dr. Subir Gokarn)
- Secretary, Department of Expenditure, Ministry of Finance (Smt. Sushama Nath*)
- Chief Economic Adviser, Department of Economic Affairs, Ministry of Finance (Dr. Kaushik Basu)
- Controller General of Accounts, Ministry of Finance (Sh. C.R. Sundaramurti)
- Representative of Comptroller and Auditor General of India (Ms. Rekha Gupta, Deputy Comptroller and Auditor General of India)
- Dr. M.G. Rao, Director, National Institute of Public Finance and Policy, New Delhi
- Dr. Nitin Desai, Honorary Professor, ICRIER, New Delhi
- Prof. D.K. Srivastava, Director, Madras School of Economics
- Prof. Ravindra Dholakia, Professor, IIM Ahmedabad
- Principal Finance Secretary, Government of West Bengal (Sh. C.M. Bachhawat)
- Principal Finance Secretary, Government of Tamil Nadu (Sh. N.K. Shanmugan)
- Principal Finance Secretary, Government of Madhya Pradesh (Sh. G.P. Singhal)

* Superannuated before submission of Report and succeeded by Shri Sumit Bose

Principal Finance Secretary, Government of Assam (Sh. Himanshu Shekhar Das)

Principal Finance Secretary, Government of Maharashtra

Adviser (FR), Planning Commission (Sh Tuhin. K. Pandey) - Member Secretary

The Terms of Reference of the Committee are as follows:

- To clearly define the scope of the Public Sector Plan and the expenditures incurred there-under keeping in view the changes in the administrative machinery for implementation of the plan, and the new mechanisms that have evolved such as special purpose vehicles and public-private partnerships.

- To suggest an action plan for the abolition of the classification of expenditure into Plan and Non-Plan, which includes the detailing of the changes in the mandates of the various organizational units in the Government that deal with allocation of public resources and the management of public expenditure.
- To suggest a proper framework for taking a comprehensive view of the total transfer of resources from the Centre to the States, including ensuring its accounting and reporting in a uniform manner.
- To examine the accountability concerns arising out of the direct transfer of the funds to the States/ district-level bodies under Centrally Sponsored Schemes and to suggest an appropriate mechanism to guard against dilution of accountability.
- To examine the classification of expenditure into Revenue and Capital in the context of the constitutional provisions, and requirements under the Fiscal Responsibility Acts, and to suggest measures to address the inconsistencies in our current system of classification so as to ensure rational and efficient public expenditure management. In this context, the Committee should consider the merit of classifying expenditure as revenue or capital depending on the end use.

Statement-II

PRESS INFORMATION BUREAU
GOVERNMENT OF INDIA

Expert Committee on Efficient Management of Public Expenditure Submits Recommendations

September 02, 2011

The High Level Expert Committee constituted by Planning Commission under the Chairmanship of Dr. C Rangarajan on Efficient Management of Public Expenditure has recommended removal of plan and non-plan distinction in the budget. The report submitted to the Planning Commission also suggests that the process of preparing Five Year Plan may be continued. Other recommendations of the group include:

- The annual budgetary component of the plan of the Centre and States will have one-to-one correspondence with Government budgets of the Centre and States respectively.

- There should be shift in budgeting approach - from a one year horizon to a multi-year horizon and from input based budgeting to outputs and outcomes.
- The shift to holistic view of expenditure would require changes in organizational structure, mandates and processes as well as appropriate interventions in human resource development, information technology, etc.
- Broad definition of the role of Ministry of Finance, Planning Commission, Administrative Ministries and the State Governments has been outlined.
- Planning Commission made responsible for consolidation of the Five Year Plan over all services based on the inputs from the Ministry of Finance.
- Ministry of Finance made responsible for the preparation of Annual Budget based on the inputs from Planning Commission.
- The committee recommends changes in Annual Budget process.

Comprehensive Framework of Transfers to States

- The various problems/issues in the current budget and accounting classification in presenting comprehensive view of central transfer to States may be addressed through the new multi-dimensional budget and accounting classification by a Committee headed by CGA.
- The proposed classification should provide uniform codes for central programmes, sub programmes and schemes being implemented in the States.
- The Central Plan Scheme Monitoring System (CPSMS) should be extended to enable tracking of expenditure for all central schemes using both treasury route and society route. This may require interface of CPSMS with core banking solution of banks and Systems of State Treasuries and AG offices.
- The citizen can also be empowered with information on flow of resources and utilization through a portal thereby promoting transparency and accountability.

Accounting Concerns arising from Direct Mode of Transfer

- The treasury mode of transfer of Central Plan fund is recommended.
- A suitable accounting methodology to be worked out by CGA and CAG to distinguish between final expenditure and transfer and to enable to view a final expenditure through the books of account.

- The switchover to complete treasury mode may be made from 12 Five Year Plan for all new schemes.
- A short transition period is required to allow for necessary adjustments for the existing schemes.
- Till complete switchover is done, accounting and submission of utilization certificate under society mode should be rationalized.

Revenue Capital Classification

- Revenue Capital Classification should continue. Capital expenditure should relate to creation of assets and be determined by ownership criteria.
- While all transfers should be treated as revenue expenditure in accounts, the merit of classifying revenue expenditure by end use is also considered for FRBM compliance and grants for creating assets may be classified as capital grant.
- An adjusted revenue deficit is recommended only for the purpose of FRBM compliance. FRBM may require some amendments to allow for Adjusted Revenue Deficit.

Scope of Public Sector Plan

- The Central or State Plan should continue to include, investment outlays (funded by IEBRs) of CPSEs and SPSEs respectively. Consolidated information on the resources and expenditure of rural and urban local bodies may be provided as special supplement of the Budgets.
- The budgets and accounts of the implementing agencies should be shown as supplement to the Budgets till funds are transferred through direct route.
- As regards PPP, the annuity commitments may form a part of committed expenditure of the Budget of the concerned Ministry/Department and annuity payments may be treated as capital expenditure.
- Viability Gap Funding is a grant provided to concessionaire of the PPP projects and may be treated as capital grant.
- There should be supplements to the budgets providing project-wise, Ministry-wise and Sectoral-wise information on the PPPs.

Bihar package

†1832. SHRI BASHISHTHA NARAIN SINGH: Will the Minister of PLANNING be pleased to state:

(a) the details of Bihar package announced by Government during Bihar Assembly election held recently;

(b) the details of these projects and their association with various Ministries and the total expenditure likely to be incurred in implementation of these schemes;

(c) the details of head-wise fund allocation made by different Ministries for implementation of the said schemes; and

(d) by when the financial package is going to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING (RAO INDERJIT SINGH): (a) to (d) Prime Minister's Package for Bihar 2015 for all round development of Bihar State has been announced by the Prime Minister on 18.08.2015. The projects under the Bihar Package 2015 would be implemented by respective line Ministries in a phased manner. Sector/ scheme-wise details approved under the package *vis-a-vis* amount sanctioned is given in the Statement.

Statement

Prime Minister's package for Bihar - 2015

August 18, 2015

I. National Highways.

(A) Projects under process for award/bidding stage.

Sl. No.	NH No.	Project Name	Length (km)	TPC (in ₹ cr.)
1	2	3	4	5
1.	82	Biharsharif-Barbigha - Mokama section of NH-82, NHDP Phase-IV	55	399.54
2.	30	4- laning of Patna-Koilawar section of NH 30	33	492.00
3.	30&84	4- laning of Koilawar- Bhojpur section of NH-30 and NH-84	44	750.00
4.	84	4 laning of Bhojpur-Baxar section of NH-84	48	595.00

†Original notice of the question was received in Hindi.

1	2	3	4	5
5.	31	4 laning of Bakhtiyarpur-Mokama section of NH-31	45	970.00
6.	31	New 4-laned bridge across river Ganga at Mokama on NH-31	09	520.00
7.	31	41ane of Simaria - Khagaria on NH-31 ,NHDP Phase-Ill	60	1062.58
8.	30A	km 0.0-km 69.6 of Fatua-Harnaut-Barh section of NH-30A	71.8	591.20
9.	104	Upgradation of Sheohar-Sitamarhi-Jaynagar-Narahiya (km 40-217) of NH 104 in three packages	179.95	701.44
10.	106	Upgradation of Birpur-Bihpur (km 0-106) section of NH-106	105.2	575.34
11.	30	2-laning with paved shoulder of Gopalganj - Chhapra section	94	748.06
12.	28B	Widening and strengthening to 2-lane with paved shoulder and geometric improvement Betiah - Khushinagar Section from km 25.00 to km 40.00 on EPC mode	15.00	88.61
13.	28B	Strengthening and Widening to 2 Lane with Paved Shoulder from km 65 to 97 on EPC mode	33.00	206.80
14.	102	2-laning with paved shoulder of Chhapra - Rewaghat-Muzaffarpur	73	420.58
15.	133	Strengthening and Widening to 2 Lane with Paved Shoulder from km. 0.00 to 10.903	10.90	28.04
16.	327A	Strengthening and Widening to 2 Lane with Paved Shoulder from km. 0.00 to 25.010 on EPC mode	25.01	77.55
17.	327E	Strengthening and widening work of existing 2-Lane to two lane with paved shoulder from Km. 93.612 to Km. 98.000	4.39	64.52
18.	57A	4 laning of Forbesganj-Jogbani section of NH-57A	9	200.00
19.	83	4 laning of Patna - Gaya - Dobi section of NH 83 with JICA ODA loan assistance	127	1231.98
20.	80	Construction of Bhagalpur Bypass	13	268.00
		TOTAL	1055.25	9991.24

(B) Projects in the Pipeline.

Sl. No.	Project	Length (Km)	Cost (₹ crore)
1	2	3	4
1.	4 laning of Mokama-Khagariya section of NH-31	60	810.00
2.	Bridge at Munger	18.69	2361.87
3.	Development to 2-laned with paved shoulder of Maheshughat-Saharsa-Purnia section of NH-107	171	1000.00
4.	Development of Manjholi-Chirkot section	65	700.00
5.	4/6 laning of Patna Ring Road	65	1500.00
6.	4 laning of Kishanganj Bypass at NH-31	20	250.00
7.	4-laning of Munger-Mirzachowki section of Nh-80	120	1200.00
8.	Development to 2-lane with paved shoulder of sections on NH-2C, NH80, NH81, NH99 and NH527 A.	116	680.00
9.	Construction of MG Setu with JICA assistance	5.6	2800.00
10.	Construction of bridge across Kosi river an Km 136 of NH-106	20	3000.00
Ensuring Connectivity Across Major Rivers			
11.	Bridge on river Ganga connecting Manihari in Bihar to Sahibganj in Jharkhand		2000.00
12.	Bridge over river Sone connecting Panduka(Nauhata) on NH-2C in Bihar and Shrinagar(Garhwa District) in Jharkhand		2000.00
13.	A new 4-laned bridge on river Ganga parallel to existing MG Setu		5000.00
14.	Improving Connectivity- Declaration of New National Highway and its development	436.58	6600.00
15.	New National Highway connecting Buxar on NH-84-Chausa-Ramgarh-Mohania on NH-2	64	960.00
Projects under "Bharatmala Programme"			
16.	Roads connecting Raxaul and Sonbarsa (Parallel to Indo-Nepal Border)	90	1800.00
17.	Chakia- Bargainia connectivity Projects	50	1000.00

1	2	3	4
For Improving Connectivity of Places of Religious Interest			
18.	Development of Rampur -Khajuriya -Kesariya end of NH-722 to 4 lane standard	58	1160.00
19.	Development of Umgaon-Basopatti-Benipatti-Rahua-Madhubani-Rampatti-Awam-Laufa-Bheja-Supaul-Mehsi-Saharsa which connects Uchchait Bhagwati Sthan to Mehsi Taraesthan to 2 lane with paved shoulder or 4-lane standard with a bridge over river Kosi	160	5000.00
20.	Development of Ram-Janki Marg as already declared recently part of which falls in Bihar from UP Bihar Border to Siwan-Madhubani-Sitamarhi-lndo-Nepal Border to 4 lane standard	200	4000.00
	Rail Over Bridge (ROB)		
21.	12 ROBs		900.00
	TOTAL	1719.87	44721.87
	GRAND TOTAL for NH	2775.12	54713.11
II.	**Rural Development**		
	To complete about 22,500 km of PMGSY roads in Bihar		13820.00
III.	**Petroleum and Natural Gas**		
1.	The Barauni Refinery would be expanded from 6 million tons to 9 million tons		12000.00
2.	A Polyproplene Recovery Plant for petro-chemical products would also be set up.		3500.00
3.	The implementation of the 617 Kms pipeline relating to Bihar in Jagdishpur-Haldia pipeline		2300.00
4.	Raxaul Amlekhganj pipeline		200.00
5.	Extension of Paradip-Haldia- Durgapur LPG pipeline		1800.00
6.	New LPG Plant at Muzaffarpur		110.00
7.	Creation of additional capacity for LPG plant at Patna		15.00
8.	Implementation of BS IV fuel at Barauni Refinery		1500.00
9.	Augumentation of Patna LPG Plant from 60 to 120 TMTPA		45.00
10.	Upgradation of Purnea LPG Plant		6.00
	TOTAL		21476.00

IV.	**Civil Aviation**	
1.	Construction of a Greenfield Airport at Patna	2000.00
2.	Development of Gaya Airport for Airbus 321-200 type of aircraft operations with new terminal building and apron, 2 runway extension, CAT-I approach lighting	300.00
3.	Development of Raxual Airport for ATR-72 / Q-400 type of 3 aircrafts for VFR operations	250.00
4.	Development of Civil Enclave at Purnea Airport for Airbus 321-200 type of aircraft	150.00
	TOTAL	2700.00
V.	**Higher Education**	
1.	Establishment of a Central University near Bhagalpur at the historic site of Vikramshila University	500.00
2.	Establishment of IIM, Bodh Gaya	500.00
	TOTAL	1000.00
VI.	**Skill Development**	
1.	To train one lakh youth under Pradhan Mantri Kaushal Vikas Yojana	300.00
2.	25,000 youth to be trained in Power sector	
3.	Mega Skill University in Bihar	1250.00
	TOTAL	1550.00
VII.	**Agriculture**	
1.	Upgradation of PUSA (Bihar) to the level of a Central Agricultural University	400.00
2.	Development of fisheries	200.00
3.	Farm Water Management (Micro irrigation, creation of water resources)	750.00
4.	Development of Storage Capacity	600.00
5.	Farm Mechanization	600.00
6.	Seed production systems	300.00
7.	National Research Centre on Integrated Farming System, Motihari, Bihar	30.00

8.	Construction of new godowns at Supaul, Madhepura, Hazipur and Chakia Bazar	214.00
	TOTAL	3094.00
VIII.	**Railways**	
(A)	Doubling/Tripling of Railway Line	
1.	Rampur Dumra - Tal - Rajendrapul Addl Bridge and doubling-14 Km length	938.00
2.	Hajipur - Bachwara - 72 kms	756.00
3.	Samastipur - Darbhanga 38 kms	399.00
4.	Kiul - Gaya 123 kms	1292.00
5.	3rd line between Dhanbad - Sonnagar (partly in Bihar)-429 kms	4725.00
(B)	Railway Electrification	
1.	Kiul - Tilaiya 87 kms	85.00
2.	Valmikinagar - Narkatiaganj-Sugauli-Muzaffarpur including Sugauli-Raxaul 240 kms	397.00
3.	Ammapali Halt - Kiul including Tinpahar-Rajmahal (Part of Bonidanga link cabin/Bonidanga-Barharwa- Sahibgang-Kiul section incl Tinpahar-Rajmahal) Length 247 kms	279.00
	TOTAL	8870.00
IX.	**Power**	
1.	Construction of 1300 MW Power plant at Buxar (PIB has recently appraised the project and recommended ₹ 437 cr as pre-investment activity to kick start the project)	10000.00
2.	Deen Dayal Upadhyay Gram Vidyut Yojana	5880.00
3.	Under Integrated Power Development Scheme (IPDS).	250.00
	TOTAL	16130.00
X.	**Telecommunication - Digital Bihar**	
1.	1000 new BTS (towers) to be installed in Bihar	250.00
2.	Setting up of 2 new STPI centres (Software Technology Park of India) in Darbhanga and Bhagalpur and Rural BPO scheme for small towns and rural areas. This will help in promoting the IT entrepreneurs and start ups in Bihar.	20.00

3.	Setting up 2 new NIELIT Centres in Muzaffarpur and Buxar apart from upgrading the existing centre in Patna, Medical Incubator at IIT Patna, Electronics and ICT Academy at NIT Patna.	14.00
4.	Electronic Manufacturing clusters in Bihar for which 50% subsidy for greenfield and 75 % subsidy for Brownfield EMCs are available.	150.00
5.	30 WiFi hotspots will be rolled out in Bihar, by BSNL at prominent tourist places such as Rajgir, Vaishali, Gaya, Nalanda and Patna	15.00
	TOTAL	449.00
XI.	**Tourism**	
1.	Vaishali and Bodhgaya development alongwith other places in buddhist circuit including Vikramshla	200.00
2.	Sultanganj to Deoghar project	50.00
3.	Patna Sahib under Prasad	50.00
4.	Mahatma Gandhi Circuit	50.00
5.	Ramayan Circuit	100.00
6.	Jain Circuit including Champa Puri	50.00
7.	Circuit for Mandar Hills and Ang Pradesh	50.00
8.	IITTM chapter in Bihar	50.00
	TOTAL	600.00
XII.	**Health**	
1.	Upgradation of 3 Medical colleges at Patna, Bhagalpur and Gaya under PMMSY in Bihar	600.00
	GRAND TOTAL of the Package	1,25,003.00

- Income Tax Relief on new capital investment in the form of Additional Investment Allowance and Higher Additional Depreciation for investment in backward areas of Bihar.
- Other Investments: ₹ 40,657 crore.

1. Unspent amount of 2013 Special Plan (of ₹ 12,000 crore): ₹ 8,282 crore.
2. Ongoing works of National Highways: ₹ 12,375 crore.
3. Ultra Mega Power Project (UMPP) in Banka under PPP: ₹ 20,000 crore

Reduction of assistance under CSS

1833. DR.T.N SEEMA: Will the Minister of PLANNING be pleased to state:

(a) whether the reduction of funds by Government related to amount of assistance being provided to the States for the centrally sponsored schemes such as Indira Awas Yojana, MGNREGA, Pradhan Mantri Gram Sadak Yojana, Rajiv Gandhi Grameen Vidyutikaran Yojana, etc. has impacted the implementation of the said schemes and affects the developmental works in certain States including Kerala;

(b) if so, Government's reaction in this regard; and

(c) the action plan of Government for balanced development of all regions in the country and to bring down inter-State disparity?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING (RAO INDERJIT SINGH): (a) and (b) The Budget Provision under Centrally Sponsored Schemes (CSSs) to the States for 201516 is ₹ 1.69 lakh crore against revised estimate of ₹ 1.97 lakh crore in 2014-15. However, the 14th Finance Commission has recommended an increase of 10% in State's share of net proceeds of Union taxes and duties. This increase from 32% to 42% underpins the laudable objective of giving the States' more financial autonomy. So, the increased devolution would undoubtedly increase the quantum of untied funds available to the States which could be utilized by the States for various schemes/ programmes. The combined central transfers to the State from devolution of taxes and CSS in 2015-16 is about 29.6% more over 2014-15 revised estimate. The detailed break-up is as follows:

(₹ in crore)

Items	2014-15 Revised Estimate	2015-16 Budget Estimate
Share in Central Taxes/ devolution	3,37,808.45	5,23,958.24
Provision under CSSs	1,97,111.41	1,69,510.01
TOTAL	5,34,919.86	6,93,468.25

(c) All the transfers from Centre to the States whether through devolution or, various Centre Sector and Centrally Sponsored Schemes are meant for development of the States. However, specific scheme for the development of backward areas / regions in operation till 2014-15 known as Backward Regions Grant Fund (BRGF), was meant to provide development of these regions. The BRGF had two components, namely,

State Component and District Component. State Component covered Special Plans for Bihar, the Koraput, Bolangir and Kalahandi (KBK) districts of Odisha and West Bengal; Special Package for implementing Drought Mitigation Strategies in Bundelkhand Region of Uttar Pradesh and Madhya Pradesh (being handled by the concerned States Division).

From 2015-16, BRGF has become a part of the devolution to the States. Consequent upon the recommendations of the Fourteenth Finance Commission, no allocation has been made for the programme in Union Budget 2015-16. The higher tax devolution would give greater autonomy to the States to design and finance the schemes suited to the local needs and aspirations, including requirements to bridge the developmental deficit gap in backward regions. During 2015-16, an amount of ₹ 132.07 crore has been allocated for Special Plan for the KBK Districts, ₹ 1887.53 crore for Special Plan for Bihar and ₹ 836.77 crore for Special Plan for West Bengal as one time assistance towards earlier sanctioned projects.

Social inequality

1834. SHRI DARSHAN SINGH YADAV: Will the Minister of PLANNING be pleased to state:

(a) whether, according to 68th National Sample Survey Organisation, the poorest 10 per cent living in the country spend on an average only ₹ 16.8 per day to survive and half the rural population spend less than ₹ 35 per day, while in urban India, poorest 10 per cent on an average spend ₹ 23.4 per day while the richest 10 per cent spend ₹ 255; and

(b) if so, what steps Government has taken to reduce the social inequality amongst the rich and the poor and to reduce rising poverty in both rural and urban areas of the country?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING (RAO INDERJIT SINGH): (a) According to National Sample Survey Office's (NSSO) 68th round (2011-12) report titled "Key Indicators of Household Consumer Expenditure in India" released in June 2013, average Monthly Per capita Consumer Expenditure with Uniform Reference Period (MPCEURP) of the poorest 10% of India's rural population was ₹ 503.49 (*i.e.* ₹ 16.8 per day) and around half of the rural population was having MPCEURP less than ₹ 1035 (*i.e.* ₹ 34.5 per day) in 2011-12. For the urban areas, the report shows the poorest and richest 10% population had an average MPCEURP ₹ 706.7 (*i.e.* ₹ 23.6 per day) and ₹ 7636.9 (*i.e.* ₹ 254.6 per day) respectively in 2011-12.

(b) Reduction of inequalities has been one of the primary policy objectives of the development planning in India. The Government has initiated various measures to improve the quality of life of the people and to benefit the people at the lower end of the income distribution in the country through direct intervention by implementing specific poverty reduction and mitigation programes. This includes Pradhan Mantri Jan-Dhan Yojana (PMJDY), Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), National Rural Livelihoods Mission (NRLM), National Urban Livelihoods Mission (NULM), Atal Mission for Rejuvenation and Urban Transformation Mission (AMRUT), Housing for All, National Health Mission (NHM), Sarva Sikhsha Abhiyaan (SSA), Integrated Child Development Scheme (ICDS), Mid-Day Meal Scheme (MDMS), Swachh Bharat Mission, National Social Assistance Programme (NSAP), Targeted Public Distribution System (TPDS)/ National Food Security Act (NFSA), road connectivity through the Pradhan Mantri Gram Sadak Yojana (PMGSY), Pradhan Mantri Jeevan Jyoti BimaYojana, the Pradhan Mantri Suraksha Bima Yojana, Atal Pension Yojana etc. These interventions are expected to yield better results over time in terms of reduction in the gap between rich and poor and overall balanced development in the country.

Annual growth rate of States

†1835. SHRI RAMDAS ATHAWALE:
SHRIMATI RAJAN PATIL:

Will the Minister of PLANNING be pleased to state:

(a) the details of annual growth rate of those states which are at the bottom of the list in terms of economic and social indices;

(b) the details of central assistance given to these states under various legislations for correction of imbalance since 2014, state-wise and year-wise; and

(c) the names of sectors for which central assistance was provided and the growth rate achieved as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING (RAO INDERJIT SINGH): (a) The rate of economic growth of States depend on a number of factors which include resource endowments, historical background of development, availability of socio-economic and physical infrastructure, demographic features and various other state specific factors. On the basis of estimates of Per Capita Income (measured as Per Capita Net State Domestic Product (NSDP)) at current prices for the year 2014-15, the bottom five states are Bihar, Uttar Pradesh, Madhya Pradesh, Assam and Jharkhand.

†Original notice of the question was received in Hindi.

The State/UT-wise annual growth rates of Gross State Domestic Product (GSDP) for the past three years are given in the Statement-I (*See* below).

(b) (1) The erstwhile Planning Commission used to allocate Central Assistance to State & UT Plans (CASP) to States till FY 2014-15. This was done during the finalization of Annual Plan of the States. It is pertinent to mention here that *w.e.f.* the FY 2015-16, Centrally Sponsored Schemes(CSS) including flagship schemes have also become a part of CASP. NITI Aayog has replaced the erstwhile Planning Commission *w.e.f.* 1.1.2015 and allocation of CASP is no more a mandate of NITI Aayog. Accordingly, a table showing details of State-wise releases of CASP for the FY2014-15 & FY2015-16 is given in the Statemenf-II (*See* below).

(c) The Central Government provides assistance to states under the Central Assistance to State Plans (CASP). CASP consists of various CSS and block grants. The details containing controller-wise information related to BE, RE and corresponding releases of various schemes under CASP is given in the Statement-III (*See* below). The information related to the GSDP growth rate as a result of the assistance is not available.

Statement-I

State/UT-wise GDP Growth at constant prices

(Base Year 2011-12)

Sl. No.	State/UT	Annual Rate of Growth of GSDP, %YoY		
		2012-13	2013-14	2014-15
1	2	3	4	5
1.	Andhra Pradesh	0.10	8.50	7.98
2.	Arunachal Pradesh	1.78	10.78	6.41
3.	Assam	-0.07	6.08	3.34
4.	Bihar	3.50	7.18	15.56
5.	Chhattisgarh	5.79	4.70	7.85
6.	Goa	-6.49	1.28	7.81
7.	Gujarat	10.84	8.31	7.70
8.	Haryana	6.94	5.56	7.98
9.	Himachal Pradesh	6.41	7.09	7.46
10.	Jammu and Kashmir	2.80	7.33	-0.96

1	2	3	4	5
11.	Jharkhand	8.17	5.01	11.04
12.	Karnataka	5.85	6.90	7.79
13.	Kerala	6.50	4.54	6.67
14.	Madhya Pradesh	11.61	2.32	6.76
15.	Maharashtra	6.61	6.24	5.76
16.	Manipur	1.73	10.24	NA
17.	Meghalaya	2.42	4.22	2.28
18.	Mizoram	7.15	11.36	8.86
19.	Nagaland	5.09	9.76	7.26
20.	Odisha	3.52	4.72	6.24
21.	Punjab	5.32	6.32	4.92
22.	Rajasthan	4.24	6.07	6.11
23.	Sikkim	NA	NA	NA
24.	Tamil Nadu	4.98	9.92	8.65
25.	Telangana	2.41	6.43	8.82
26.	Tripura	NA	NA	NA
27.	Uttar Pradesh	3.88	4.73	6.15
28.	Uttarakhand	7.42	7.25	7.33
29.	West Bengal	NA	NA	NA
30.	Andaman and Nicobar Islands	9.71	5.72	6.99
31.	Chandigarh	7.87	8.95	12.76
32.	Delhi	6.41	6.68	8.01
33.	Puducherry	2.93	4.96	10.40

Source: Central Statistics Office

Note: The States of Sikkim, Tripura and West Bengal have not finalized the estimates of new series with base year 2011-12.

Estimates of these States, as on July 31, 2015, with base year 2004-05, are available separately on Ministry's website.

Statement-II

State-wise Release of Central Assistance to State Plan (CASP)

(₹ crore)

Sl. No.	States/UTs	2014-15	2015-16 upto 08.03.2016
1	2	3	4
	Special Category States (SCS)		
1.	Arunachal Pradesh	4286.62	1474.40
2.	Assam	12407.40	7335.08
3.	Himachal Pradesh	6098.07	2455.34
4.	Jammu and Kashmir	12771.28	3885.51
5.	Manipur	3722.11	1428.15
6.	Meghalaya	2825.73	1212.17
7.	Mizoram	2876.21	985.07
8.	Nagaland	3531.04	1066.89
9.	Sikkim	1909.04	456.32
10.	Tripura	4713.07	2618.83
11.	Uttarakhand	5762.66	3279.18
	SUB TOTAL SCS	60903.22	26196.93
	General Category States (GCS)		
12.	Andhra Pradesh	15244.44	8983.43
13.	Bihar	16626.17	14412.81
14.	Chhattisgarh	7381.31	5199.51
15.	Goa	419.90	241.89
16.	Gujarat	8467.31	5781.90
17.	Haryana	3386.43	2454.40
18.	Jharkhand	5680.08	5457.65
19.	Karnataka	11766.29	8592.60
20.	Kerala	6175.41	3937.11
21.	Madhya Pradesh	16048.78	13426.35
22.	Maharashtra	13396.73	10279.99

1	2	3	4
23.	Odisha	11370.13	9760.21
24.	Punjab	4341.36	2701.53
25.	Rajasthan	15682.99	13346.24
26.	Tamil Nadu	13969.13	13765.89
27.	Telangana	4756.79	6375.28
28.	Uttar Pradesh	25672.52	22340.26
29.	West Bengal	18644.18	14559.48
	SUB TOTAL (GCS)	199029.93	161616.53
	TOTAL STATES (SCS + GCS)	259933.15	187813.46

Source: Public Financial Management System (PFMS) website, Ministry of Finance

Statement-III

Controller-wise Scheme wise BE, RE and Releases for FY 2014-15 and FY 2015-16

(₹ in crore)

Scheme Name	Financial Year	Original Budget	Revised Budget	Releases
1	2	3	4	5
Controller: AGRICULTURE				
National Food Security Mission	2015-2016	1,300.00	1,294.67	1,129.15
	2014-2015	2,030.00	2,012.28	1,870.67
National Horticulture Mission (Restructured)	2015-2016	1,500.00	1,435.77	1,100.24
	2014-2015	1,958.00	1,924.61	1,624.28
National livestock management program	2014-2015	273.00	286.06	281.22
National livestock mission	2015-2016	106.37	92.97	98.70
	2014-2015	31.00	28.89	0.00
National mission on sustainable agriculture	2015-2016	250.00	235.00	184.59
	2014-2015	1,550.00	1,555.63	1,356.22
National oil-seed and oil palm mission	2015-2016	350.00	267.00	265.34
	2014-2015	426.00	446.80	315.72
National project on management of soil health and fertility	2015-2016	200.00	194.50	110.72
On farm water management NMMI	2015-2016	50.00	1.00	0.00

1	2	3	4	5
Paramparagat Krishi Vikas Yojana	2015-2016	300.00	308.99	191.47
Pradhan Mantri Krishi Sinchayi Yojana (PMKSY)	2015-2016	1,800.00	1,785.05	1,491.10
Rashtriya Krishi Vikas Yojana (RKVY)	2015-2016	4,500.00	406.34	3,444.83
	2014-2015	9,954.00	9,954.00	8,433.22
Sub Mission On Agriculture Exention	2015-2016	450.50	448.43	312.26
	2014-2015	545.00	621.24	553.25
Sub Mission On Information Technology	2015-2016	50.00	62.42	22.76
Sub-Mission On Agricultural Mechanisation	2015-2016	50.00	130.84	125.28
Veterinary Services and Animal Health	2015-2016	251.63	217.22	226.74
	2014-2015	459.00	456.77	367.58
Controller: CIVIL AVIATION AND TOURISM				
Infrastructure Development For Destinations and Circuits	2015-2016	20.00	0.00	10.00
	2014-2015	375.00	375.01	343.36
Controller: COMMERCE				
Assistance to States For Infrastructure Development for Exports (ASIDE)	2014-2015	800.00	674.84	478.52
Catalytic Development Programme Under Sericulture	2014-2015	213.00	213.00	213.00
National Handloom Development Programme	2014-2015	292.00	292.00	185.43
Controller: ENVIRONMENT AND FORESTS				
Conservation of Natural Resources and Ecosystem	2015-2016	63.14	51.09	59.96
	2014-2015	107.50	65.16	64.63
Integrated Development of Wild Life Habitats	2015-2016	77.91	69.69	65.85
	2014-2015	113.08	84.46	83.56
National Afforestation Programme	2015-2016	149.50	189.75	189.13
	2014-2015	466.40	300.88	297.35
National River Conservation Programme (NRCP)	2015-2016	0.00	45.88	48.24
	2014-2015	0.00	77.80	85.76

1	2	3	4	5
Project Tiger	2015-2016	161.00	138.75	148.28
	2014-2015	185.02	185.02	185.02
Controller: EXPENDITURE				
ACA for LWE Affected Districts	2014-2015	2,640.00	1,760.00	1,760.00
Additional Central Assistance For Other Projects	2014-2015	1,261.00	507.86	507.86
Additional Central Assistance For Externally Aided Projects	2015-2016	16,000.00	0.00	15,258.34
	2014-2015	15,500.00	14,936.65	14,936.65
Backward Region Grant Fund (BRGF) (State Component)	2014-2015	5,050.00	3,039.23	3,039.23
Hill Areas Development Programme (HADP)/Western Ghat Development Programme (WGDP)	2014-2015	300.00	220.00	220.00
MMP For Treasury Computerization	2014-2015	50.00	108.30	20.88
Normal Central Assistance	2014-2015	28,514.00	25,470.34	25,470.34
Other Additional Central Assistance	2014-2015	1,180.00	2,968.00	3,055.42
Special Central Assistance Untied	2014-2015	11,000.00	9,671.00	9,671.00
Special Plan Assistance	2014-2015	6,837.00	7,287.47	7,287.47
Controller: FOOD PROCESSING INDUSTRIES				
National Mission On Food Processing CASP	2015-2016	7.00	7.00	0.97
	2014-2015	180.00	180.00	124.61
Controller: HEALTH AND FAMILY WELFARE				
Human Resource in Health and Medical Education	2015-2016	0.00	28.00	269.70
	2014-2015	2,578.88	2,578.88	718.65
National Aids & Std Control Programme	2015-2016	540.00	567.71	722.82
	2014-2015	928.00	187.43	924.42
National Ayush Mission CASP	2015-2016	318.00	279.00	301.08
	2014-2015	379.80	337.40	55.57
National Health Mission	2015-2016	18,289.14	18,141.85	15,705.92
	2014-2015	21,912.00	18,374.49	16,640.04

1	2	3	4	5
Controller: HIGHER EDUCATION				
Rashtriya Uchhatar Siksha Abhiyan	2015-2016	1,155.00	1,155.00	946.19
	2014-2015	2,200.00	2,199.28	412.83
Controller: HOME AFFAIRS				
Assistance to UT Plans	2015-2016	1,139.00	694.00	1,088.98
	2014-2015	1,139.00	1,113.00	1,113.00
Border Area Development Programme	2015-2016	990.00	0.00	923.05
	2014-2015	990.00	800.00	800.00
Modernisation Projects	2015-2016	35.00	11.50	15.39
National Scheme for Modernisation of Police and Other Forces	2014-2015	1,627.00	1,469.07	1,443.57
Controller: INFORMATION TECHNOLOGY				
National E-Governance Action Plan (NeGAP) (ACA)	2014-2015	755.00	650.20	649.97
Controller: LABOUR AND EMPLOYMENT				
Skill Development Mission	2015-2016	104.00	90.00	76.35
	2014-2015	370.65	452.49	354.98
Social Security for Un-Organised Workers Including Rashtriya Swasthaya Bima Yojana	2015-2016	1,290.52	0.00	296.18
	2014-2015	1,324.30	1,251.46	545.38
Controller: LAW & JUSTICE				
Development of Infrastructure Facilities for Judiciary Including Gram Nyayalayas	2015-2016	563.00	499.99	562.99
	2014-2015	936.00	936.00	936.00
Controller: MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION				
Central Pool of Resources for North Eastern Region And Sikkim	2015-2016	975.00	0.00	505.12
	2014-2015	950.00	705.50	704.50
North Eastern Council	2015-2016	773.00	15.01	645.29
	2014-2015	770.00	479.00	583.31

1	2	3	4	5
Special Package for Bodoland Territorial Council	2015-2016 2014-2015	50.00 50.00	0.00 45.00	16.66 44.71
Controller : MINISTRY OF MINORITY AFFAIRS				
Multi Sectoral Development Programme for Minorities	2015-2016 2014-2015	1,244.00 1,242.00	1,107.00 1,236.50	954.95 767.64
Controller: PANCHAYATI RAJ				
Backward Regions Grant Fund (District Component)(ACA)	2014-2015	5,900.00	2,837.00	2,837.00
Rajiv Gandhi Panchayat Sashastrikaran Abhiyan	2014-2015	1,006.00	482.53	482.53
Controller: PLANNING STATISTICS AND PROGRAM IMPLEMENTATION				
MPs Local Area Development Scheme MPLADS	2015-2016 2014-2015	3,950.00 3,950.00	0.00 3,950.00	3,209.50 3,350.00
Controller: ROAD TRANSPORT & HIGHWAYS				
Roads and Bridges	2015-2016 2014-2015	2,910.00 2,633.49	3,102.80 2,633.49	1,739.31 1,856.29
Union Territories without Legislature	2015-2016	0.00	0.00	0.70
Controller: RURAL DEVELOPMENT				
Indira Awas Yojna (IAY)	2015-2016 2014-2015	10,004.00 15,979.00	10,000.00 16,084.88	9,392.35 11,096.15
Integrated Water Shed Management Programme (IWMP)	2015-2016 2014-2015	1,500.00 3,464.00	1,256.96 3,464.00	1,475.83 2,312.69
National Land Record Management Programme (NLRMP)	2014-2015	224.10	224.10	178.54
National Land Records Modernisation Programme	2015-2016	77.77	15.78	31.03
National Rural Drinking Water Programme	2015-2016 2014-2015	2,503.00 10,892.00	2,489.96 9,301.07	3,880.39 9,301.07
Mahatma Gandhi National Rural	2015-2016	33,713.00	33,745.75	33,756.09

1	2	3	4	5
Employment Guarantee Scheme (MGNREGA)	2014-2015	33,364.00	33,364.00	32,463.40
National Rural Livelihood Mission (NRLM)	2015-2016	1,305.00	1,131.81	1,211.61
	2014-2015	2,489.07	2,437.95	1,255.49
National Social Assistance Programme (NSAP)	2015-2016	9,074.00	0.00	7,845.93
	2014-2015	10,618.00	10,618.00	7,083.70
Pradhan Mantri Gramin Sarak Yojna (PMGSY)	2015-2016	10,106.00	10,100.00	13,226.40
	2014-2015	10,155.59	10,155.59	9,959.58
Swachh Bharat Abhiyan	2015-2016	3,502.00	2,295.98	5,641.69
	2014-2015	4,137.00	2,749.96	2,749.96
Controller: SCHOOL EDUCATION AND LITERACY				
National Programme of Mid-Day Meals in Schools	2015-2016	9,200.00	9,151.60	8,524.60
	2014-2015	13,152.00	13,102.00	10,446.56
Rashtriya Madhyamik Shiksha Abhiyan (RMSA)	2015-2016	3,548.00	2,854.71	3,197.91
	2014-2015	4,965.50	4,965.50	3,386.01
Sarva Siksha Abhiyan (SSA)	2015-2016	21,900.00	19,800.00	19,161.06
	2014-2015	28,134.75	3,654.39	24,039.07
Scheme for setting up of 6000 Model Schools at Block Level as Bench Mark of Excellence	2015-2016	1.00	0.00	0.00
	2014-2015	1,194.00	1,194.00	978.62
Scheme for providing education to Madrasas, Minorities and Disabled	2015-2016	375.50	375.00	193.84
	2014-2015	375.00	375.01	119.28
Support for educational development including Teachers Training and Adult Education	2015-2016	1,042.00	1,014.93	764.27
	2014-2015	1,034.40	1,034.40	912.48
Controller: SOCIAL JUSTICE AND EMPOWERMENT				
Boys and Girls Hostel for OBC CASP	2015-2016	35.00	34.00	20.58
Boys Hostel	2015-2016	20.00	0.00	0.68
Girls Hostel	2015-2016	44.00	43.59	16.82
Machinery for Implementation of Civil Rights Act 1955 and Prevention of Atrocities Act 1955 CASP	2015-2016	89.75	117.75	117.42

1	2	3	4	5
National Programme for Persons with Disabilities	2015-2016 2014-2015	5.00 5.00	0.00 5.00	0.00 0.00
Post Matric Scholarship for OBC CASP	2015-2016	885.00	885.00	791.75
Post Matric Scholarship Scheme	2015-2016	1,599.00	2,214.05	2,005.83
Pradhanmantri Adarsh Gram Yojna (PMAGY)	2015-2016 2014-2015	200.00 100.00	0.00 100.00	195.82 30.00
Pre Matric Scholarship for Children of those engaged in unclean Occupation CASP	2015-2016	10.00	0.00	2.42
Pre Matric Scholarship for OBC CASP	2015-2016	149.00	148.00	120.77
Pre Matric Scholarship For SC Students CASP	2015-2016	663.00	479.27	329.16
Schedule Castes Development Corporations	2015-2016 2014-2015	23.00 2,348.00	20.00 2,805.82	39.14 2,647.11
Scheme for Development of Economically Backward Classes (EBCs)	2014-2015	9.50	8.65	0.50
Scheme for Educational Development of OBCs at Denotified and Nomadic Tribes	2015-2016 2014-2015	14.50 973.00	10.00 975.73	12.05 901.69
Controller: TRIBAL AFFAIRS				
Tribal Sub Plan	2015-2016 2014-2015	1,250.00 1,200.00	75.00 1,200.00	994.28 1,039.99
TSP2 Grant in Aid	2015-2016 2014-2015	1,367.00 1,317.00	66.70 1,317.00	1,195.80 1,131.99
Umbrella Scheme for Education of ST Students	2015-2016 2014-2015	1,136.84 1,036.84	187.52 1,091.70	1,081.02 1,064.53
Controller: URBAN DEVELOPMENT AND URBAN POVERTY ALLEVIATION				
Jawaharlal Nehru National Urban Renewal Mission (JNNURM)	2015-2016 2014-2015	25.00 7,060.00	0.00 1,142.82	0.00 1,120.27

1	2	3	4	5
Jawaharlal Nehru National Urban Renewal Mission (JNNURM)	2015-2016	465.00	441.82	2.71
Mission for 100 Smart Cities	2015-2016	2,000.00	1,576.00	186.00
National Urban Livelyhood Mission	2015-2016 2014-2015	500.00 950.00	49.07 950.00	202.94 669.32
One Time Special Assistance for Urban Infrastructure to Andhra Pradesh	2014-2015	0.00	1,000.01	1,000.00
Rajiv Awas Yojna (Including JNNURM Part of MOHUPA	2014-2015	4,025.00	4,025.01	1,882.95
Sardar Patel Urban Housing Scheme	2015-2016	3,600.00	32.53	1,157.95
Sub Mission on Urban Infrastructure and Governance (SM-UIG)	2015-2016	0.01	0.00	0.00
Swachh Bharat Mission (Urban)	2015-2016	0.00	0.00	601.22
Urban Infrastructure Development Scheme for Satellite Towns around Seven Mega Cities	2015-2016	100.00	0.00	59.64
Urban Rejuvenation Mission - 500 Habitations	2015-2016	3,898.99	3,829.25	2,414.53
Controller: UT of Dadra and Nagar Haveli				
Agriculture and Allied Activities Dadra and Nagar	2015-2016	13.75	0.00	0.00
Education Dadra and Nagar	2015-2016	131.63	0.00	0.00
Energy Dadra and Nagar	2015-2016	69.88	0.00	0.00
Food and Civil Supplies Dadra and Nagar	2015-2016	0.18	0.00	0.00
Forestry and Wildlife Dadra and Nagar	2015-2016	27.13	0.00	0.00
Health Dadra and Nagar	2015-2016	83.65	0.00	0.00
Housing and Urban Development Dadra and Nagar	2015-2016	69.56	0.00	0.00
Industrial Training Institute - Dadra and Nagar Haveli	2015-2016	4.97	0.00	0.00

1	2	3	4	5
Irrigation and Flood Control Dadra and Nagar	2015-2016	46.81	0.00	0.00
Others Dadra and Nagar	2015-2016	83.72	0.00	0.00
Police Complaint Authority (Establishment)	2015-2016	4.85	0.00	0.00
Rural Development Dadra and Nagar	2015-2016	30.20	0.00	0.00
Secretariat Dadra and Nagar	2015-2016	0.70	0.00	0.00
Transport Dadra and Nagar	2015-2016	172.78	0.00	0.00
Village and Small Industries	2015-2016	2.00	0.00	0.00
Controller: UT, ANDAMAN AND NICOBAR				
ANI Agriculture Assistance to Farmers for Promotion of Horticulture Crop and High Value Agriculture	2015-2016	3.60	0.00	0.00
ANI Agriculture Assistance to farmers under High Yielding Programme	2015-2016	5.44	0.00	0.00
ANI Agriculture Direction and Administration	2015-2016	0.55	0.00	0.00
ANI Agriculture Rashtriya Krishi Vikas Yojana	2015-2016	0.61	0.00	0.00
ANI Agriculture Training and Extension Programme (IT and Demonstration)	2015-2016	0.82	0.00	0.00
ANI Education Elementary Education	2015-2016	97.81	0.00	0.00
ANI Soil Conservation Improvement of Degraded Land and Drainage	2015-2016	0.48	0.00	0.00
ANI Soil Conservation, Soil Conservation Works and Strengthening of Soil Testing Laboratory	2015-2016	1.21	0.00	0.00
Controller: WATER RESOURCES				
Accelerated Irrigation Benefit & Flood Management Programme	2015-2016 2014-2015	1,000.00 8,992.22	825.80 3,276.65	1,324.93 3,261.04

1	2	3	4	5
Pradhan Mantri Krishi Sinchaayi Yojana WR	2015-2016	1,000.00	0.00	963.16
Pradhan Mantri Krishi Sinchayi Yojana (PMKSY)	2014-2015	1,000.00	4.00	0.00
Controller: WOMEN AND CHILD DEVELOPMENT				
Integrated Child Development Services (ICDS)	2015-2016	8,251.77	8,006.00	14,404.61
	2014-2015	18,478.00	18,478.00	16,627.50
Integrated Child Protection Scheme (ICPS)	2015-2016	402.23	337.31	377.29
	2014-2015	337.23	337.23	390.59
National Mission for Empowerment of Women Including Indira Gandhi Mattritav Sahyog Yojna	2015-2016	438.00	0.00	232.11
	2014-2015	396.40	396.40	342.51
National Nutrition Mission WCD	2015-2016	205.79	63.92	0.00
Rajiv Gandhi Scheme for Empowerment of Adolescent Girls (SABLA)	2014-2015	713.33	713.33	624.10
Umbrella Scheme for Protection and Development of Woman	2014-2015	186.10	186.10	3.55
Controller: YOUTH AFFAIRS & SPORTS				
National Service Scheme (NSS)	2015-2016	73.05	6.70	67.79
	2014-2015	67.50	67.50	67.24
Rajiv Gandhi Khel Abhiyan (RGKA)	2015-2016	75.14	34.66	20.65
	2014-2015	180.00	180.00	86.32
TOTAL	2015-2016	2,00,192.37	1,46,790.64	1,89,706.24
TOTAL	2014-2015	3,33,485.65	2,79,407.81	2,67,226.44

Source: Public Finance Management System (PFMS)

Allocations to erstwhile Planning Commission

1836. SHRI C.M. RAMESH: Will the Minister of PLANNING be pleased to state:

(a) the allocations made to erstwhile Planning Commission during the last fifteen years, year-wise;

(b) whether it is a fact that renamed Planning Commission *i.e.* Niti Aayog has been allocated ₹ 20,000 crore for 2015-16;

(c) if so, the details thereof and the purpose for which money has been allocated;

(d) how Niti Aayog is different from the earlier Planning Commission; and

(e) what is the present mandate of Niti Aayog and what was the mandate of Planning Commission?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING (RAO INDERJIT SINGH): (a) The budget provision made to the erstwhile Planning Commission (both plan and non-plan) during the last fifteen years, year wise is as follows:-

(₹ crore)

Sl. No.	Year	Amount (BE)
1.	2001-02	106.52
2.	2002-03	53.64
3.	2003-04	78.77
4.	2004-05	10,130.88
5.	2005-06	106.80
6.	2006-07	123.83
7.	2007-08	129.32
8.	2008-09	644.00
9.	2009-10	519.00
10.	2010-11	2,059.32
11.	2011-12	1,676.00
12.	2012-13	2,177.03
13.	2013-14	8,081.51
14.	2014-15	2,606.86
15.	2015-16	2,211.63

(b) and (c) Union Budget 2015-16 in its Demand no. 37 of Expenditure Budget Vol. II provides ₹ 20,000 crore as Special Assistance. This provision has been made for providing assistanec to States/UTs by specific intervention through NITI Aayog. The allocation details for the said amount is given in the Statement-I (*See* below).

(d) and (e) A copy of the Government of India Resolution dated March 1950 *vide* which the Planning Commission was set up and the Resolution dated January 1, 2015 *vide* which NITI Aayog has been set up indicating *inter-alia* mandate of Planning Commission and NITI Aayog are given in the Statement-II and Statement-III respectively.

Statement-I

Approved amount under Special Assistance

Sl. No.	Scheme	Approved amount 2015-16 (₹ crore)	Remarks
1	2	3	4
1.	One time grant towards earlier sanctioned projects under BRGF (State Component), Uttarakhand package and PMRP & Flood rehabilitation 2014 (J&K)	4,950.00	
	(a) KBK of Odisha	132.07	
	(b) Special Plan for Bihar	1,887.52	
	(c) Special Plan for West Bengal	836.77	
	(d) Bundelkhand Package for MP & UP	727.42	
	(e) Prime Minister's Reconstruction Plan (PMRP) and Flood Rehabilitation Plan for Jammu & Kashmir- 2014	1250.00	
	(f) Uttarakhand: Medium and Long Term Reconstruction Package, 2013	116.22	
2.	One time assistance towards support to areas covered under Sixth Schedule of the Constitution	1,000.00	
3.	Irrigation Projects	2,800.00	
4.	One time assistance towards support for LWE districts	1,000.00	
5.	One time assistance towards support for developing water sources for arsenic and fluoride affected areas	1,000.00	₹ 2,500 crore for completing last mile projects under AIBFMP and ₹ 300 crore for addressing waterloging problem in Punjab.

1	2	3	4
6.	One time assistance towards support for States covered under Andhra Pradesh Re-organization Act	2,000.00	
7.	One time assistance as support to States 1,500.00 to deal with post 14th FC related issues (for Projects to be posed by the States)		Uttarakhand (₹448 crore), Tripura (₹ 232 crore), Manipur (₹ 82 crore), Sikkim (₹ 187 crore) and Tamil Nadu (Rs.552 crore)
8.	Additional fund recommended for ICDS, NRDWP and Dept. of Health and Family Welfare	4,750.00	1. Additional Provision for ICDS (₹ 3548 crore) 2. Balance amount of ₹ 1,202 crore may be consider for D/O H&FW and NRDWP
9.	One time assistance for Modernization of State Police Forces	700.00	
10.	New Schemes	300.00	
	TOTAL	20,000.00	

Statement-II

Government of India's Resolution setting up the Planning Commission

GOVERNMENT OF INDIA

CABINET SECRETARIAT' RESOLUTION

(Planning)

New Delhi, the 15th March, 1950

No.1-P(C)/50 - For some years past, the people of India have been conscious of the importance of planned development as a means of raising the country's standard of living. This consciousness found expression in the appointment in 1938 of the National Planning Committee by the Indian National Congress. The work of the Committee was, however, interrupted by political and other developments in the beginning of the war, although much useful material has since been published. In 1944, the Government

of India established a separate Department of Planning and Development and at its instance, the Central as well as the Provincial Governments prepared a number of development schemes to be undertaken after the war. Problems of planning were reviewed towards the end of 1949 by the Advisory Planning Board which was appointed by the Interim Government of India, an important recommendation of the Board being the appointment of a Planning Commission to devote continuous attention to the whole field of development, so far as the Central Government was concerned with it.

2. During the last three years, the Centre as well as the Provinces have initiated schemes of development, but experience has shown that progress has been hampered by the absence of adequate co-ordination and of sufficiently precise information about the availability of resources. With the integration of the former Indian States with the rest of country and the emergence of new geographical and economic facts, a fresh assessment of the financial and other resources and of the essential conditions of progress has now become necessary. Moreover, inflationary pressures inherited from the war, balance of payments difficulties, the influx into India of several million persons displaced from their homes and occupations, deficiencies in the country's food supply aggravated by partition and a succession of indifferent harvests, and the dislocation of supplies of certain essential raw materials have placed the economy under a severe strain. The need for comprehensive planning based on a careful appraisal of resources.

3. The Constitution of India has guaranteed certain Fundamental Rights to the citizens of India and enunciates certain Directive Principles of State Policy, in particular, that the State shall strive to promote the welfare of the people by securing and protecting as effectively as it may a social order in which justice, social economic and political, shall inform all the institutions of the national life and shall direct its policy towards securing, among other things:-

(a) that the citizens, men and women, equally, have the right to an adequate means of livelihood;

(b) that the ownership and control of the material resources of the community are so distributed as best to subserve the common good; and

(c) that the operation of the economic system does not result in the concentration of wealth and means of production to the common detriment.

4. Having regard to these rights and in furtherance of these principles as well as of the declared objective of the Government to promote a rapid rise in the standard of living of the people by efficient exploitation of the resources of the country, increasing production, and offering opportunities to all for employment in the service of the

community. The Planning Commission will:-

1. make an assessment of the material, capital and human resources of the country, including technical personnel, and investigate the possibilities of augmenting such of these resources as are found to be deficient in relation to the nation's requirements;
2. formulate a Plan for the most effective and balanced utilisation of the country's resources;
3. on a determination of priorities, define the stages in which the Plan should be carried out and propose the allocation of resources for the due completion of each stage;
4. indicate the factors which are tending to retard economic development, and determine the conditions which, in view of the current social and political situation, should be established for the successful execution of the Plan;
5. determine the nature of the machinery which will be necessary for securing the successful implementation of each stage of the Plan in all its aspects;
6. appraise from time to time the progress achieved in the execution of each stage of the Plan and recommend the adjustments of policy and measures that such appraisal may show to be necessary; and
7. make such interim or ancillary recommendations as appear to it to be appropriate either for facilitating the discharge of the duties assigned to it, or on a consideration of the prevailing economic conditions, current policies, measures and development programmes; or on an examination of such specific problem as may be referred to it for advice by Central or State Governments.

5. The Planning Commission will be composed of the following:

Chairman : Shri Jawaharlal Nehru

Deputy Chairman : Shri Gulzarilal Nanda

Members : Shri V.T. Krishnamachari

Shri Chintaman Deshmukh

Shri G.L. Mehta

Shri R.K. Patil

Secretary: Shri N.R. Pillai

Deputy Secretary : Shri Tarlok Singh

6. The Planning Commission will make recommendations to the Cabinet. In framing its recommendations, the Commission will act in close understanding and consultation with the Ministries of the Central Government and the Governments of the States. The responsibility for taking and implementing decisions will rest with the Central and the State Governments. The Government of India feel confident that the States will give the fullest measure of help to the Commission, so as to ensure the maximum coordination in policy and unity in effort.

7. The work of the Planning Commission will affect decisively the future welfare of the people in every sphere of national life. Its success will depend on the extent to which it enlists the association and cooperation of the people at all levels. The Government of India, therefore, earnestly hope that in carrying out its task the Commission will receive the maximum support and goodwill from all interests and in particular, from industry and labour.

8. The headquarters of the Commission will be at New Delhi.

Statement-III

The following is the full text of the Cabinet Resolution for NITI Aayog

RESOLUTION

Mahatma Gandhi had said: "Constant development is the law of life, and a man who always tries to maintain his dogmas in order to appear consistent drives himself into a false position". Reflecting this spirit and the changed dynamics of the new India, the institutions of governance and policy have to adapt to new challenges and must be built on the founding principles of the Constitution of India, the wealth of knowledge from our civilizational history and the present day socio-cultural context.

2. The Planning Commission was set up on the 15th of March, 1950 through a Cabinet Resolution. Nearly 65 years later, the country has metamorphosed from an under-developed economy to an emergent global nation with one of the world's largest economies.

3. From being preoccupied with survival, our aspirations have soared and today we seek elimination, rather than alleviation, of poverty. The people of India have great expectations for progress and improvement in governance, through their participation. They require institutional reforms in governance and dynamic policy shifts that can seed and nurture large-scale change. Indeed, the 'destiny' of our country, from the time we achieved Independence, is now on a higher trajectory.

4. The past few decades have also witnessed a strengthening of Indian nationhood. India is a diverse country with distinct languages, faiths and cultural ecosystems. This diversity has enriched the totality of the Indian experience. Politically too, India has embraced a greater measure of pluralism which has reshaped the federal consensus. The States of the Union do not want to be mere appendages of the Centre. They seek a decisive say in determining the architecture of economic growth and development. The one-size-fits-all approach, often inherent in central planning, has the potential of creating needless tensions and undermining the harmony needed for national effort. Dr. Ambedkar had said with foresight that it is "unreasonable to centralise powers where central control and uniformity is not clearly essential or is impracticable".

5. At the heart of the dynamics of transforming India lies a technology revolution and increased access to and sharing of information. In the course of this transformation, while some changes are anticipated and planned, many are a consequence of market forces and larger global shifts. The evolution and maturing of our institutions and polity also entail a diminished role for centralised planning, which itself needs to be redefined.

6. The forces transforming India are many and include:

(a) The industry and service sectors have developed and are operating on a global scale now. To build on this foundation, new India needs an administration paradigm in which the Government is an "enabler" rather than a "provider of first and last resort". The role of the Government as a "player" in the industrial and service sectors has to be reduced. Instead, Government has to focus on enabling legislation, policy making and regulation.

(b) India's traditional strength in agriculture has increased manifold on account of the efforts of our farmers and improvements in technology. We need to continue to improve, and move from pure food security to a focus on a mix of agricultural production as well as the actual returns that farmers get from their produce.

(c) Today, we reside in a 'global village', connected by modern transport, communications and media, and networked international markets and institutions. As India 'contributes' to global endeavours, it is also influenced by happenings far removed from our borders. Global economics and geo-politics are getting increasingly integrated, and the

private sector is growing in importance as a constituent within that. India needs to be an active player in the debates and deliberations on the global commons, especially in relatively uncharted areas.

(d) India's middle class is unique in terms of its size and purchasing power. This formidable group is increasing with the entry of the neo-middle class. It has been an important driver of growth and has enormous potential on account of its high education levels, mobility and willingness to push for change in the country. Our continuing challenge is to ensure that this economically vibrant group remains engaged and its potential is fully realised.

(e) India's pool of entrepreneurial, scientific and intellectual human capital is a source of strength waiting to be unleashed to help us attain unprecedented heights of success. In fact, the 'social capital' that is present in our people has been a major contributor to the development of the country thus far and, therefore, it needs to be leveraged through appropriate policy initiatives.

(f) The Non-Resident Indian community, which is spread across more than 200 countries, is larger in number than the population of many countries of the world. This is a significant geo-economic and geo-political strength. Future national policies must incorporate this strength in order to broaden their participation in the new India beyond just their financial support. Technology and management expertise are self-evident areas where this community can contribute significantly.

(g) Urbanisation is an irreversible trend. Rather than viewing it as an evil, we have to make it an integral part of our policy for development. Urbanisation has to be viewed as an opportunity to use modern technology to create a wholesome and secure habitat while reaping the economic benefits that it offers.

(h) Transparency is now a *sine qua non* for good governance. We are in a digital age where the tools and modes of communication, like social media, are powerful instruments to share and explain the thoughts and actions of the Government. This trend will only increase with time. Government and governance have to be conducted in an environment of total transparency —using technology to reduce opacity and thereby, the potential for misadventures in governing.

7. Technology and information access have accentuated the unity in diversity that defines us. They have helped integrate different capabilities of our regions, States and eco-systems towards an interlinked national economy. Indeed, Indian nationhood has been greatly strengthened on their account. To reap the benefits of the creative energy that emerges from the Indian kaleidoscope, our development model has to become more consensual and co-operative. It must embrace the specific demands of States, regions and localities. A shared vision of national development has to be worked out based on human dignity, national self-respect and an inclusive and sustainable development path.

8. The challenges we face as a country have also become more complex:

(a) India's demographic dividend has to be leveraged fruitfully over the next few decades. The potential of our youth, men and women, has to be realized through education, skill development, elimination of gender bias, and employment. We have to strive to provide our youth productive opportunities to work on the frontiers of science, technology and knowledge economy.

(b) Poverty elimination remains one of the most important metrics by which alone we should measure our success as a nation. Every Indian must be given an opportunity to live a life of dignity and self respect. The words of Tiruvalluvar, the sage-poet, when he wrote that "nothing is more dreadfully painful than poverty", and "gripping poverty robs a man of the lofty nobility of his descent", are as true today as they were when written more than two thousand years ago.

(c) Economic development is incomplete if it does not provide every individual the right to enjoy the fruits of development. Pt. Deen Dayal Upadhyaya had enunciated this in his concept of Antyodaya, or uplift of the downtrodden, where the goal is to ensure that the poorest of the poor get the benefits of development. Inequalities based on gender biases as well as economic disparities have to be redressed. We need to create an environment and support system that encourages women to play their rightful role in nation-building. Equality of opportunity goes hand in hand with an inclusiveness agenda. Rather than pushing everyone on to a pre-determined path, we have to give every element of society —especially weaker segments like the Scheduled Castes

and Scheduled Tribes —the ability to influence the choices the country and Government make in setting the national agenda. In fact, inclusion has to be predicated on a belief in the ability of each member of society to contribute. As Sankar Dev wrote centuries ago in the Kirtan Ghosh: "To see every being as equivalent to one's own soul is the supreme means (of attaining deliverance)".

(d) Villages *(Gram)* continue to be the bedrock of our ethos, culture and sustenance. They need to be fully integrated institutionally into the development process so that we draw on their vitality and energy.

(e) India has more than 50 million small businesses, which are a major source of employment creation. These businesses are particularly important in creating opportunities for the backward and disadvantaged sections of the society. Policy making must focus on providing necessary support to this sector in terms of skill and knowledge upgrades and access to financial capital and relevant technology.

(f) Responsible development implies environmentally sound development. India is one of the mega-diverse countries. Our environmental and ecological assets are eternal, and must be preserved and safeguarded. The country's legacy of respect for environment is reflected in our reverence for trees and animals. Our legacy to future generations must be sustainable progress. Each element of our environment *(paryavaran)* and resources, namely water, land and forest *(Jal, Jameen evam Jungle)* must be protected; and this must be done in a manner that takes into account their inter-linkages with climate *(jal vayu)* and people *(Jan).* Our development agenda has to ensure that development does not sully the quality of life of the present and future generations.

9. The role of the Government in achieving 'national objectives' may change with time, but will always remain significant. Government will continue to set policies that anticipate and reflect the country's requirements and execute them in a just manner for the benefit of the citizens. The continuing integration with the world —politically and economically —has to be incorporated into policy making as well as functioning of the Government.

In essence, effective governance in India will rest on the following pillars:

(a) **Pro-people agenda** that fulfils the aspirations of the society as well as individual,

(b) **Pro-active** in anticipating and responding to their needs,

(c) **Participative,** by involvement of citizens,

(d) **Empowering** women in all aspects,

(e) **Inclusion** of all groups, with special attention to the economically weak *(garib),* the SC, ST and OBC communities, the rural sector and farmers (*gaon* and *kisan*), youth and all categories of minorities,

(f) **Equality of opportunity** to our country's youth,

(g) **Transparency** through the use of technology to make Government visible and responsive.

10. Governance, across the public and private domains, is the concern of society as a whole. Everyone has a stake in ensuring good governance and effective delivery of services. Creating Jan Chetna, therefore, becomes crucial for people's initiative. In the past, governance may have been rather narrowly construed as public governance. In today's changed dynamics —with 'public' services often being delivered by 'private' entities, and the greater scope for 'participative citizenry', governance encompasses and involves everyone.

11. The institutional framework of Government has developed and matured over the years. This has allowed the development of domain expertise which allows us the chance to increase the specificity of functions given to institutions. Specific to the planning process, there is a need to separate as well as energize the distinct 'process' of governance from the 'strategy' of governance.

In the context of governance structures, the changed requirements of our country, point to the need for setting up an institution that serves as a Think Tank of the Government —a directional and policy dynamo. The proposed institution has to provide Governments at the Central and State levels with relevant strategic and technical advice across the spectrum of key elements of policy. This includes matters of national and international import on the economic front, dissemination of best practices from within the country as well as from other nations, the infusion of new policy ideas and specific issue-based support. The institution has to be able to respond to the changing and more integrated world that India is part of.

An important evolutionary change from the past will be replacing a Centre-to-State one-way flow of policy by a genuine and continuing partnership with the States.

The institution must have the necessary resources, knowledge, skills and, ability to act with speed to provide the strategic policy vision for the Government as well as deal with contingent issues.

Perhaps most importantly, the institution must adhere to the tenet that while incorporating positive influences from the world, no single model can be transplanted from outside into the Indian scenario. We need to find our own strategy for growth. The new institution has to zero in on what will work in and for India. It will be a Bharatiya approach to development.

12. The institution to give life to these aspirations is the **NITI Aayog (National Institution for Transforming India).** This is being proposed after extensive consultation across the spectrum of stakeholders including *inter alia* State Governments, domain experts and relevant institutions. The NITI Aayog will work towards the following objectives:

(a) To evolve a shared vision of national development priorities, sectors and strategies with the active involvement of States in the light of national objectives. The vision of the NITI Aayog will then provide a framework 'national agenda' for the Prime Minister and the Chief Ministers to provide impetus to.

(b) To foster cooperative federalism through structured support initiatives and mechanisms with the States on a continuous basis, recognizing that strong States make a strong nation.

(c) To develop mechanisms to formulate credible plans at the village level and aggregate these progressively at higher levels of Government.

(d) To ensure, on areas that are specifically referred to it, that the interests of national security are incorporated in economic strategy and policy.

(e) To pay special attention to the sections of our society that may be at risk of not benefitting adequately from economic progress.

(f) To design strategic and long term policy and programme frameworks and initiatives, and monitor their progress and their efficacy. The lessons learnt through monitoring and feedback will be used for making innovative improvements, including necessary mid-course corrections.

(g) To provide advice and encourage partnerships between key stakeholders and national and international like-minded Think Tanks, as well as educational and policy research institutions.

(h) To create a knowledge, innovation and entrepreneurial support system through a collaborative community of national and international experts, practitioners and other partners.

(i) To offer a platform for resolution of inter-sectoral and inter-departmental issues in order to accelerate the implementation of the development agenda.

(j) To maintain a state-of-the-art Resource Centre, be a repository of research on good governance and best practices in sustainable and equitable development as well as help their dissemination to stake-holders.

(k) To actively monitor and evaluate the implementation of programmes and initiatives, including the identification of the needed resources so as to strengthen the probability of success and scope of delivery.

(l) To focus on technology upgradation and capacity building for implementation of programmes and initiatives.

(m) To undertake other activities as may be necessary in order to further the execution of the national development agenda, and the objectives mentioned above.

13. The NITI Aayog will comprise the following:

(a) Prime Minister of India as the Chairperson.

(b) Governing Council comprising the Chief Ministers of all the States and Lt. Governors of Union Territories.

(c) Regional Councils will be formed to address specific issues and contingencies impacting more than one State or a region. These will be formed for a specified tenure. The Regional Councils will be convened by the Prime Minister and will comprise of the Chief Ministers of States and Lt. Governors of Union Territories in the region. These will be chaired by the Chairperson of the NITI Aayog or his nominee.

(d) Experts, specialists and practitioners with relevant domain knowledge as special invitees nominated by the Prime Minister.

(e) The full-time organizational framework will comprise of, in addition to the Prime Minister as the Chairperson:

(a) Vice-Chairperson: To be appointed by the Prime Minister–

(i) Members: Full-time

(ii) Part-time members: Maximum of 2 from leading universities research organizations and other relevant institutions in an ex-officio capacity. Part time members will be on a rotational basis.

(iii) *Ex Officio* members: Maximum of 4 members of the Union Council of Ministers to be nominated by the Prime Minister.

(iv) Chief Executive Officer: To be appointed by the Prime Minister for a fixed tenure, in the rank of Secretary to the Government of India.

(v) Secretariat as deemed necessary.

14. Swami Vivekananda said "Take up one idea. Make that one idea your life — think it, dream of it, live on that idea. Let the brain, muscles, nerves, every part of your body, be full of that idea and just leave every other idea alone. This is the way to success." Through its commitment to a cooperative federalism, promotion of citizen engagement, egalitarian access to opportunity, participative and adaptive governance and increasing use of technology, the NITI Aayog will seek to provide a critical directional and strategic input into the development process. This, along with being the incubator of ideas for development, will be the core mission of NITI Aayog.

Cabinet Secretariat, Government of India
New Delhi, 1st January 2015

Scrapping of NDC

1837. SHRI DEVENDER GOUD T.: Will the Minister of PLANNING be pleased to state:

(a) whether Government is all set to scrap the National Development Council and entrust its powers to Niti Aayog;

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

(c) whether any consultations with the Chief Ministers have been held in this regard; and

(d) if so, the views of each CM in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING (RAO INDERJIT SINGH): (a) No, Sir. At present, there is no proposal to scrap the National Development Council.

(b) to (d) Do not arise.

Location for setting up power projects in view of one nation one grid

1838. SHRI RANGASAYEE RAMAKRISHNA: Will the Minister of POWER be pleased to state:

(a) whether one nation one grid has become a reality on ground;

(b) if so, whether there is no need any longer to transport the raw materials like coal for long distances since it would be possible to transport the final product, the power; and

(c) if so, whether the siting of power projects in future would be confined to pit heads?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) Yes, Sir. All India synchronous National Grid has been established in the country through commissioning of Raichur - Solapur 765kV line, inter-connecting Southern Region grid with rest of the grid. This has made One Nation-One Grid-One Frequency, a reality.

(b) and (c) Section 7 of Electricity Act, 2003 stipulates that "Any generating company may establish, operate and maintain a generating station without obtaining a license under this Act if it complies with the technical standards relating to connectivity with the grid referred to in Clause (b) of Section 73: Accordingly, any generating company can set up thermal power plant anywhere in the country based on the cost benefit analysis considering transportation of coal and the transmission charges of electricity.

Effectiveness of measures by Bureau of Energy Efficiency

1839. DR. R. LAKSHMANAN: Will the Minister of POWER be pleased to state:

(a) whether the measures initiated by the Bureau of Energy Efficiency (BEE) has yielded any desirable and tangible results;

(b) if so, the details thereof;

(c) whether these measures would be of any use to Government in achieving its noble vision of providing 24x7 power to all households in the country by 2019; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) to (d) The following measures initiated by Bureau of Energy Efficiency have yielded tangible results in the field of energy efficiency and contribute significantly in achieving the vision of 24x7 power to all households in the country through resultant savings in energy consumption:

(i) Prescribing reduction in specific energy consumption norms for energy intensive industries notified as designated consumers, under Perform, Achieve, Trade (PAT) Scheme.

(ii) Star labeling of 21 appliances for improved energy efficiency.

(iii) Fuel efficiency standards prescribed for passengers cars to reduce fuel consumption.

(iv) Energy Conservation Building Codes (ECBC) formulated for energy efficiency improvement in commercial buildings.

(v) Demonstration projects on Demand Side Management (DSM) in Municipal, Household, Agriculture and Small & Medium Enterprises (SME) sectors for reducing energy consumption in these sectors.

(vi) Prescribing Design Guidelines for Energy Efficient Multi-Storey Residential Buildings.

(vii) Enabling investment in energy efficiency projects through innovative financing mechanisms.

(viii) Promotion of energy efficient LED lamps through Domestic Efficient Lighting Programme (DELP) and Street Lighting National Programme (SLNP), through which about 7.5 crore household LED bulbs are already distributed under DELP.

(ix) Nationwide campaign for energy conservation.

The energy saving achieved through the above initiatives is about 83 billion units.

Expediting transfer of funds

1840. DR. KANWAR DEEP SINGH: Will the Minister of POWER be pleased to state:

(a) whether it is a fact that transfer of funds from regulatory pool to Power System Development Fund (PSDF) and then to public accounts take a lot of time;

(b) if so, the reasons therefor; and

(c) the steps being taken to expedite such a transfer in future?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) No, Sir. There is no delay in transfer of funds.

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

Electrification of villages

1841. SHRI A.K. SELVARAJ: Will the Minister of POWER be pleased to state:

(a) whether Government has electrified 20 per cent of villages that were without power at the start of this financial year;

(b) if so, the details thereof;

(c) whether in July last year, Deendayal Upadhyaya Gram Jyoti Yojana aimed to provide round the clock power to rural households and adequate electricity to agricultural consumers; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) and (b) There were 18,452 un-electrified villages in the country as on 01.04.2015, out of which 6156 are electrified as on the 7th March, 2016.

(c) and (d) Government of India has approved Deendayal Upadhyaya Gram Jyoti Yojana (DDUGJY) in December, 2014. The scheme, apart from rural electrification, covers strengthening and augmentation of distribution infrastructure and feeder separation. This would facilitate uninterrupted supply of power to rural households and adequate power to agriculture consumers in rural areas.

Finances of State electricity DISCOMS

1842. SHRI VIJAY GOEL: Will the Minister of POWER be pleased to state:

(a) the amount of profits or losses faced by State electricity DISCOMS during the last five years, State-wise;

(b) the reasons the Ministry has identified for State power utilities not increasing their electricity generation capacity;

(c) whether Government is considering to recast loans of State power DISCOMS; and

(d) if so, the amount of debt restructuring proposal and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) As per the Report on "The Performance of State Power Utilities" published by Power Finance Corporation Ltd., the details of the profit and loss of the utilities selling directly to consumers are given in the Statement (*See* below).

(b) As on 29.02.2016, the State Sector Generation capacity has increased by 15241.1 MW in the Twelfth Plan.

(c) and (d) The Government has launched a Scheme Ujwal DISCOM Assurance Yojana (UDAY) for the financial and operational turnaround of State Power Distribution Companies (DISCOMs). The scheme aims to reduce interest burden, cost of power, and power losses in Distribution sector, besides improving their operational efficiency. Participating States would take over 75% of outstanding debt as on 30.09.2015. Till 10.03.2016, seven States have entered into Memorandum of Understanding (MoU) with the Government of India having eligible debt and dues of ₹ 166643.37 crore.

Statement

Profit/(Loss) for utilities selling directly to consumers

Region	State	Utility	2009-10		2010-11		2011-12		2012-13		2013-14	
			Profit/ (Loss) after tax on accrual basis	Profit/ (Loss) on Subsidy Recd. basis	Profit/ (Loss) after tax on accrual basis	Profit/ (Loss) on Subsidy Recd. basis	Profit/ (Loss) after tax on accrual basis	Profit/ (Loss) on Subsidy Recd. basis	Profit/ (Loss) after tax on accrual basis	Profit/ (Loss) on Subsidy Recd. basis	Profit/ (Loss) after tax on accrual basis	Profit/ (Loss) on Subsidy Recd. basis
1	2	3	4	5	6	7	8	9	10	11	12	13
Eastern	Bihar	BSEB	(1,412)	(1,412)	(1,332)	(1,332)	(2,662)	(2,662)	(1,088)	(1,088)		0
		NBPDCL		0		0		0	(56)	(56)	(74)	(74)
		SBPDCL		0		0		0	(84)	(84)	(269)	(269)
	Bihar Total		(1,412)	(1,412)	(1,332)	(1,332)	(2,662)	(2,662)	(1,227)	(1,227)	(343)	(343)
	Jharkhand	JSEB	(707)	(707)	(723)	(723)	(3,211)	(3,211)	(2,668)	(2,668)	(1,511)	(1,511)
	Jharkhand Total		(707)	(707)	(723)	(723)	(3,211)	(3,211)	(2,668)	(2,668)	(1,511)	(1,511)
	Odisha	CESU	(146)	(146)	(87)	(87)	(257)	(257)	(316)	(316)	(199)	(199)
		NESCO	(28)	(28)	(72)	(72)	(92)	(92)	(77)	(77)	(45)	(45)
		SESCO	(40)	(40)	(19)	(19)	(22)	(22)	(34)	(34)	(11)	(11)
		WESCO	(27)	(27)	(38)	(38)	(52)	(52)	(132)	(132)	(87)	(87)

	Odisha Total		(241)	(241)	(215)	(215)	(423)	(423)	(559)	(559)	(342)	(342)
	Sikkim	Sikkim PD	(9)	(9)	(23)	(23)	(17)	(17)	39	39	33	33
	Sikkim Total		(9)	(9)	(23)	(23)	(17)	(17)	39	39	33	33
	West Bengal	WBSEDCL	71	71	95	95	73	73	82	82	19	19
	West Bengal Total		71	71	95	95	73	73	82	82	19	19
Eastern Total			(2,298)	(2,298)	(2,198)	(2,198)	(6,240)	(6,240)	(4,332)	(4,332)	(2,143)	(2,143)
North Eastern	Arunachal Pradesh	Arunachal PD	(212)	(212)	(182)	(182)	(274)	(274)	(255)	(255)	(428)	(428)
	Arunachal Pradesh Total		(212)	(212)	(182)	(182)	(274)	(274)	(255)	(255)	(428)	(428)
	Assam	APDCL	(303)	(303)	(486)	(486)	(408)	(558)	(418)	(568)	(528)	(693)
	Assam Total		(303)	(303)	(486)	(486)	(408)	(558)	(418)	(568)	(528)	(693)
	Manipur	Manipur PD	(145)	(145)	(204)	(204)	(307)	(307)	(315)	(315)	(194)	(194)
	Manipur Total		(145)	(145)	(204)	(204)	(307)	(307)	(315)	(315)	(194)	(194)
	Meghalaya	MeSEB	(56)	(56)		0		0		0		0
		MeECL		0	(114)	(114)	(204)	(204)		0		0
		MePDCL		0		0		0	(221)	(232)	(26)	(26)
	Meghalaya Total		(56)	(56)	(114)	(114)	(204)	(204)	(221)	(232)	(26)	(26)

1	2	3	4	5	6	7	8	9	10	11	12	13
	Mizoram	Mizoram PD	(142)	(142)	(158)	(158)	(127)	(127)	(200)	(200)	(192)	(192)
	Mizoram Total		(142)	(142)	(158)	(158)	(127)	(127)	(200)	(200)	(192)	(192)
	Nagaland	Nagaland PD	(108)	(108)	(179)	(179)	(214)	(214)	(212)	(212)	(191)	(191)
	Nagaland Total		(108)	(108)	(179)	(179)	(214)	(214)	(212)	(212)	(191)	(191)
	Tripura	TSECL	2	(11)	(126)	(130)	(157)	(157)	(166)	(166)	(70)	(70)
	Tripura Total		2	(11)	(126)	(130)	(157)	(157)	(166)	(166)	(70)	(70)
North Eastern Total			(964)	(977)	(1,450)	(1,454)	(1,692)	(1,842)	(1,788)	(1,949)	(1,630)	(1,795)
Northern	Delhi	BSES Rajdhani	187	187	388	388	121	121	21	21	8	8
		BSES Yamuna	77	77	155	155	21	21	25	25	11	11
		TPDDL	351	351	258	258	339	339	310	310	334	334
	Delhi Total		614	614	801	801	481	481	356	356	353	353
	Haryana	DHBVNL	(633)	(680)	(792)	(955)	(4,599)	(4,599)	(1,352)	(1,352)	(1,648)	(1,648)
		UHBVNL	(912)	(912)	(129)	(129)	(8,604)	(8,604)	(2,297)	(2,297)	(1,465)	(1,465)
	Haryana Total		(1,545)	(1,593)	(921)	(1,084)	(13,203)	(13,203)	(3,649)	(3,649)	(3,113)	(3,113)

Himachal Pradesh	HPSEB	(153)	(153)	(122)	(122)		0		0		0
	HPSEB Ltd.		0	(380)	(380)	(513)	(513)	(340)	(340)	(75)	(75)
Himachal Pradesh Total		(153)	(153)	(502)	(502)	(513)	(513)	(340)	(340)	(75)	(75)
Jammu and Kashmir	J&K PDD	(2,106)	(2,106)	(2,167)	(2,167)	(3,037)	(3,037)	(3,129)	(3,129)	(2,387)	(2,387)
Jammu & Kashmir Total		(2,106)	(2,106)	(2,167)	(2,167)	(3,037)	(3,037)	(3,129)	(3,129)	(2,387)	(2,387)
Punjab	PSEB	(1,302)	(1,302)		0		0		0		0
	PSPCL		0	(1,640)	(1,640)	(537)	(459)	261	94	256	256
Punjab Total		(1,302)	(1,302)	(1,640)	(1,640)	(537)	(459)	261	94	256	256
Rajasthan	AVVNL	0	(3,924)	(6,907)	(6,907)	(7,596)	(7,596)	(3,905)	(3,905)	(4,843)	(4,843)
	JDVVNL	0	(3,169)	(6,827)	(6,827)	(6,179)	(6,179)	(4,285)	(4,285)	(5,299)	(5,299)
	JVVNL	(0)	(3,913)	(7,636)	(7,636)	(5,797)	(5,797)	(4,161)	(4,161)	(5,503)	(5,503)
Rajasthan Total		0	(11,006)	(21,370)	(21,370)	(19,572)	(19,572)	(12,351)	(12,351)	(15,645)	(15,645)
Uttar Pradesh	DVVN	(1,322)	(1,322)	(1,322)	(1,322)	(2,840)	(2,840)	(3,364)	(3,364)	(5,521)	(5,521)
	KESCO	(155)	(155)	(182)	(182)	(384)	(384)	(545)	(545)	(674)	(674)
	MVVN	(733)	(733)	(742)	(742)	(1,765)	(1,765)	(2,033)	(2,033)	(3,263)	(3,263)
	Pash VVN	(629)	(629)	(453)	(453)	(1,992)	(1,992)	(1,303)	(1,303)	(3,172)	(3,172)

1	2	3	4	5	6	7	8	9	10	11	12	13
		Poorv VVN	(492)	(492)	(1,268)	(1,268)	(2,244)	(2,244)	(2,533)	(2,533)	(4,095)	(4,095)
	Uttar Pradesh Total		(3,330)	(3,330)	(3,966)	(3,966)	(9,224)	(9,224)	(9,778)	(9,778)	(16,724)	(16,724)
	Uttarakhand	Ut PCL	(527)	(527)	(204)	(204)	(55)	(55)	(16)	(16)	323	323
	Uttarakhand Total		(527)	(527)	(204)	(204)	(55)	(55)	(16)	(16)	323	323
Northern	**Total**		(8,350)	(19,403)	(29,969)	(30,132)	(45,660)	(45,582)	(28,647)	(28,814)	(37,011)	(37,012)
Southern	Andhra Pradesh	APCPDCL	36	(1,198)	3	(778)	4	(1,476)	(7,718)	(7,718)	(811)	(811)
		APEPDCL	18	(435)	13	(572)	25	(963)	(1,681)	(1,681)	(136)	(136)
		APNPDCL	7	(892)	7	(409)	3	(874)	(3,436)	(3,445)	(31)	(31)
		APSPDCL	4	(1,116)	3	(418)	6	(710)	(4,673)	(4,678)	(401)	(401)
	Andhra Pradesh Total		66	(3,641)	26	(2,178)	38	(4,022)	(17,508)	(17,522)	(1,379)	(1,379)
	Karnataka	BESCOM	12	112	0	0	118	107	(433)	(433)	76	76
		CHESCOM	(74)	(318)	11	11	(123)	(269)	(270)	(337)	(16)	(72)
		GESCOM	(31)	(31)	61	61	(5)	34	(189)	(189)	38	38
		HESCOM	(174)	(174)	(65)	(65)	40	40	41	41	(576)	(576)
		MESCOM	9	(14)	2	2	6	6	13	13	0	0
	Karnataka Total		(258)	(424)	10	10	36	(82)	(838)	(905)	(478)	(534)

	Kerala	KSEB	241	241	241	241	241	241	241	241	140	140
		KSEBL		0		0		0		0	(29)	(29)
	Kerala Total		241	241	241	241	241	241	241	241	111	111
	Puducherry	Puducherry PD	(47)	(47)	(134)	(134)	(164)	(164)	(308)	(308)	(60)	(60)
	Puducherry Total		(47)	(47)	(134)	(134)	(164)	(164)	(308)	(308)	(60)	(60)
	Tamil Nadu	TNEB	(10,295)	(10,295)	(6,273)	(6,273)		0		0		0
		TANG-EDCO		0	(5,634)	(5,634)	(13,321)	(13,308)	(11,679)	(12,064)	(13,985)	(14,052)
	Tamil Nadu Total		(10,295)	(10,295)	(11,907)	(11,907)	(13,321)	(13,308)	(11,679)	(12,064)	(13,985)	(14,052)
Southern	**Total**		(10,293)	(14,166)	(11,764)	(13,967)	(13,171)	(17,337)	(30,092)	(30,559)	(15,791)	(15,914)
Western	Chhattisgarh	CSPDCL	(351)	(351)	(581)	(581)	(2,012)	(2,012)	(498)	(498)	(630)	(630)
	Chhattisgarh Total		(351)	(351)	(581)	(581)	(2,012)	(2,012)	(498)	(498)	(630)	(630)
	Goa	Goa PD	16	16	(79)	(79)	(271)	(271)	(285)	(285)	(4)	(4)
	Goa Total		16	16	(79)	(79)	(271)	(271)	(285)	(285)	(4)	(4)
	Gujarat	DGVCL	22	22	63	63	76	76	25	25	52	52
		MGVCL	17	17	25	25	36	36	21	21	19	19
		PGVCL	4	4	3	3	9	9	11	11	10	10

1	2	3	4	5	6	7	8	9	10	11	12	13
		UGVCL	6	6	13	13	12	12	14	14	14	14
	Gujarat Total		48	48	103	103	134	134	71	71	95	95
	Madhya Pradesh	MP Madhya Kshetra VVCL	(779)	(779)	(605)	(605)	(1,129)	(1,129)	(1,593)	(1,595)	(2,672)	(2,672)
		MP Paschim Kshetra VVCL	(1,433)	(1,433)	(578)	(578)	(624)	(624)	(1,425)	(1,425)	(1,811)	(1,811)
		MP Purv Kshetra VVCL	(1,131)	(1,131)	(974)	(974)	(1,167)	(1,167)	(1,432)	(1,432)	(1,887)	(1,893)
	Madhya Pradesh Total		(3,342)	(3,342)	(2,157)	(2,157)	(2,920)	(2,920)	(4,450)	(4,452)	(6,370)	(6,376)
	Maharashtra	MSEDCL	(1,085)	(1,085)	(1,505)	(1,505)	(808)	(808)	(871)	(871)	(280)	(280)
	Maharashtra Total		(1,085)	(1,085)	(1,505)	(1,505)	(808)	(808)	(871)	(871)	(280)	(280)
Western Total			(4,714)	(4,714)	(4,219)	(4,219)	(5,877)	(5,877)	(6,034)	(6,036)	(7,190)	(7,196)
GRAND TOTAL			(26,618)	(41,558)	(49,600)	(51,971)	(72,639)	(76,877)	(70,894)	(71,690)	(63,765)	(64,060)

Fund for rural electrification

1843. SHRIMATI VANDANA CHAVAN: Will the Minister of POWER be pleased to state:

(a) the details of villages which have been electrified during the last three years, State-wise;

(b) the details of funds used and sanctioned for rural electrification during the above period;

(c) the steps taken by Government to reduce the losses it might incur due to heavily subsidized tariff that is being charged for electricity in rural areas; and

(d) whether subsidies are being provided to the States including Maharashtra for various renewable energy sources for rural electrification and if so, the details thereof, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) The State-wise number of villages electrified under rural electrification component of Deendayal Upadhyaya Gram Jyoti Yojana (DDUGJY) during the last three years, are given in the Statement-I (*See* below).

(b) Details of projects sanctioned and funds released for the rural electrification during the last three years are as under:

(₹ in crore)

	During 2012-13	During 2013-14	During 2014-15
Funds Sanctioned	-	23606.38	8853.12
Fund disbursed	903.39	2373.10	3586.62

(c) Tariff is decided by the concerned State Electricity Regulatory Commission, however, recently launched Ujwal DISCOM Assurance Yojana (UDAY) aims at reducing cost of power too.

(d) Under DDUGJY, renewable energy sources are used for rural electrification in case of off-grid villages. Against the sanctioned project cost of ₹ 1216.68 crore, a capital subsidy of ₹ 1022.64 crore has been earmarked under the scheme. No proposal has been received from the State of Maharashtra under this component. However, the State-wise details are given in the Statement-II.

Statement-I

State-wise number of villages electrified during the last three years under DDUGJY

Sl. No.	States	2012-13	2013-14	2014-15
1.	Arunachal Pradesh	387	282	107
2.	Assam	190	125	190
3.	Bihar	701	206	341
4.	Chhattisgarh	214	164	67
5.	Himachal Pradesh	5	0	8
6.	Jammu and Kashmir	28	27	9
7.	Jharkhand	181	47	161
8.	Karnataka	1	0	0
9.	Madhya Pradesh	92	98	86
10.	Manipur	0	0	192
11.	Meghalaya	482	144	43
12.	Mizoram	5	13	45
13.	Nagaland	9	4	10
14.	Odisha	119	84	13
15.	Rajasthan	138	18	70
16.	Tripura	16	1	0
17.	Uttar Pradesh	3	0	59
18.	Uttarakhand	0	0	4
19.	West Bengal	16	0	0
	TOTAL	2587	1213	1405

Statement-II

Status of sanctioned projects as on 29.02.2016

(₹ in lakhs)

Sl. No.	State	Sanctioned project cost	Total Subsidy amount
1	2	3	4
1.	Andhra Pradesh	9713.98	8411.1735
2.	Assam	26670.84	24003.756

1	2	3	4
3.	Arunachal Pradesh	11189	10070.1
4.	Bihar	3784.64	3406.176
5.	Chhattisgarh	20570.96	15844.62
6.	Jharkhand	16809.91	12921.069
7.	Karnataka	4384.12	3936.483
8.	Kerala	531.83	478.647
9.	Madhya Pradesh	10504.57	8285.9805
10.	Meghalaya	1212.4	1091.16
11.	Odisha	5872.68	4434.06
12.	Rajasthan	1891.11	1701.999
13.	Uttar Pradesh	8026	7223.4
14.	Uttarakhand	506.26	455.634
	TOTAL DDUGJY	121668.3	102264.258

Funding for procurement of energy meters

1844. SHRI BALWINDER SINGH BHUNDER: Will the Minister of POWER be pleased to state:

(a) whether it is a fact that the Rural Electrification Corporation (REC) and the Power Finance Corporation (PFC) Ltd. are funding the State Electricity Boards and distribution companies for procurement of energy meters;

(b) if so, the details of funding by REC and PFC to State Electricity Boards/ distribution companies during the last three years, State-wise; and

(c) what is the mechanism to ensure that funds released by REC and PFC are properly utilized?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) and (b) Yes, Sir. The Rural Electrification Corporation (REC) and the Power Finance Corporation (PFC) are funding the State Electricity Boards/DISCOMs for various activities of distribution utilities which include procurement of energy meters also. The details of loan sanctioned in distribution sector during the last 3 years by REC and PFC are given in the Statement-I and Statement-II, respectively (*See* below).

(c) Funds that are released to DISCOMs are reimbursed based on progress of works. The project offices of REC located in States monitor the schemes funded by REC on periodic basis. The disbursement mechanism of PFC ensures that funds are released on receipt of material by borrower.

Statement-I

Sanctions made by REC to various States/Power Utility under Distribution Scheme during the last three years (2012-2015)

(₹ in Crore)

State	Total for three years
Andhra Pradesh	6124.70
Chhattisgarh	678.16
Haryana	3780.87
Himachal Pradesh	255.01
Jammu and Kashmir	116.09
Karnataka	5444.60
Kerala	2079.41
Madhya Pradesh	426.62
Maharashtra	8508.21
Manipur	39.88
Odisha	197.72
Punjab	3808.04
Rajasthan	4546.89
Tamil Nadu and Puducherry	2972.01
Telangana	1207.19
Uttar Pradesh	4860.08
Uttarakhand	646.85
West Bengal	3173.84
DVC	790.00
Puducherry-UT	63.58
TOTAL	49719.75

Statement-II

Sanctions made by PFC to various States/Power Utility under Distribution Scheme in the last three year 2012-15

(₹ in crore)

Sl. No.	State	Total for three years
1.	Andhra Pradesh	75
2.	Bihar	19
3.	Chhattisgarh	162
4.	Himachal Pradesh	83
5.	Karnataka	358
6.	Kerala	802
7.	Madhya Pradesh	328
8.	Maharashtra	14
9.	Mizoram	24
10.	Puducherry	64
11.	Rajasthan	3,629
12.	Tamil Nadu	85
13.	Uttar Pradesh	446
14.	Uttarakhand	58
	TOTAL	6,298

Power theft

1845. SHRI AMBETH RAJAN: Will the Minister of POWER be pleased to state:

(a) whether Government has undertaken any study to assess power theft which is rampant across the country;

(b) if so, the details of power theft detected and reported during the last five years, State-wise; and

(c) the steps taken by Government to curb rampant power theft across the country?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) and (b) The Government of India monitors the reduction in Aggregate

Technical and Commercial (AT&C) losses of State Power Distribution Utilities which includes the losses on account of theft also. The revenue collection and accounting of shortages towards electricity usage is the responsibility of State Governments. On the basis of the data collected from State Governments, the Central Electricity Authority (CEA) has furnished detailed cases related to power theft that were reported during 2011-12, 2012-13, 2013-14 and 2014-15 (upto Nov., 2014) and the same are given in the Statement (*See* below).

(c) There are enabling punitive provisions against power theft for Electricity Distribution Companies in the Electricity Act, 2003. The Ministry of Power has made several interventions such as IT enablement of distribution infrastructure, feeder metering, feeder segregation and monitoring of AT&C loss trajectories through various schemes such as Integrated Power Development Scheme (IPDS) and Deendayal Upadhyaya Gram Jyoti Yojana (DDUGJY) to detect and prevent power theft.

Statement

Information regarding theft cases of electricity filed/registered in Special Courts States/UTs

Sl. No.	Name of States/UTs	No. of theft cases of electricity registered in Special Courts	No. of theft cases in which prosecution taken place	No. of theft cases in which Judgment passed/ penalty awarded
1	2	3	4	5
	STATES			
1.	**Gujarat**			
	2011-12	2111	903	156
	2012-13	2540	1191	104
	2013-14	3168	1406	92
	2014-15(up to 11/2014)	2450	1290	65
2.	**Chhattisgarh**			
	2011-12	3037		1300
	2012-13	2654	-	1541
	2013-14	2856		1680
	2014-15(upto 11/2014)	3329		1503

1	2	3	4	5
3.	**Karnataka**			
	2011-12	20887	183	54
	2012-13	15871	193	18
	2013-14	12672	365	7
	2014-15(upto 11/2014)	6902	224	5
4.	**Madhya Pradesh**			
	A. PKVVCL			
	2011-12	23957	18102	5282
	2012-13	24948	17539	6561
	2013-14	20014	15977	3284
	2014-15(upto 11/2014)	15394	12848	1299
	B. MPPKVVCL			
	2011-12	22150	22042	692
	2012-13	25071	24914	1205
	2013-14	18663	18081	1172
	2014-15(upto 11/2014)	19033	19012	153
	C. MPMKVVCL			
	2011-12	14675	11253	4977
	2012-13	15937	13345	5381
	2013-14	16466	12778	3965
	2014-15(up to 11/2014)	13467	8595	1763
5.	**Maharashtra**			
	2011-12	13066	3772	
	2012-13	22767	4732	-
	2013-14	17443	4625	
	2014-15(upto 11/2014)	14017	4793	
6.	**Telangana**			
	2011-12	63817	25	6
	2012-13	74399	14	17

1	2	3	4	5
	2013-14	64083	62	12
	2014-15(up to 11/2014)	44564	73	27
7.	Odisha*			
	2011-12	445		
	2012-13	491		
	2013-14	546		
	2014-15 (upto 11/2014)	256		
8.	**Tamil Nadu GEDCO#**			
	A. Chennai South Region			
	2011-12	1	1	0
	2012-13	1	1	0
	2013-14	0	0	0
	2014-15 (up to 11/2014)	0	0	0
	B. Tirunelveli Region			
	2011-12	10	8	2
	2012-13	0	0	0
	2013-14	2	2	0
	2014-15 (up to 11/2014)	-	-	-
	C. Madurai Region			
	2011-12	4	0	4
	2012-13			
	2013-14			
	2014-15 (up to 11/2014)			
	D. Coimbatore Region			
	2011-12	2	0	
	2012-13		0	

* Excluding SOUTHCO & Other Energy Police stations of Odisha as Financial year-wise data not available

Information in respect of Salem EDC, Namakkal EDC, Erode EDC, Gobi EDC, Chennai North Region, Villupuram Region, Trichi Region & Vellore Region of Tamil Nadu GEDCO for above years are Nil.

1	2	3	4	5
	2013-14		2	
	2014-15 (up to 11/2014)		0	1
9.	**Delhi**			
	A. TPDDL			
	2011-12	1180	901	9
	2012-13	1198	1354	23
	2013-14	1856	1382	22
	2014-15 (up to 11/2014)	1639	1340	18
	B. BRPL			
	2011-12	1060	3781	197
	2012-13	2714	4235	129
	2013-14	2724	5826	115
	2014-15 (up to 11/2014)	1573	6061	79
	C. BYPL			
	2011-12	1490	75	23
	2012-13	1570	206	52
	2013-14	2095	169	71
	2014-15 (upto 11/2014)	1451	167	59
10.	**Andhra Pradesh**			
	APEPDCL			
	2011-12	1594	6	7
	2012-13	1760	0	4
	2013-14	1841	1	0
	2014-15 (up to 11/2014)	932	1	0
11.	**Punjab**			
	2011-12	779	93	29
	2012-13	1806	129	15
	2013-14	1924	73	10
	2014-15 (upto 11/2014)	2134	53	5

1	2	3	4	5
12.	**Mizoram**		Nil Information	
	2011-12			
	2012-13			
	2013-14			
	2014-15 (up to 11/2014)			
13.	**Arunachal Pradesh**		Special Court Not Constituted.	
	2011-12			
	2012-13			
	2013-14			
	2014-15 (upto 11/2014)			
14.	**Manipur**			
	2011-12	84	36	0
	2012-13	433	386	123
	2013-14	16	338	338
	2014-15 (up to 11/2014)	0	0	0
15.	**Meghalaya**			
	2011-12	4	-	1
	2012-13	-	2	-
	2013-14	-	2	2
	2014-15 (up to 08/2014)	-	-	1
16.	**Nagaland**			
	2011-12	286		
	2012-13	354		
	2013-14	1060		
	2014-15 (up to 11/2014)	635		

Note: Deptt. of Power, Nagaland has set up Anti Power Theft Mobile Squad/Anti Power Theft Police Stations.

	UNION TERRITORIES	
1	Andman and Nicobar Islands	No Theft cases have been reported in A&N Islands, Hence, no Special Court has been set up till now.
	2011-12	
	2012-13	
	2013-14	
	2014-15(up to 11/2014)	
2	Daman and Diu	Nil Information
	2011-12	
	2012-13	
	2013-14	
	2014-15 (up to 11/2014)	

Note:- No information has been received from rest of the States and Union Territories

(Source: CEA)

Modalities for distribution of electricity to villages

1846. SHRI P. BHATTACHARYA:
SHRI RAMDAS ATHAWALE:
KUMARI SELJA:
SHRIMATI RAJANI PATIL:
SHRI DARSHAN SINGH YADAV:

Will the Minister of POWER be pleased to state:

(a) whether Government has taken up the work of rural electrification under its National Rural Electrification Scheme;

(b) if so, the details thereof indicating the number of villages electrified thereunder, State-wise;

(c) the number of villages proposed to be covered under the scheme during the ensuring year, State-wise;

(d) whether Government has worked out the modalities regarding the distribution of electricity to villages under the scheme; and

(e) if so, the details thereof and the steps taken to ensure uninterrupted power supply to villages?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) to (c) Ministry of Power does not have any scheme by the name National Rural Electrification Scheme (NRES). However, the work of rural electrification is done under Deendayal Upadhyaya Gram Jyoti Yojana (DDUGJY). Cumulatively, as on 29.02.2016, electrification works in 1,14,452 villages have been completed. The State-wise details are given in the Statement-I (*See* below). 5686 un-electrified villages are to be electrified in 2015-16. State-wise details are given in the Statement-II (*See* below).

(d) and (e) Apart from village electrification, DDUGJY scheme includes strengthening of sub-transmission, distribution and feeder separation facilitating reliable and quality power supply to villages.

Statement-I

State-wise number of villages electrified under DDUGJY as on 29.02.2016.

Sl. No.	States	Number of villages electrified
l.	Arunachal Pradesh	2123
2.	Assam	8954
3.	Bihar	24918
4.	Chhattisgarh	1569
5.	Himachal Pradesh	90
6.	Jammu & Kashmir	238
7.	Jharkhand	18077
8.	Karnataka	55
9.	Madhya Pradesh	958
10.	Manipur	878
11.	Meghalaya	1842
12.	Mizoram	170
13.	Nagaland	102
14.	Odisha	15428
15.	Rajasthan	4284
16.	Sikkim	25
17.	Tripura	153
18.	Uttar Pradesh	28882
19.	Uttarakhand	1514
20.	West Bengal	4192
	TOTAL	114452

Statement-II

State-wise list of un-electrified villages targeted to be electrified during the year 2015-16

Sl. No.	States	Target UE Villages
1.	Assam	517
2.	Bihar	1664
3.	Chhattisgarh	449
4.	Himachal Pradesh	20
5.	Jammu and Kashmir	26
6.	Jharkhand	907
7.	Karnataka	5
8.	Madhya Pradesh	234
9.	Manipur	274
10.	Meghalaya	28
11.	Mizoram	16
12.	Nagaland	28
13.	Odisha	351
14.	Rajasthan	151
15.	Sikkim	1
16.	Tripura	13
17.	Uttar Pradesh	984
18.	West Bengal	18
	TOTAL	5686

Use of LED lights

1847. SHRI LAL SINH VADODIA: Will the Minister of POWER be pleased to state:

(a) whether it is a fact that Government is promoting Light Emitting Diode (LED) lights in the country;

(b) if so, whether Government proposes to release more funds for promoting LED lights;

(c) whether Government has any data of less power consumption by LED lights; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) and (b) Hon'ble Prime Minister of India launched the National LED programme on 5th January, 2015 which is being implemented by Energy Efficiency Services Limited (EESL), a joint venture company of Public Sector undertakings (PSUs) under the Ministry of Power. Two initiatives, *viz.* Domestic Efficient Lighting Programme (DELP) and Street Light National Programme (SLNP), have been initiated under this programme, wherein household lighting and street lights respectively are replaced with LEDs. EESL has developed an innovative business model in which the entire investment in these programmes is made by it and is paid back over a time from energy savings. This obviates a need for any Government funding for this programme.

(c) and (d) EESL has developed a web based dashboard where the real-time information about number of LED bulbs distributed State Wise and the approximate saving in energy, avoided peak demand and Green House Gases (GHG) mitigated are displayed on a real time basis. The dashboard can be accessed at *www.delp.in.* In addition, an independent survey of 5 projects each of the two programmes has indicated energy savings as indicated in the Statement. (*See* below). The report has also been uploaded on the website indicated above.

Statement

Energy savings

1. Domestic Efficient Lighting Programme (DELP)

Region	Units saved for the overall project (million kWh)	Peak load reduction (MW)	Emission reduction (thousand tCO2)
Puducherry	80.95	15.81	65.6
Anantapur	150.06	29.36	121.5
Guntur	249.33	48.70	202.0
Srikakulam	142.04	27.87	115.1
W. Godavari	214.10	41.82	173.4
TOTAL (for five cities)	836.48	163.56	677.6
National Level (estimated for 77 crores LED bulb distribution)	102901	20122	84379.5

2. Street Light National Programme (SLNP)

Name of Cities	Number of LEDs (in thousands)	Annual energy savings (million kWh)	Avoided GHG emission (thousand tCO2)	Peak load reduction (MW)
Varanasi	0.947	1.56	1.278	0.39
Jhalawar	2.449	0.37	0.303	0.09
Mount Abu	1.807	0.65	0.530	0.16
Vizag	91.775	23.54	19.302	5.05
Agartala	34.200	3.90	3.200	0.97
TOTAL (for 5 cities)	131.178	30.02	24.613	6.66
TOTAL (estimated at national level for 3.5 crore street lights)	35000	8008.59	6567.04	1777

Reforms in power sector

1848. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of POWER be pleased to state:

(a) whether Government has initiated reforms in power sector recently in view of massive losses being suffered by discoms country-wide;

(b) if so, the details thereof and packages announced in this regard;

(c) how many and which State electricity distribution units are running into losses and the reasons behind such losses; and

(d) what corrective measures have been taken to make discoms viable?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) and (b) Yes, Sir. The Government has launched UDAY (Ujwal DISCOM Assurance Yojana) for the financial and operational turnaround of state-owned Power Distribution Companies (DISCOMs). The Scheme aims to reduce interest burden, cost of power, and power losses in Distribution sector besides improving operational efficiency of DISCOMs.

(c) The details of the Profit/Loss making Utilities for 2013-14 as per report published by Power Finance Corporation Limited are given in the Statement (*See*

below). Main reasons for the poor financial health of State Power Utilities include high Aggregate Technical and Commercial (AT and C) losses, high Average Cost of Supply (ACS) and low Average Revenue Receipts.

(d) As corrective measures, State would take over 75% of the outstanding debt of DISCOM as on 30.09.2015. Coal linkage rationalization, liberally allowing coal swaps from inefficient to efficient plants, allocation of coal linkages at notified prices, demand side management, energy efficiency measures and action for reduction in AT&C losses have been envisaged.

Statement

Loss Making Utilities for the year 2013-14

			2013-14	
Region	State	Utility	Profit/(Loss) on subsidy received basis	Profit/(Loss) after tax on accrual basis
1	2	3	4	5
Eastern	Bihar	NBPDCL	(74)	(74)
		SBPDCL	(269)	(269)
	Jharkhand	JSEB	(1,511)	(1,511)
	Odisha	CESU	(199)	(199)
		NESCO	(45)	(45)
		SESCO	(11)	(11)
		WESCO	(87)	(87)
North Eastern	Arunachal Pradesh	Arunachal PD	(428)	(428)
	Assam	APDCL	(693)	(528)
	Manipur	Manipur PD	(194)	(194)
	Meghalaya	MePDCL	(26)	(26)
	Mizoram	Mizoram PD	(192)	(192)

1	2	3	4	5
	Nagaland	Nagaland PD	(191)	(191)
	Tripura	TSECL	(70)	(70)
Northern	Haryana	DHBVNL	(1,648)	(1,648)
		UHBVNL	(1,465)	(1,465)
	Himachal Pradesh	HPSEB Ltd.	(75)	(75)
	Jammu and Kashmir	J&K PDD	(2,387)	(2,387)
	Rajasthan	AVVNL	(4,843)	(4,843)
		JDVVNL	(5,299)	(5,299)
		JVVNL	(5,503)	(5,503)
	Uttar Pradesh	DVVN	(5,521)	(5,521)
		KESCO	(674)	(674)
		MVVN	(3,263)	(3,263)
		Pash VVN	(3,172)	(3,172)
		Poorv VVN	(4,095)	(4,095)
Southern	Andhra Pradesh	APCPDCL	(811)	(811)
		APEPDCL	(136)	(136)
		APNPDCL	(31)	(31)
		APSPDCL	(401)	(401)
	Karnataka	CHESCOM	(72)	(16)
		HESCOM	(576)	(576)
	Puducherry	Puducherry PD	(60)	(60)
	Tamil Nadu	TANGEDCO	(14,052)	(13,985)

1	2	3	4	5
Western	Chhattisgarh	CSPDCL	(630)	(630)
	Goa	Goa PD	(4)	(4)
	Madhya Pradesh	MP Madhya Kshetra VVCL	(2,672)	(2,672)
		MP Paschim Kshetra VVCL	(1,811)	(1,811)
		MP Purv Kshetra VVCL	(1,893)	(1,887)
	Maharashtra	MSEDCL	(280)	(280)
	GRAND TOTAL		(65,365)	(65,070)

Target of biogas plants

1849. SHRI VIJAY GOEL: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) what is the targeted number of biogas plants that the Ministry has planned to install by the end of 2015-16;

(b) how many family biogas plants have been set up, so far as part of the National Biogas and Manure Management Programme, year-wise and State/Union Territory-wise; and

(c) how many toilet linked biogas plants have been set up under this scheme so far, year- wise and State/Union Territory-wise?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): (a) An annual target of 1,11,000 biogas plants has been set for the year 2015-16 under the National Biogas and Manure Management Programme (NBMMP) of the Ministry of New and Renewable Energy (MNRE).

(b) Since inception of the National Biogas Programme and upto 31.12.2015, a cumulative total of about 48.6 lakh family type biogas plants have been set up in the country. The State/ Union Territory-wise cumulative figures of achievements upto the end of Eleventh Five Year Plan and the same during the Twelfth Five Year Plan period upto 31.12.2015 are given in the Statement-I (*See* below).

(c) A total of about 60,607 cattle dung based family type biogas plants have been linked with the sanitary toilets of individual households. The details of year-wise and State/UT-wise toilet linked biogas plants are given in the Statement-II.

Statement-I

The State/ Union Territory-wise cumulative figure of achievements upto the end of Eleventh Five Year Plan (from 1981-82 to 2011-12) and during the Twelfth Five Year Plan period (upto 31.12.2015)

State/Union - Territories	Cumulative achievements as upto 2011-12	Achievements during the Twelfth Five Year Plan Period			
		2012-13	2013-14	2014-15	2015-16 (as on 31.12.2015)
1	2	3	4	5	6
Andhra Pradesh	489559	16145	16052	10555	5380
Arunachal Pradesh	3282	190	0	3	0
Assam	94905	7397	6000	7500	4450
Bihar	129523	300	2	1	0
Chhattisgarh	40661	3933	3911	2736	648
Goa	3976	58	59	12	77
Gujarat	420686	5623	2367	1349	711
Haryana	57281	1303	1325	1008	423
Himachal Pradesh	46587	362	321	154	89
Jammu and Kashmir	2739	290	15	28	0
Jharkhand	6596	641	0	54	10
Karnataka	445586	13671	10503	9198	3555
Kerala	133887	3991	3547	2971	1189
Madhya Pradesh	324737	11946	9146	7673	3042
Maharashtra	824203	19023	13443	14825	6611
Manipur	2128	0	0	0	0
Meghalaya	9326	670	0	0	0
Mizoram	4020	500	250	260	270
Nagaland	6649	750	254	250	0

1	2	3	4	5	6
Odisha	253054	7002	1774	4145	596
Punjab	143162	12127	9400	7856	2027
Rajasthan	68121	530	754	1013	333
Sikkim	8326	251	158	139	130
Tamil Nadu	219540	1321	843	579	102
Telangana	0	0	0	9900	5601
Tripura	2999	219	110	40	120
Uttar Pradesh	431631	3923	2002	1417	789
Uttrakhand	14704	1831	1006	937	547
West Bengal	355496	1380	298	279	0
Andaman and Nicobar Islands	137	0	0	0	0
Chandigarh	97	0	0	0	0
Dadra and Nagar Haveli	169	0	0	0	0
Delhi/New Delhi	681	0	0	0	0
Puducherry	578	0	0	0	0
KVIC	*	0	0	*	1601
TOTAL	4545026	115377	83540	84882	38301

* KVIC achievements are included in the States' achievements.

Statement-II

The State/ Union Territory-wise cumulative figures of cattle dung based family type biogas plants linked with the sanitary toilets of individual households

State/ Union-Territories	Since inception & upto	2012-13	2013-14	2014-15	2015-16 (upto 31st December, 2015)
1	2	3	4	5	6
Andhra Pradesh	-	-	-	-	-
Arunachal Pradesh	-	60	-	-	-
Assam	-	-	-	-	-

1	2	3	4	5	6
Bihar	-	-	-	-	-
Chhattisgarh	115	-	-	-	-
Goa	-	1	-	-	-
Gujarat	3423	13	-	-	-
Haryana	-	-	-	-	-
Himachal Pradesh	53	32	126	41	24
Jammu and Kashmir	-	-	-	-	-
Jharkhand	-	-	-	-	-
Karnataka	-	-	-	-	-
Kerala	16	23	27	39	29
Madhya Pradesh	-	-	-	-	-
Maharashtra	25516	9758	7321	8194	3156
Meghalaya	-	-	-	-	-
Mizoram	-	-	-	-	-
Nagaland	-	-	-	-	-
Odisha	-	-	-	-	-
Punjab	-	-	-	1	-
Rajasthan	-	-	-	-	-
Sikkim	-	-	-	-	-
Tamil Nadu	-	25	-	1	-
Telangana	-	-	-	-	-
Tripura	-	-	-	-	-
Uttar Pradesh	-	100	-	-	-
Uttarakhand	-	-	-	-	-
West Bengal	-	482	-	-	-
Andaman and Nicobar Islands	-	-	-	-	-
Chandigarh	-	-	-	-	-

1	2	3	4	5	6
Dadra and Nagar Haveli	-	-	-	-	-
Delhi/New Delhi	-	-	-	-	-
Puducherry	-	-	-	-	-
KVIC	-	1087	333	451	160
TOTAL	29123	11581	7807	8727	3369

Supply of full quota of power to Bengaluru

1850. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of POWER be pleased to state:

(a) what is Bengaluru's total electricity supply quota per day from State and Central Generating stations, at present;

(b) whether the city is being supplied its full quota from the State and Central Grid;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

(e) what specific steps, if any, the Ministry has taken to resolve the huge power deficit crisis being experienced by the city?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) to (e) Electricity is a concurrent subject. Supply and distribution of electricity in a State/UT is within the purview of the respective State Government/State Power Utility. The Government of India supplements the efforts of the State Governments by establishing power plants in Central Sector through CPSUs and allocating power there from to them. Power allocated by the Central Government and that arranged from state sector power plants and other sources is supplied by the DISCOMs to different areas/cities/towns within the state as per the priority decided by the respective State Government. As such, Central Government monitors the power supply position in the country State-wise and not area-wise/city-wise. Accordingly, Bengaluru being capital of Karnataka, monitoring and maintenance of Power supply position of this city falls in the jurisdiction of Karnataka State Government.

However, keeping in view the difficulties faced by the Government of Karnataka, Central Government allocated 200 MW of unallocated power from Southern Region

Pool on 4th November, 2015 to Karnataka to tide over the crisis. Recently, Karnataka was also facilitated by the Central Government to procure about 300 MW of power from Damodar Valley Corporation (DVC).

Revitalising of NTPC plant at Kayamkulam

1851. SHRI C. P. NARAYANAN: Will the Minister of POWER be pleased to state:

(a) whether NTPC plant as Kayamkulam in Kerala is practically closed down due to high price of naphtha;

(b) whether it would be opened now that naphtha price has come down due to fall in oil prices;

(c) whether LNG would be made available to rerun it as 500 MW or 750 MW station so that Kerala could get power at reasonable price; and

(d) if not, whether there is any plan to relocate the plant?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) The NTPC plant at Kayamkulam is available for full load generation. However, Kerala State Electricity Board (KSEB) is not scheduling power on a regular basis from this plant. As a result, during FY 2015-16, against Declared Capacity of 86.63% (upto Feb.,2016) the actual Plant Load Factor (PLF) of the station was mere 4.94% (upto Feb.2016).

(b) Government of Kerala will decide about scheduling power based on price of naphtha prevailing from time to time.

(c) The capacity of the plant is 360 MW and it is capable of multi-fuel firing including Regasified Liquefied Natural Gas (RLNG) once gas is made available at the plant.

(d) Presently, there is no firm proposal to relocate the plant.

[1852. Question was withdrawn.]

Free pump sets to farmers

1853. DR. PRADEEP KUMAR BALMUCHU: Will the Minister of POWER be pleased to state:

(a) whether it is a fact that Government has taken a decision to release funds to replace all pump sets of the farmers in the country;

(b) if so, the details thereof, the target set for achievement during the present financial year, State-wise; and

(c) the quantum of funds earmarked and released in this regard, so far?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) No, Sir. However, Energy Efficiency Services Limited (EESL), a joint venture company of PSUs under the Ministry of Power, is working to prepare a business model to replace the existing old and inefficient pump sets with Energy Efficient BEE Star labeled pump sets. The Central Government has not released any funds for the same.

(b) and (c) Do not arise.

Private thermal plants in Punjab

1854. SHRIMATI AMBIKA SONI: Will the Minister of POWER be pleased to state:

(a) whether Punjab Government signed agreements to set up private thermal plants in the State, if so, the details thereof;

(b) the details of power purchase agreements entered into between the two parties;

(c) whether all units of Lehra Mohabbat Thermal Plant are closed due to which the State is forced to purchase power from private thermal plants at higher price;

(d) whether Punjab Government requested for the Central Government help to set up more thermal plants in the State sector; and

(e) whether any complaint has been received regarding the functioning of power sector in the State and if so, the reaction of Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI PIYUSH GOYAL): (a) and (b) Punjab Government has signed agreements to set up a few private thermal power plants in the State. The details of such Private Thermal Power Projects along with Power Purchase Agreement (PPA) of these projects are as follows:

Sl. No.	Details of the Project	Capacity (MW)	Commissioned (A)/ Anticipated	Details of Power Purchase Agreement (PPA)
1	2	3	4	5
1.	Rajpura TPP, U-1&2 Distt.-Patiala M/s	2x700=1400	U-1: 24.01. 2014(A) U-2:	PPA has been signed on 18.01.2010

1	2	3	4	5
	Nabha Power Development Ltd.		06.07.2014(A)	for a period of 25 years; Fixed charges are 146.3 paisa per unit Variable charges are 212.8 paisa per unit for January, 2016
2.	Talwandi Sabo TPP, U-1 to 3 Distt. Mansa M/s Talwandi Sabo Power Ltd.	3x660=1980	U-1: 17.06.2014 (A) U-2: 30.10 2015(A) U-3: . 06/2016	PPA has been signed on 01.09.2008 for a period of 25 years; Fixed charges are 135.2 paisa per unit Variable charges are 263.8 paisa per unit for January, 2016
3.	Goindwal Sahib TPP, U-1 &2 Distt. Tarntaran M/s GVK Power Ltd.	2x270= 540	U-1: 14.02.16 (A) U-2: 06/2016	PPA has been signed on 26.05.2009 on cost plus basis. The tariff shall be determined by Punjab State Electricity Regulatory Commission.

Available thermal capacity from all sources (including Punjab State Power Corporation Limited (PSPCL) owned thermal generation) is being scheduled on the basis of merit order determined on energy charges rates of the preceding month.

(c) Energy charges of Lehra Mohabbat Thermal units are more as compared to energy charges of Independent Power Producers (IPPs) *i.e.* Nabha Power Limited (NPL) and Talwandi Sabo Power Limited (TSPL).

(d) No, Sir.

(e) No, Sir.

Construction of outer ring road around Amaravati

1855. DR. T. SUBBARAMI REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has agreed for upgradation of State Highways into National Highways and construction of outer ring road around new capital city of Amaravati in Andhra Pradesh;

(b) if so, the details thereof;

(c) what is the estimated cost for this project and the source of funding; and

(d) the schedule of completion of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (d) Yes, Sir. Ministry has agreed to consider financial assistance of ₹19,700 crore for 180 km long Outer Ring Road (ORR) to Vijayawada-Guntur-Tenali Urban agglomeration under National Highways Development Project (NHDP) Phase VII subject to the condition that State Government of Andhra Pradesh provides land (Right of way) free of encumbrances for the construction of this Outer Ring Road. The bids for preparation of Detailed Project Report (DPR) has been invited by National Highways Authority of India (NHAI).

New Delhi-Katra Expressway

1856. SHRI GULAM RASOOL BALYAWI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government proposes to build 600 Km. expressway between New Delhi and Katra, the base for pilgrims going to the holy shrine of Mata Vaishno Devi in Jammu and Kashmir;

(b) if so, the status thereof;

(c) what would be the total cost involved to build this longest ever corridor;

(d) whether the expressway would reduce the road travel time between New Delhi and Katra and if so, how much; and

(e) what percentage of the total cost of the project, the Central Government is likely to bear?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) Yes Sir.

(b) to (e) NHAI is in the process of award of work for consultancy services for preparation of feasibility study for Delhi-Ludhiana-Amritsar-Katra Expressway. The details regarding alignment, length, project cost etc. shall be finalized only after completion of feasiblity study.lt would be premature to indicate the length, cost etc. of the proposed expressway at this stage.

Implementation of BS-VI norms

1857. SHRI ANIL DESAI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Central Government has decided to directly implement Bharat Stage (BS)-VI by April, 2020 to check vehicular pollution and skip BS-V altogether;

(b) if so, the details thereof; and

(c) whether Government would make available BS-VI fuel in the country by April 1, 2020?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (c) The Ministry of Road Transport and Highways has notified G.S.R. 187 (E) dated 19th February, 2016 amending the Central Motor Vehicle Rules, 1989, for introduction of Bharat Stage VI Emission Norms for four, three and two wheeled vehicles from 1st April 2020, throughout the country, skipping BS-V emission norms after due consultation with Ministry of Petroleum and National Gas, Department of Heavy Industry and Ministry of Environment and Forest.

Four-laning of Jammu-Poonch highway

1858. SHRI SHAMSHER SINGH MANHAS: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has any plan of four-laning the highway from Jammu to Poonch in Jammu and Kashmir;

(b) if so, when it would be started, which agency has been assigned the work and what would be its completion period and the reasons for the delay, if any; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (c) Jammu-Akhnoor-Poonch Section is National Highway No. 144A. The Jammu-Akhnoor section has been entrusted to National Highways and Infrastructure Development Corporation Limited (NHIDCL) for its development and maintenance. The NHIDCL earlier invited the bids for preparation of Detailed Project Report (DPR), but due to unreasonable quotes by the bidders, the same were not accepted and now, the bids are to be re-invited. The construction work

of four laning is to be taken up based on the outcome of DPR. The Akhnoor-Rajouri-Poonch section is entrusted to Border Roads Organisation (BRO) for its development and maintenance and at present, there is no proposal for 4-laning of this stretch.

Status of proposals received from Madhya Pradesh

†1859. DR. SATYANARAYAN JATIYA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state the latest position regarding approval and implementation of proposals received from Madhya Pradesh on National Highways sanctioned in annual plan 2015-16?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): During the current financial year 2015-16, 15 projects at the cost of ₹4364.06 Crores have been sanctioned. Nine out of 15 projects have been awarded and 06 projects are at various stages for award.

Termination of PPP contracts

1860. SHRI RANJIB BISWAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has started terminating those contracts under Public Private Partnership (PPP) mode which are not delivering desired results;

(b) if so, the details thereof and the number of contracts terminated, so far;

(c) the number of details of projects stuck due to one reason or the other; and

(d) the steps taken by Government to expedite work on such projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) and (b) Yes, Sir. 44 national highway projects have so far been terminated on various grounds, out of which most of the projects have already been re-awarded and re-structured and re-bid. A list of such terminated national highway projects is given in the Statement (*See* below).

(c) and (d) 19 national highway projects are still languishing and Government has permitted one time fund infusion to revive and physically complete such languishing national highway projects under Public-Private-Partnership (PPP) mode and also allowed Rationalised Compensation to concessionaires, in case delays are not attributable to them, to increase fund flow into the highway sector.

†Original notice of the question was received in Hindi.

Statement

Details of terminated national highway projects on various grounds and their present status

Sl. No.	Project Name	NH No	Length	Cost (₹ in crore)	State Name	Present Status
1	2	3	4	5	6	7
1.	Chhapra-Rewaghat-Muzaffarpur	102	73.08	415.71	Bihar	Re-awarded.
2.	Jabalpur-Katni-Rewa	7	225.686	1895.45	Madhya Pradesh	Re-awarded.
3.	Shivpuri-Dewas	3	330.21	2815	Madhya Pradesh	Re-awarded.
4.	Solapur - Bijapur	13	110.542	1002.48	Maharashtra	Re-awarded.
5.	Jowai Meghalaya/ Assam Border	44	102	390	Meghalaya	Re-awarded.
6.	Forbesganj-Jogwani	57A	9.258	73.55	Bihar	Re-awarded.
7.	Gopalganj-Chappra	85	92	325	Bihar	Re-awarded.
8.	Patna - Buxar	30 & 84	124.85	1129.11	Bihar	Re-awarded.
9.	Barwa Adda Panagarh	2	122.88	1665	Jharkhand/ West Bengal	Re-awarded.
10.	Raipur-Bilaspur	200	126.525	1216.03	Chhattisgarh	Re-awarded.
11.	Khagaria-Bakhtiarpur	31	112.98	1635.33	Bihar	The project divided into three packages. Bids invited for two packages. The Package

1	2	3	4	5	6	7
						I&III, bids received under EPC mode and evaluation is in process. The package II to be invited on Hybrid Annuity mode.
12.	Meerut-Bulandshahar	235	66.482	508.57	Uttar Pradesh	Re-awarded.
13.	Vijayawada-Machhlipatnam	9	64.611	606	Andhra Pradesh	Re-awarded.
14.	Barhi - Hazaribagh	33	41.314	398	Jharkhand	Bids invited on EPC mode basis and bid due date as 23.03.2016.
15.	Rampur - Kathgodam	87	93.226	790	Uttarakhand	RFP invited.
16.	Lucknow-Sultanpur	56	125.9	1043.51	Uttar Pradesh	Proposal on BOT (Toll) mode was initiated but no bid was received. Accordingly project has been re-structured on Hybrid Annuity Mode. Bids invited and last date of submission as 02.03.2016
17.	Bhopal-Sanchi	86Ex	53.78	209	Madhya Pradesh	Mode of delivery changed.
18.	Cuttak - Angul	42	112	1123.69	Odisha	Mode of delivery changed.
19.	Gundugolanu Rajamundry	5	120.741	1617	Andhra Pradesh	Project terminated.
20.	Anandapuram-Visakapatnam-Anakapalli	5	58.222	839	Andhra Pradesh	Project terminated.
21.	Kannur Vengalem Kuttipuram (Package -I)	17	83.2	1366	Kerala	Project terminated.

1	2	3	4	5	6	7
22.	Kannur Vengalem Kuttipuram (Package -II)	17	81.5	1312	Kerala	Project terminated.
23.	Aligarh-Kanpur	91	268	723.68	Uttar Pradesh	Project terminated.
24.	Angul-Sambalpur	42	153	1220.32	Odisha	Project terminated.
25.	Aunta - Simaria (including Ganga Bridge)	31	8.15		Bihar	Project terminated.
26.	Kishangarh-Udaipur-Ahmedabad	79A, 79, 76& 8	555.5	5387.3	Rajasthan/ Gujarat	Project terminated.
27.	Solapur - Bijapur	13	109.08	1377.5	Maharashtra	Project terminated.
28.	Punjab/Hryana Border - Jind	71	68	438.75	Haryana	Mode of delivery changed.
29.	UP/Haryana Border-Yamunanagar-Saha-Barwala-Panchkula	73	107	934.94	Haryana	Re-awarded.
30.	Hospet Chitradurga	13	120.03	1033.66	Karnataka	Re-awarded.
31.	Jabalpur to Lakhanadone	7	80.82	776.76	Madhya Pradesh	Re-awarded.
32.	Gulabpur-Uniara	148D	214	523.87	Rajasthan	Re-awarded.
33.	Amaravati-Jalgaon	6	275.22	2537.81	Maharashtra	Restructured. Two packages re-awarded.
34.	Jalgaon-Maharashtra/ Gujrat Border	6	208.84	1968.37	Maharashtra	
35.	Vadodara-Surat	8	140.79	503.16	Gujarat	Re-awarded.

1	2	3	4	5	6	7
36.	Mahulia to Behragora - JH/WB Border	33 & 6	71.61	940	Jharkhand/ West Bengal	Awarded.
37.	Gulabpur-Uniara	148D	214	523.87	Rajasthan	Re-awarded.
38.	Agra-Etawah Bypass	2	124.52	1207	Uttar Pradesh	Re-awarded.
39.	Aurangabad-JH/BH Border	2	69.58	1005.52	Jharkhand	Restructured into two parts for Bihar & Jharkhand States under BOT (Toll). Bids received.
40.	JH/BH Border-Barwa Adda	2	152.01	2768.68	Jharkhand	
41.	Hospet-Bellary-Karnataka/AP Border	63	95.44	910.08	Karnataka	Bids have been invited under EPC mode.
42.	JH/WB Border-Kharagpur	33 & 6	55.2	940	Jharkhand/ West Bengal	Bids have been invited.
43.	Chilki - Fagne	6	150	1852.5	Maharashtra	Bids invited.
44.	Birmitrapur to Barkote	23	125.615	778.15	Odisha	The project is foreclosed and restructured.

Private highway developers

1861. SHRI S. THANGAVELU: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has asked the private highway developers to provide equity in road projects or a share of toll collection to farmers whose land is acquired for building and expanding highways;

(b) whether Government has also asked private highway developers to take up new projects since Public Private Partnership (PPP) is the preferred mode for highway sector, else Government has enough of budget to build roads on its own; and

(c) if so, the response received by Government from private highway developers in this regard?

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

(b) and (c) No, Sir. Build-Operate-Transfer (BOT)(Toll) mode is the default mode of delivery for National Highways. However, projects are bid out either on Hybrid Annuity Mode or on Engineering Procurement Construction (EPC) mode, in case any these are NOT found viable on BOT (Toll) mode. Response from private developers to Hybrid Annuity projects has been encouraging and three projects have already been awarded under this mode so far, in the current financial year.

Land for construction of roads in West Bengal

1862. SHRI RITABRATA BANERJEE: 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 not received any land from West Bengal Government during the last 4-5 years for road construction;

(b) if so, the details thereof; and

(c) when NHAI last received land from the State Government for construction of roads?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) and (b) No, Sir. The State Government of West Bengal has handed over majority of land for construction of National Highways.

(c) National Highways Authority of India (NHAI) has been receiving possession of land on a regular basis.

Call centres to help commuters

1863. SHRI AJAY SANCHETI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Ministry has invited bids for setting up of six round the clock call centres to help commuters in case of crisis including road accidents;

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

(c) the details of locations of these call centres; and

(d) the progress made in setting up of these centres?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (c) Yes, Sir. Government has decided to set up "1033" toll free national helpline for reporting road accidents and other issues related to National Highways. National Highway Authority of India (NHAI) has mandated Indian Highway Management Company Limited (IHMCL), a Company promoted by NHAI, to setup call centres for National Highways helpline. The project has been structured under following six zones.

Zones	States Covered	Location of Call Centre
West	Goa, Gujarat, Maharashtra, Rajasthan, Dadra and Nagar Haveli and Daman and Diu	Ahmedabad
South	Andhra Pradesh, Karnataka, Kerala, Tamil Nadu, Telangana, Andaman and Nicobar Island, Lakshadweep & Puducherry	Mysore
Delhi	Delhi, Uttar Pradesh, Uttarakhand and Madhya Pradesh	Mumbai
Chandigarh	Haryana, Himachal Pradesh, Jammu & Kashmir, Punjab and Chandigarh	Mohali
East	Bihar, Chhattisgarh, Jharkhand, Odisha and West Bengal	Work not awarded
Northeast	Arunachal Pradesh, Assam, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim and Tripura	Work not awarded

(d) The call centres are not fully operationalized due to technical issues related to declaration of "non-metered" incoming calls by Department of Telecommunication (DOT). The call centre agencies are encountering difficulties in routing of calls by Telecom Service Providers (TSPs).

Accident prone black spots on national highways

1864. SHRI DEREK O' BRIEN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of accident prone 'black spots' identified on National Highways since 2011, and the number of such spots fixed each year;

(b) the number of accidents that occurred on these spots and the number of fatalities and injuries sustained, year-wise since 2011; and

(c) the steps taken to fix these black spots?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (c) The Road Accident Black Spots are identified based on the number of fatalities. 726 Road Accident Black Spots are identified on National Highways based on 2011, 2012 and 2013 fatality data which are circulated in October, 2015 and 63 additional Road Accident Black Spots identified based on 2014 fatality data are circulated in January, 2016. Rectification of these spots is being taken up as part of Highway development projects or separately. The details of black spots and number of fatalities on these black spots are given in the Statement (*See* below). Ministry issued guidelines/ instructions to all the implementing agencies on investigation and rectification of these black spots.

Statement

The details of black spots and number of fatalities on these black spots

Sl. No.	State/UTs	Black spots on NHs based on 2011, 2012, 2013 Fatalities		Black spots or NHs based on based on 2014 Fatalities		Total Black Spots	
		No. of spots	No. of fatalities	No. of spots	No. of fatalities	No. of spots	No. of fatalities
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	8	65	1	19	9	84
2.	Arunachal Pradesh	1	23	0	0	1	23
3.	Bihar	25	252	0	0	25	252
4.	Chhattisgarh	29	276	1	11	30	287
5.	Guiarat	25	478	1	10	26	488
6.	Haryana	33	429	5	63	38	492
7.	Himachal Pradesh	5	98	0	0	5	98
8.	Jammu and Kashmir	7	264	2	34	9	298
9.	Jharkhand	26	614	0	0	26	614
10.	Karnataka	86	627	0	0	86	627
11.	Kerala	29	806	4	49	33	855
12.	Madhya Pradesh	25	632	29	481	54	1113
13.	Maharashtra	34	328	1	16	35	344

1	2	3	4	5	6	7	8
14.	Meghalava	8	398	0	0	8	398
15.	Mizoram	1	16	0	0	1	16
16.	Nagaland	1	97	2	45	3	142
17.	Odisha	10	236	2	30	12	266
18.	Rajasthan	58	1070	3	39	61	1109
19.	Tamil Nadu	100	3955	2	21	102	3976
20.	Telangana	71	1367	5	63	76	1430
21.	Uttar Pradesh	100	2587	4	55	104	2642
22.	West Bengal	31	242	1	13	32	255
23.	Delhi	13	255	0	0	13	255
	TOTAL	726	15115	63	949	789	16064

Completion of Delhi-Amritsar National Highways

1865. SHRI BALWINDER SINGH BHUNDER: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether several projects for construction/augmentation of new roads and highways in Punjab and UT of Chandigarh are pending with Government for approval;

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

(c) whether it is a fact that Delhi-Amritsar National Highway is still under construction even after a period of 10 years; and

(d) if so, what steps are being taken to complete this project on priority basis?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) and (b) Ministry is primarily responsible for development and maintenance of National Highways network in India. The construction/augmentation of National Highways in the States and UTs including Punjab and UT of Chandigarh is a continuous process which is undertaken through implementing agencies of this Ministry under Annual Plan provisions and National Highways Development Projects (NHDP). 5 works amounting to ₹ 327.91 Crore and 2 works amounting to ₹ 9.11 Crore have been received in this Ministry and are to be taken up for approval based on availability of funds/sanction limit as per current Annual Plan provisions for the State of Punjab and UT of Chandigarh respectively.

(c) and (d) Delhi-Panipat Section of NH-1(old) is already upgraded to 6-lane. Further, National Highways Authority of India has taken up the project of six laning of existing 4 lane in Panipat-Jalandhar section of this NH which is in advance stage of completion with target of completion by December, 2016. Jalandhar-Amritsar section of this NH is also 4-lane except 20 km section from km 387 to km 407. National Highways Authority of India has also taken up the project of six laning in this stretch with target of completion by December, 2016.

Review of provisions relating to hit-and -run cases

1866. DR. T. N. SEEMA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Hon'ble Supreme Court has expressed deep concern about the increasing number of hit-and-run accident cases in the country and suggested to review the relevant sections including section 304A of the Indian Penal Code;

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

(c) whether Government proposes to make laws more stringent to check such cases; and

(d) if so, the details thereof and the time frame by which such amendments would be made?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (d) Based on the Law Commission of India 234th Report titled "Legal Reforms to Combat Road Accidents" Ministry of Home Affairs is examining a proposal to amend sections 279 and 304A of the Indian Penal Code and insert two new sections 279A (driving unsafe or overloaded vehicle on a public way) and 304A(2) (causing death or injury by rash and negligent driving) in the IPC to combat road accidents.

Special status to Himachal Pradesh to solve road problems

1867. SHRIMATI VIPLOVE THAKUR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has received proposals from Himachal Pradesh seeking special status in order to solve the problems of roads;

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

(c) by when Government proposes to grant special status to the State and to provide funds therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) This Ministry has not received any such proposal.

(b) and (c) Do not arise.

Repair works on NH-8 at Majhigam, Chikhli

1868. SHRI MANSUKH L. MANDAVIYA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to refer to answer to Starred Question 66 given in the Rajya Sabha on the 2nd March, 2015 and state:

(a) the updated status of the action taken and efforts made by the National Highways Authority of India (NHAI) for completion of pending work for repairing the dilapidated stone pitched toe wall for protection of slope of the high embankment in front of Pattidar Samaj Community Hall at 313 km. of Surat-Dahisar section of NH-8 at Majhigam, Chikhli; and

(b) by when the repair work at the above said junction would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) and (b) The repair of rectification work for the stone pitching has already been completed in February 2013. The stone pitching work was partly disturbed and depressed at some location during monsoon 2014 and the same was repaired during the month of Feb/March 2015 as per specifications. At present there is no damage observed in the protection work and rubble dry stone pitching work done at this location.

National highways in Puducherry

1869. SHRI N. GOKULAKRISHNAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether three National Highway projects were sanctioned to Puducherry in 2012-13, one in 2013-14 and two in 2014-15;

(b) if so, the details of each of these NHs sanctioned;

(c) the status of each of the above project and by when they are likely to be completed; and

(d) the amount, so far, sanctioned and spent on each of the above project?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (d) Yes, Sir. Three works amounting to ₹ 31.72 crore in 2012-13, one work amounting to ₹ 28.98 crore in 2013-14 and two works amounting to ₹ 19.74 crore in 2014-15 on NH-45A in Puducherry were sanctioned. Out of six projects, three project sanctioned in 2012-13 have been completed and remaining three projects are in various stages of progress. The amount spent on these works so far is ₹ 37.82 crore.

Resolution of issues relating of stalled highway projects

1870. SHRIMATI WANSUK SYIEM: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has self-imposed a deadline for resolving issues stalling highway projects worth ₹ 30,000 crore, including funds crunch;

(b) whether projects are struck due to a plethora of reasons such as land acquisition, forest and environment clearances, litigations and financial problems;

(c) whether, while efforts are in the pipeline to revive most of the struck projects, Government has also made up its mind to terminate 41 contracts, alleging collusion between developers and their bankers; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (d) No, Sir. Resolving issues of stalled/languishing national highway projects is an ongoing process. Government is making all out efforts at all levels to resolve such issues, including assisting the developers in coming out of financial crunch. Few projects have been delayed due to various reasons including land acquisition, utility shifting, delay in obtaining statutory clearances, litigations and financial problems of the concessionaires. To get such stalled/languishing highways projects out of crunch, Government has permitted one time fund infusion to revive and physically complete languishing national highway projects under Public-Private Partnership (PPP) mode and also allowed Rationalised Compensation to concessionaires, in case delays are not attributable to them, to increase fund flow into the highway sector. Various steps have also been taken by the Government/National Highways Authority of India (NHAI) to remove the hurdles

affecting the construction of national highway projects includes streamlining of land acquisition and regulatory clearances, close coordination with other Ministries, revamped Disputes Resolution Mechanism etc. NHAI has also decided not to award projects till all major pre-construction approvals are in-place for the project in order to avoid post bid delays and litigations. Government intends to keep the private sector engaged in the development of highways infrastructure in the country through different variants of the PPP model. No national highway project has been terminated due to collusion between concessionaire and their lenders. However, 44 national highway projects have so far been terminated on various other grounds, out of which 20 projects have already been re-awarded and others have been re-structured and re-bid.

Construction of roads under EPC model

†1871. SHRI PRABHAT JHA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Central Government has adopted the earlier and proven Engineering, Procurement and Construction (EPC) model to accelerate the road construction sector;

(b) if so, the details thereof;

(c) whether the pace of road construction sector has gained desired momentum with the adoption of this model; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) Yes Sir.

(b) Engineering, Procurement and Construction (EPC) Contract Agreement was approved by the Cabinet Committee on Infrastructure (CCI) on 17.08.2012. As per Ministry extant guidelines works costing more than ₹ 100 crore have been awarded on EPC mode in the year 2014-15 and 2015-16 which are in various stages of progress after fixing of the Appointed Date (*i.e.* work commencement date).

(c) Yes Sir.

(d) The details are as follows:

†Original notice of the question was received in Hindi.

Year	Total National Highways Construction (in km)	National Highways Construction per day (km/day)
2014-15	4410	12.08
2015-16	5391*	16.10

*till 29.02.2016.

Use of jute and coir geo-textiles in road construction

1872. DR. CHANDAN MITRA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Indian Road Congress has formulated any specifications for use of jute and coir geo-textiles in construction of roads;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the steps taken by Government for enhanced use of non-conventional materials or technology such as jute or geo-textiles in road construction across the country?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (c) Yes Sir. The Indian Roads Congress has formulated the following guidelines/ specifications for use of jute and coir geo-textiles in the construction of roads:

(i) IRC:SP:48-1998 titled "Hill Road Manual"

(ii) IRC:56:2011 titled "Recommended Practices for Treatment of Embankment and Roadside Slopes for Erosion Control"

(iii) IRC:SP:106-2015 titled "Engineering Guidelines on Landslide Mitigation for Indian Roads"

(d) Ministry's Specifications for Road and Bridge Works incorporates the use of jute and geo-textiles in different geotechnical engineering applications.

Accidents on National/Express Highways

1873. SHRI K.C. TYAGI:
SHRI DARSHAN SINGH YADAV:

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

(a) whether Government is aware of increase in the number of accidents on various National/Express Highways in the country;

(b) if so, the number of fatal accidents reported during the last three years on various National/Express Highways in the country;

(c) the action taken by Government to prevent such road accidents along with the steps taken to provide compensation to victims;

(d) whether the Committee on Road Safety and Traffic Management has suggested various measures for improving road safety; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) and (b) The total number of road accidents and fatal road accidents on National Highways including Expressways in the country for three calendar years 2012, 2013 and 2014 are given below:

Year	Total Number of Road Accidents on National Highways (including Expressways)	Total Number of Fatal Road Accidents on National Highways (including Expressways)
2012	1,42,694	42,418
2013	1,36,786	39,829
2014	1,37,903	42,049

(c) The Ministry of Road Transport and Highways has taken a number of steps to prevent such road accidents as per details mentioned under:

(i) The Government has approved a National Road Safety Policy. This Policy outlines various policy measures such as promoting awareness, establishing road safety information data base, encouraging safer road infrastructure including application of intelligent transport, enforcement of safety laws etc.

(ii) The Government has constituted the National Road Safety Council as the apex body to take policy decisions in matters of road safety.

(iii) The Ministry has requested all States/UTs for setting up of State Road Safety Council and District Road Safety Committees, and to hold their meetings regularly.

(iv) The Ministry has formulated a multi-pronged strategy to address the issue of road safety based on 4 'E's *viz.* Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.

(v) Road safety has been made an integral part of road design at planning stage.

(vi) Road Safety Audit of selected stretches of National Highways has been taken up.

(vii) High priority has been accorded to identification and rectification of black spots (accident prone spots) on national highways. Around 700 such black spots have been identified for improvement.

(viii) The threshold for four laning of national highway has been reduced from 15,000 Passenger Car Units (PCUs) to 10,000 PCUs. About 52,000 Km of stretches of State Highways has been identified for conversion to national highways.

(ix) Setting up of model driving training institutes in States and refresher training to drivers of Heavy Motor Vehicle in the unorganized sector.

(x) Advocacy/Publicity campaign on road safety through the electronic and print media.

(xi) Tightening of safety standards for vehicles like Seat Belts, Power-steering, anti-lock braking system etc.

(xii) Providing cranes and ambulances to various State Governments under the National Highway Accident Relief Service Scheme for development on National Highways. National Highways Authority of India also provides ambulances at a distance of 50 Km. on each of its completed stretches of National Highways under its Operation and Maintenance contracts.

(xiii) Launch of pilot projects for providing cashless treatment of road accident victims on Gurgaon - Jaipur, Vadodara - Mumbai stretch of National Highways No. 8 and Ranchi -Rargaon - Mahulia stretch of National Highway No. 33.

The Motor Vehicles Act, 1988 provides for compensation to Motor Accident Claim Tribunal (MACT) or Civil Court, as the case may be, on the principle of fault/negligence of the driver of the vehicle causing the accident. In such cases, MACT or the Courts award compensation on the merits of each case. Setting up of these courts comes within the purview of the respective State Governments.

(d) and (e) The Committee on Road Safety, constituted by the Hon'ble Supreme Court of India has suggested various measures for improving road safety to the States/ Union Territories. The States / UTs submit the reports of the action taken to Committee on Road Safety.

Upgradation of State Highways to National Highways in Karnataka

1874. DR. PRABHAKAR KORE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that proposals by Karnataka Government for upgrading State Highways to Nationa Highways have been pending with the Central Government;

(b) if so, how many such proposals have been received so far from the Karnataka Government;

(c) the status of all the pending proposals and the reasons for delay in their approval; and

(d) by when these proposals would be approved by the Ministry?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (d) The Ministry received proposals for declaration of more than 8,000 km of State roads as new National Highways (NHs) from the State Government of Karnataka. The Ministry has declared about 2,106 km of State roads as new NHs in the State of Karnataka during the last three years and the current year. Further, the Ministry has approved "In Principle" the proposals for declaration of about 3,100 km of State roads in Karnataka as new NHs subject to the outcome of the Detailed Project Reports (DPRs). The primary focus of the Government is to develop the existing NH network. However, declaration of State roads as new NHs is done from time to time depending upon requirement of connectivity, *inter-se* priority and availability of funds.

Implementation of Panchayati Raj

1875. SHRI K.N. BALAGOPAL: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether Panchayati Raj is implemented fully in all the States;

(b) if not, the details of anomalies found, State-wise; and

(c) the action Government is planning for the complete implementation of Panchayati Raj?

THE MINISTER OF STATE IN THE MINISTRY OF PANCHAYATI RAJ (SHRI NIHAL CHAND): (a) and (b) Panchayat being local Bodies' is a State subject mandated at Part IX and List II (State List) of Seventh Schedule (Article 246) of the Constitution of India. The Panchayati Raj system operating in the country has been structured according to the relevant provision in the Constitution. As per Article 243B of the Constitution, three tier elected Panchayats at the Village, Intermediate and District levels are to be constituted in all States to which Part IX of the Constitution is applicable with reservations for women, Scheduled Caste and Scheduled Tribes. However, Panchayats at the Intermediate level may not be constituted in a State having a population not exceeding 20 lakh. Panchayats have been constituted in all States and Union Territories (UTs) covered under the Part IX excepting in UT of Puducherry where elections to Panchayats have not been conducted since July, 2011.

Under Article 243G of Part IX of the Constitution, State Legislatures are to endow, the Panchayats with powers and authority to enable them to function as institutions of local selfgovernance. Article 243G allow discretion to the States in the matter of devolution of powers to Panchayats and States vary significantly in the extent to which they have devolved powers to the Panchayats to plan, implement and monitor schemes for economic development and social justice. The State-wise status of devolution of powers to Panchayats, is given in the Statement (*See* below). States also vary in the extent to which they have built the capacities of Panchayats.

(c) The implementation of the provisions of Part IX of the Constitution is reviewed by the Ministry of Panchayati Raj (MoPR) from time to time through studies and discussions with States. States have been encouraged to devolve powers (Functions, Functionaries and Finances *i.e.* 3Fs) to Panchayati Raj Institutions (PRIs) through advisories and incentivization of States that devolve most powers to PRIs. MoPR, through its scheme, the Rajiv Gandhi Panchayat Sashaktikaran Abhiyan (RGPSA) has supported States in building capacities of Panchayats. MoPR has also provided technical assistance to States to strengthen Panchayats through workshops, publications, etc.

Statement

The State-wise status of devolution of powers to Panchayats

Sl. No.	State/UT	No. and names of the Departments/subjects Transferred to Panchayats with respect to		
		Funds	Functions	Functionaries
1	2	3	4	5
1.	Andaman and Nicobar Islands	Grant-in-aid is released to PRTs to discharge their functions	All the functions (29 subjects) have been transferred to the PRIs	639 functionaries of various departments have been transferred to the PRIs.
2.	Andhra Pradesh	Only Gram Panchayats (GPs) are empowered to collect taxes. Governments Orders (GOs) issued for devolving funds of 10 departments.	22 GOs issued during 1997-2002. Further, 10 line departments have devolved certain powers to PRIs.	Functionaries are under the administrative control of their respective line departments but they are partially-accountable to PRIs.
3.	Arunachal Pradesh	PRIs do not collect taxes. Transfer of funds by departments has not taken place.	29 subjects have been devolved GOs covering 20 departments have been issued, but not yet implemented.PRIs can exercise the powers of supervision and monitoring the implementation of plans in respect of all subjects coming under their respective jurisdiction.	Functionaries have not been transferred.

4.	Assam	PRIs are empowered to collect taxes but cannot enforce. Main source of revenue is lease rent from markets, river banks and ponds.	Activity-mapping done for 23 subjects. But GOs have been issued only for 7 subjects by 6 departments.	There has been very minimal devolution of functionaries. Officials continue to report to departments.
5.	Bihar	No taxes are collected by PRIs but a proposal regarding the same is under consideration of State Government.	Activity mapping has been conducted. 20 line deptts. have issued GOs.	Departmental staff are answerable to departments. Angandwadi workers, teachers and health workers are appointed by PRIs.
6.	Chhattisgarh	GP is authorized to collect various types of taxes. Funds for 12 departments have been devolved.	Activity Mapping of 27 matters has been undertaken. GOs not issued.	Panchayat make recruitments for 9 departments.
7.	Goa	Panchayats levy 11 types of taxes. Untied funds are given to Panchayats.	18 matters are devolved to GPs, while 6 are devolved to ZPs.	PRIs have their own core staff for the execution of works.
8.	Gujarat	8 major taxes are collected by PRIs. In 2008-09, 13 departments allocated funds to PRIs.	14 functions have been completely devolved and 5 are partially devolved.	GOs have been issued for devolution of functionaries for 14 functions.

1	2	3	4	5
9.	Haryana	GPs generate revenue from lease of Panchayat land, liquor cess and rental of Panchayat premises.	Panchayati Raj Act devolves 29 functions. GOs have been issued for 10 deptts.	There is no significant devolution of functionaries.
10.	Himachal Pradesh	Only GP is empowered to levy taxes. Funds have not been transferred.	27 out of 29 subjects have been devolved to PRIs.	Functionaries have not been transferred to PRIs.
11.	Jammu and Kashmir	State Govt. has issued GO notifying activity mapping. Funds have been devolved in a limited sense. Functionaries have been identified in the Activity Mapping document who will assist Panchayats in carrying out assigned functions but have not been transferred.		
12.	Jharkhand	Elections to PRIs were held in November- December 2010 for the first time since 73rd CAA came into force. Three departments, namely, Agriculture, Social Welfare and Primary Education have recently devolved functions to PRIs by Departmental Notification. Activity Mapping has not been done so far.		
13.	Karnataka	PRIs collect 7 types of taxes. Panchayati Raj Act provides the mandatory transfer for untied funds to PRIs.	Karnataka has delegated all 29 subjects to PRI by notifying Activity Mapping.	All Panchayat employees function under dual control of the Deptts. concerned and the PRIs.
14.	Kerala	GPs have tax domain of 9 types of taxes.Untied funds and funds for	Activity mapping for all 29 functions done and activities devolved to Panchayats.	PRIs have full managerial and part disciplinary control over transferred functionaries.

		specific purposes by deptts. are given to PRIs.		
15.	Madhya Pradesh	GPs are empowered to collect taxes. Funds for 13 departments covering 19 matters are released to PRIs.	GOs containing the Activity Mapping in respect of 25 matters pertaining to 22 deptts. have been issued.	Functionaries for 13 departments have been transferred to the PRIs.There is a State Panchayat Service.
16.	Maharashtra	ZP and GP collect taxes. Grants for 11 departments are transferred to PRIs.	11 subjects have been fully devolved. For 18 subjects, schemes are implemented by PRIs.	Class III and Class IV employees at all levels are Zilla Parishad employees.
17.	Manipur	Five Departments have issued GOs transferring funds to PRIs.	GOs have been issued devolving functions related to 22 departments.	5 Departments have issued GOs transferring functionaries to PRIs.
18.	Odisha	PRIs collect 6 types of taxes. There is no clear devolution of untied funds.	11 departments have devolved 21 subjects.	Officials of 11 departments are accountable to PRIs.
19.	Punjab	Main source of income of GP is from auction of Panchayat land. There is no clear devolution of funds.	The devolution of 7 key departments relating to 13 subjects approved.	No functionaries have been transferred to PRI by line departments.

1	2	3	4	5
20.	Rajasthan	5 departments have issued GOs transferring funds to PRIs up to district level. 10% untied fund to PRIs.	Five Departments have transferred all functions up to district level to PRIs. Fresh Activity Mapping of above 5 Departments has been done.	5 departments have transferred all functionaries upto district level to PRIs.
21.	Sikkim	PRIs do not collect taxes. Funds are being transferred by 17 departments. 10% of total fund of each department is given to Panchayats. Untied funds are given to PRIs.	All 29 subjects are devolved as per legislation. Activity Mapping has been conducted for 20 subjects covering 16 departments.	Employees are under the control of PRIs, but Panchayats exercise limited control over them.
22.	Tamil Nadu	Only village Panchayats have the power to levy taxes. 9% of the States own tax revenue devolved to Local Bodies, of which rural local bodies will receive 58% share.	Government of Tamil Nadu has delegated supervision and monitoring powers of 29 subject to PRIs	There is no significantdevolution of functionaries.
23.	Tripura	Part funds related to PWD Department, primary schools and Social Welfare and social education department and pension funds have been	So far GOs have been issued devolving irrigation schemes, primary schools and activities related to adult and non-formal education, women and child	Functionaries of 5 subjects for which functions have devolved, have been transferred to Panchayats.

		transferred to the Panchayats. Untied funds are also transferred to PRIs.	development and social welfare.	
24.	Uttar Pradesh	All 3 tiers have the power to collect taxes.	16 subjects relating to 12 departments have been devolved to PRIs.	PRIs do not have control over functionaries.
25.	Uttarakhand	Only ZPs collect taxes. Funds are made available to PRIs for activities for only 3 functions.	Master GO on transferring financial and administrative powers on 14 subjects has been issued in 2003.	Supervisory role over functionaries related to 14 subjects.
26.	West Bengal	GPs can impose and realize taxes. Untied funds are allocated under the TFC grant as well as SFC grant. 5 departments have opened Panchayat Window in their budgets.	State Govt. agrees with transfer of these 28 subjects. 14 departments have so far issued matching GOs transferring 27 subjects.	The Panchayat employees have been made into different district cadres. Other than the posts created in the Panchayat bodies, 7 departments of the State Govt. have devolved functionaries.
27.	Daman and Diu	Not available	12 subjects are fully devolved and 10 subjects are partially devolved.	Functionaries for 13 departments have been transferred to PRIs.
28.	Puducherry	Panchayats collect taxes and receive funds from the state budget under the community development sector.	22 functions have been devolved to the PRI.	Devolution of functionaries has not been done yet.

1	2	3	4	5
29.	Lakshadweep	Entire Plan and Non Plan budget required for Schemes and Programs being implemented by 5 departments *viz.* Education, Medical & Health Services, Fisheries, Animal Husbandry, and Agriculture is transferred to the District Panchayat and Village (Dweep) Panchayats.	All Schemes and programmes being *viz.* Education, Medical and Health Services, Fisheries, Animal Husbandry, and Agriculture have been transferred to the PRIs *w.e.f* 1st April 2010.	Entire establishments of five major departments, *viz.* Education, Medical and Health Services, Fisheries, Animal Husbandry, and Agriculture except Director and few staff have been transferred to District Panchayat and Village (Dweep) Panchayats.
30.	Chandigarh		A committee constituted by the Chandigarh. Administration recommended transfer of some functions of 12 Departments. However, the State Govt. felt that such an exercise of devolving the functions to PRIs would only be an interim measure because fast urbanization would result in villages becoming part of Municipal Corporation in near future.	

Note: Mizoram, Meghalaya and Nagaland are exempt.

- Delhi has no Panchayats.
- Information is not available for UT of Dadra and Nagar Haveli.

Stringent norms for private highway concessionaires

1876. SHRI MAJEED MEMON: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is going to declare private highway players as nonperformers if they fail to infuse equity in ongoing works and delay in disbursement of loans;

(b) whether there are some other conditions put on concessionaires to complete the work within the stipulated time and save themselves from being debarred from bidding for new projects; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (c) No, Sir. But as per provisions of concession agreement, termination clause can be invoked in case, financial close is not achieved within a period of 300 days or within the time extended by the Authority and not fulfilling the Conditions Precedent by the concerned concessionaire. Penalty clauses are also there in the concession agreements, in case construction is delayed due to default on the part of concessionaire. In case of ongoing projects, termination can be invoked if default on the part of concessionaire continues for 120 days or more.

Guidelines for safe traffic system design

1877. SHRI RAM KUMAR KASHYAP: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has framed guidelines for Safe Traffic System design to prevent road traffic deaths and serious injuries and if so, the details thereof;

(b) whether there is any proposal to prevent pedestrians and cyclists from accessing motorways and preventing motor vehicles from entering pedestrian zones to minimize contact between high-speed traffic and unprotected road users; and

(c) whether there is any proposal to conduct road safety audits to check that the road design, etc. are consistent with safety principles and to examine whether further changes are needed to prevent crashes?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) and (b) Ministry of Road Transport and

Highways is mainly responsible for development and maintenance of National Highways. Design, construction and maintenance of roads including that of National Highways are carried out as per the laid down Indian Roads Congress codes, standards and specifications. These standards also include safety aspects for different road users including vulnerable road users like pedestrians, cyclists etc. Wherever separate facilities like pedestrian pathways/ footpaths are provided, motor vehicles are not expected to enter those areas and vice-versa.

(c) Safety audits of the roads are carried out as per the Indian Roads Congress publication, IRC:SP: 88-2010, "Manual on Road Safety Audit" for identifying safety concerns for their rectification. Ministry also issues guidelines on different safety aspects and safety audits from time to time. Contract documents such as Engineering Procurement Construction (EPC) and Build Operate Transfer (BOT) have provisions for carrying out road safety audits.

Feasibility studies for new road projects

1878. DR. V. MAITREYAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased state:

(a) whether Government has conducted feasibility studies to go ahead with new road projects;

(b) if so, the details thereof, State-wise particularly in Tamil Nadu;

(c) the measures taken by the National Highways Authority of India (NHAI) to mobilize funds for speedy completion of pending and incomplete projects;

(d) whether there is progress in Public-Private Partnership projects during the last five years in the country, State-wise and NH-wise; and

(e) the total expenditure incurred during the last five years to execute National Highway projects under Public-Private Partnership across the country?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) and (b) The State-wise details of feasibility studies completed for National Highway (NH) projects during 2014-15 and 2015-16 so far is given in the Statement-I (*See* below).

(c) Various initiatives taken by the National Highways Authority of India (NHAI) for facilitating mobilization of funds and revival of stalled projects include securitization of future cash flows in Build, Operate, Transfer (BOT) projects, premium deferment in

stressed projects, harmonious substitution in financially stressed projects, one time fund infusion to revive and physically complete languishing BOT projects, 100% equity divestment after two years of construction completion for all BOT projects irrespective of year of award, rationalized compensation to Concessionaires in case of delays not attributable to Concessionaires.

(d) The State-wise and NH-wise length of Public Private Partnership (PPP) projects awarded during the last five years in the country is given in the Statement-II (*See* below).

(e) Total expenditure of ₹1,21,968 crore has been incurred during the last five years (2010-11 to 2014-15), including private sector investment, to execute NH projects under Public-Private Partnership.

Statement-I

The State-wise details of feasibility studies completed for National Highway (NH) projects during 2014-15 and 2015-16 so far

Sl. No.	State/Union Territory (UT)	Length (in km)
1.	Andhra Pradesh	1145
2.	Assam	31
3.	Bihar	563
4.	Chhattisgarh	935
5.	Gujarat	808
6.	Haryana	71
7.	Himachal Pradesh	212
8.	Jammu and Kashmir	Bypass for Jammu and Sri Nagar
9.	Jharkhand	223
10.	Karnataka	1330
11.	Kerala	195
12.	Madhya Pradesh	1193
13.	Maharashtra	1073
14.	Manipur	Bypass for Imphal
15.	Odisha	1110

Sl. No.	State/Union Territory (UT)	Length (in km)
16.	Punjab	703
17.	Rajasthan	952
18.	Tamil Nadu	1096
19.	Telangana	580
20.	Uttar Pradesh	2227
21.	Uttarakhand	1219
22.	West Bengal	883
23.	Andaman and Nicobar Islands	260

Statement-II

The State-wise and NH-wise length of PPP projects awarded during the last five years in the country

Sl. No.	State/Union Territory(UT)	Progress in PPP projects during last five years	
		NH Nos.	Total Length awarded (km)
1	2	3	4
1.	Andhra Pradesh	5, 18	544
2.	Bihar	57, 19, 77, 2, 31, 30, 28A, 80, 28	853
3.	Chhattisaarh	6	233
4.	Guiarat	6, 8, 8A, 8D, 5	929
5.	Haryana	65, 71, 1,8, 2, 71A, 22, 10	1,186
6.	Himachal Pradesh	21	84
7.	Jammu and Kashmir	1A	160
8.	Jharkhand	2, 33	360
9.	Karnataka	7, 17, 9, 207, 13, 4, 4A, 48	1,435
10.	Kerala	47	123
11.	Madhya Pradesh	7, 3, 69, 59, 75, 12E, 12, 27, 75 Extn.	1,747
12.	Maharashtra	7, 50, 211, 9, 6, 4, 3, 17	1,764
13.	Meahalaya	40, 44	111
14.	Odisha	5, 6, 203, 215	481

1	2	3	4
15.	Puniab	95, 1, 15, 21	409
16.	Rajasthan	8, 11, 12, 14, 15, 65, 758, 79, 113, 89	2,120
17.	Tamil Nadu	47, 4, 5, 46, 205, 66, 67, 45, 45B, 220, 68	1.435
18.	Telangana	7, 9, 202	329
19.	Uttar Pradesh	28, 235, 2, 24, 58, 72, 91, 93, 86, 24B, 231, 74	1.523
20.	Uttarakhand	72	74
21.	West Bengal	34, 6	452
22.	Delhi	2	4,50

New project under PPP mode

1879. SHRI PAUL MANOJ PANDIAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has lined up projects worth ₹ 50,000 crore to be awarded under Public Private Partnership (PPP) mode during 2016-17;

(b) whether this would be the largest chunk of highway projects to be awarded by Government under PPP mode in a single financial year;

(c) whether Government plans to award close to 5,000 km. to private companies during the next fiscal; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (d) No such target to award projects worth ₹ 50,000 crore of national highway has been set for the fiscal year 2016-17. However, against the target of 10000 kms for award of national highway projects during the current fiscal year 2015-16, 8295 kms have already been awarded and 5391 kms have already been constructed against the target of 6300 kms of construction, till February, 2016.

Bypasses on NHS in Uttar Pradesh

1880. SHRI KIRANMAY NANDA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has received proposals from Uttar Pradesh for construction of bypasses on National Highways (NHs) in the State;

(b) if so, the details thereof; and

(c) what is the present status of construction of bypasses in the State?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (c) One proposal of construction of Gorakhpur bypass on NH-29E was received from the Government of Uttar Pradesh during the current financial year 2015-16 which has been sanctioned by the Ministry for an amount of ₹ 1058.89 crore. The construction of a standalone bypass to Raebareli (Ring Road Phase-I) is in progress in the State at present. Further, the construction of various bypasses have been taken up as a part of 4-laning/2-laning with paved shoulders packages which are at different stages of progress.

Funds sought by NHAI for building infrastructure

1881. SHRI PAUL MANOJ PANDIAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has received a proposal from the National Highways Authority of India (NHAI) for approving works worth ₹11,000 crore to build infrastructure such as underpasses, flyovers and foot over bridges for safety of pedestrians, cyclists and other vulnerable road users;

(b) if so, the details thereof and the steps taken by Government on the said proposal;

(c) whether in many cases, when NHAI undertook expansion of highways, these safety features were deleted only to make the projects financially viable; and

(d) if so, whether Government is considering to rethink on such steps?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (d) National Highways Authority of India (NHAI) has sought delegation of financial powers to take up left over safety structures beyond the permissible limit of 20% of the Total Project Cost from the Ministry of Road Transport and Highways. It has been decided to authorise the Executive Committee of NHAI for appraisal and approval of such projects costing upto ₹ 100 crores subject to annual ceiling of ₹ 500 crores and also subject to the approval of Ministry of Finance.

Use of space technology to monitor highway work

1882. SHRI DEVENDER GOUD T.: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India (NHAI) has signed MoU with the Indian Space Research Organisation (ISRO) and the North East Centre for Technology Application and Research (NECTAR) to use space technology to monitor the progress of highway work;

(b) if so, the details thereof;

(c) whether any projects have been identified to begin with the use of technology; and

(d) if so, the details of those projects, with particular reference to Telangana?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) to (d) Memorandum of Understanding (MoU) has been signed on 11.01.2016 between National Highways Authority of India (NHAI) and Indian Space and Research Organisation (ISRO) and North East Centre for Technology Application and Reach (NECTAR) for use of space technology for Highway projects for preparation of Detailed Project Reports, Feasibility Study Reports, Road Asset Management and Construction Monitoring. 100 km of Hyderabad - Vijaywada section of NH-65 (old NH-9) has been assigned to M/s. NECTAR to develop a Road Asset Management system.

Construction of bridge across Mathred river

1883. SHRI RAMDAS ATHAWALE: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Ministry has received any representation forwarded by the Prime Minister's Office regarding construction of bridge across Mathred river to connect village, Nandla and other villages in Chirgaon tehsil, district Shimla, Himachal Pradesh;

(b) if so, whether Government would ask the State Government to include the bridge under PMGSY/NABARD assisted schemes as the bridge is not in a good condition;

(c) whether Government would give special attention to construct this bridge on priority basis; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) Yes Sir.

(b) to (d) The representation was forwarded to the State Government of Himachal Pradesh with a request to examine the matter as per Pradhan Mantri Gram Sadak Yojana (PMGSY) Guidelines. The State Government has reported that the construction of the Foot Bridge, as requested in the relevant representation, does not qualify under PMGSY norms.

Implementation of SAGY in Jharkhand

†1884. SHRI DHIRAJ PRASAD SAHU: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether there is laxity in implementation of Saansad Adarsh Gram Yojana (SAGY) in Jharkhand; and

(b) whether Government has fixed anytime limit for completion of this scheme, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) No large scale laxity in implementation of Saansad Adarsh Gram Yojana (SAGY) in Jharkhand has come to the notice of Ministry of Rural Development.

(b) The goal of SAGY is to develop three Adarsh Grams by March 2019, of which one would be achieved by October, 2016. Thereafter, five such Adarsh Grams (one per year) will be selected and developed by 2024. Under the guidelines of the scheme, the following broad timelines have been suggested for different activities, which would vary according to the local situation:

Item of work	Time from the date of launch
1	2
Selection of Adarsh Gram	One month
Awareness generation on the scheme	Two months
Environment creation and social mobilisation	Three months
Initialisation of first stage activities	Three months

†Original notice of the question was received in Hindi.

1	2
Review of First Stage activities	Five months
Completion of preparation of VDP	Seven months
Approvals and sanctions	Eight months
Activities to begin	Nine months
Review of progress of VDP at Gram Sabha level and District Level	One Year

Implementation of village knowledge centres programme

1885. SHRI SHADI LAL BATRA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Village Knowledge Centres (VKC) programme being implemented by Government is achieving its targeted goals;

(b) if so, the details thereof;

(c) the number of VKCs established, so far, and their working along with the details of nodal agencies thereof; and

(d) whether some banks are providing details of the programme to farmers and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) CAPART presently is not implementing any village knowledge centres (VKC) programme. However, a programme was initiated on pilot basis in the past under the Rural Technology Scheme of CAPART. The scheme has been discontinued since 2009.

(b) to (d) Question does not arise.

Compensation to dalits displaced due to Polavaram dam

1886. SHRI D. RAJA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether it is a fact that dalit landless poor at Pydipaka and Ramaihpeta, Tekuru in Polavaram Mandal at Polavarm Dam have not been given any land or other legal entitlements;

(b) whether it is also a fact that the National Monitoring Committee is examining petitions on Polavaram Dam issues related to relief; and

(c) if so, what steps would be taken to enquire into the refusal to extend financial aid and land- for-land to dalits of Pydipaka and Ramaihpeta villages in Polavaram Mandal?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) to (c) Polavaram project is under administrative control of Ministry of Water Resources, River Development and Ganga Rejuvenation.

The Central Government has constituted a National Monitoring Committee under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 for reviewing and monitoring implementation of rehabilitation and resettlement schemes or plans under the Act. The Committee deliberated the issues relating to relevant aspects of Polavaram project in its meetings held on 25 May 2015, 24 September 2015 and 18 November 2015.

In a report furnished by the Ministry of Water Resources, River Development & Ganga Rejuvenation and Andhra Pradesh State Government it has been stated that provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 have been implemented.

Scheme for building modern infrastructure in rural areas

1887. SHRIMATI JAYA BACHCHAN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Government has launched or plans to launch any comprehensive scheme for building modern infrastructure in rural areas;

(b) if so, the details thereof; and

(c) if not, the details of Government's plans to provide better facilities in rural areas?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) to (b) The Government proposes to develop rural clusters in the country under Shyama Prasad Mukherji Rurban Mission (SPMRM). The Mission aims at development of 300 clusters in all States and UTs. These clusters would be developed by provisioning of economic activities, developing skills & local entrepreneurship and providing infrastructure amenities. The Rurban Mission will thus develop a cluster of Smart Villages. An outlay of Rs. 5142.08 crores has been allocated for the scheme for the period 2015-16 to 2019-20.

Under the SPMRM, the State Governments shall identify existing Centrally Sponsored, Central Sector or State Government schemes relevant for the development of the cluster and converge their implementation in an integrated and time bound manner. Fourteen components have been suggested as desirable for inclusion in the development of Rurban Cluster.

(i) Piped water supply

(ii) Agro Processing, Agri Services, Storage and Warehousing

(iii) Sanitation

(iv) Solid and liquid waste management

(v) Village streets and drains

(vi) Street lights

(vii) Health care connectivity

(viii) Upgrading school education facilities

(ix) Skill development training linked to economic activities

(x) Inter-village road connectivity

(xi) Citizen Service Centres- for electronic delivery of citizen centric services/e-gram connectivity

(xii) Public transport

(xiii) LPG Gas Connections

(xiv) Full Digital Literacy

Further the State Government may at its own discretion additionally converge any other State or Central Government scheme not falling under the above components. These could be finalized after due consultation with the Gram Panchayats and should aim at addressing the unique needs of the 'Rurban Cluster' and enable it to leverage its full economic potential.

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

Allocation for MGNREGA

†1888. SHRI HARIVANSH: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Ministry of Finance is considering to provide an amount of

†Original notice of the question was received in Hindi.

₹ 5,000 crore for the Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) and if not, the reasons therefor;

(b) the amount spent by the States out of funds allocated under MGNREGA, State-wise; and

(c) whether there is demand of more work under MGNREGA due to agricultural crisis and if so, the number of additional persons provided with work as compared to the last year?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) is a demand driven programmes hence no State/UT- wise allocation of funds are made. However, the Ministry has released ₹3413109.44 lakh to the States/ UTs during the current FY 2015-16 (as on 07.03.2016) which is more than the Central releases made under MGNREGA during FY 2013-14 & 2014-15. The requirement of additional funds has been assessed by the Government and during the current FY, an additional amount of ₹ 2000 crore has been allocated to Mahatma Gandhi NREGA by the Ministry of Finance.

(b) and (c) The Central funds are released to the States/UTs on the basis of agreed to Labour Budgets and taking into consideration the performance and the pace of utilization of available funds. State-UT-wise details of amount released and expenditure under the MGNREGS during the last three years and the current year is given in the Statement (*See* below). MGNREGA is a demand driven wage employment programme. The number of days of employment provided to a household depends on the number of days of employment demanded by the household. The demand for work itself is influenced by various factors such as rainfall pattern, availability of alternative and remunerative employment opportunities outside MGNREGA and prevailing unskilled wage rates. Government remains actively engaged with State Governments in establishing systems that ensure provision of work as per demand.

Statement

State-UT wise details of amount released and expenditure under the MGNREGS during last three years and current year

(₹ in lakh)

Sl. No.	State	Central Release				Total Expenditure			
		2012-13	2013-14	2014-15	2015-16 as on 07/03/2016	2012-13	2013-14	2014-15	2015-16 as on 07/03/2016
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	321673.59	475049	290314.1	285685.09	512377.61	534401.28	283946.01	333536.13
2.	Arunachal Pradesh	6834.19	13852.67	2704.16	4003.96	5346.30	9593.54	3441.52	3338.83
3.	Assam	53445.67	57349.95	50023.46	50200.77	65153.18	69976.59	50310.65	62008.92
4.	Bihar	122781.45	158070.67	95968.24	102412.26	186045.15	202702.34	108170.99	147773.55
5.	Chhattisgarh	203136.31	144602.31	150570.49	88706.14	222177.87	202397.6	175421.54	107538.85
6.	Gujarat	47440.77	33530.02	35442.93	19416.21	61742.13	48902.62	47121.78	34553.25
7.	Haryana	34935.89	37687.81	16715.29	11839.91	38063.30	38161.54	21647.06	12898.69
8.	Himachal Pradesh	36129.50	47797.09	35542.86	35110.49	49611.74	56959.21	40623.27	33478.57
9.	Jammu and Kashmir	76276.16	60315.73	52171.08	54504.61	85334.76	76971.19	39159.25	61359.60
10.	Jharkhand	80916.84	62143.28	72433.41	96989.31	115236.20	91244.1	102908.13	113305.65

1	2	3	4	5	6	7	8	9	10
11.	Karnataka	123193.69	159606.81	171687.07	82278.75	144839.11	206841.31	167569.57	160315.40
12.	Kerala	131117.81	127710.93	158758.02	143834.739	141655.91	130056.59	161696.54	147976.56
13.	Madhya Pradesh	161015.37	183982.44	245163.12	224475.73	311078.71	261894.5	280536.8	247737.77
14.	Maharashtra	157324.33	115292.02	79951.77	123834.73	217029.49	127467.66	160988.49	162091.74
15.	Manipur	59023.09	23100	21997.13	16125.52	60008.08	25476.92	26713.59	15672.22
16.	Meghalaya	22610.82	27106.21	27785.9	22182.56	26589.99	31849.02	30934.71	25871.12
17.	Mizoram	25229.24	24474.27	11141.23	13903.61	29038.56	26037.67	11420.13	15245.38
18.	Nagaland	46012.38	29214.8	11305.27	17707.8	42828.63	29479.9	15781.96	17861.48
19.	Odisha	84797.88	75752.84	103530.34	147941.05	117766.95	128680.21	106892.48	182289.80
20.	Punjab	11421.27	22615.48	18948.18	24533.37	15769.05	25891.9	21350	27206.02
21.	Rajasthan	258534.43	205943.32	297609.87	245553.06	327154.86	262961	325186.44	302408.09
22.	Sikkim	7406.51	10684.17	7386.41	7952.72	8134.02	10889.61	7734.68	7243.89
23.	Tamil Nadu	354605.42	469021.12	378180.33	547037.47	412128.79	393853.2	391954.05	474081.31
24.	Telangana			191996	180421.02			190374.75	183151.85
25.	Tripura	76889.88	94366.49	63662.48	135894.19	97102.33	107504.47	82239.49	125553.69
26.	Uttar Pradesh	129202.49	289639.01	251341.4	239393.59	266529.58	346067.61	313908.73	290002.15

27.	Uttarakhand	26827.10	33000.5	28636.22	43983.134	31185.98	38083.54	31845.33	48805.93
28.	West Bengal	339547.96	289438.19	374495.29	444600.69	385087.63	372517.24	401287.47	478410.24
29.	Andaman and Nicobar	1381.49	1918.1	1301.94	1035.72	1300.10	1788.27	904.58	224.70
30.	Dadra and Nagar Haveli	39.56	NR	NR	NR	NR	NR	NR	NR
31.	Daman and Diu	NR	NR	NR	NR	NR	NR	NR	NR
32.	Goa	241.16	205.86	137.95	246.82	144.81	297.4	457.15	233.95
33.	Lakshadweep	117.55	16.93	45.06	11.85	152.74	73.64	70.5	26.16
34.	Puducherry	885.75	879.98	739.69	1292.57	1215.16	1136.83	650.2	849.53
	TOTAL	3000995.55	3274368.00	3247686.69	3413109.44	3977828.72	3860158.50	3603247.84	3828051.02

NR = Not Reported

Start-up village entrepreneurship programme

1889. SHRI VIVEK GUPTA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the details of funds allocated, released and utilised along with beneficiaries reached and financial assistance provided under Start-up Village Entrepreneurship Programme during the last two years, State-wise along with district-wise details for West Bengal;

(b) the details of blocks identified for implementing the scheme, State-wise;

(c) the details collected in Livelihood for Employment survey of households interested in becoming self-employed, Statewise;

(d) whether Government is aware that there is an overlap between the current scheme and Start-up India programme; and

(e) if so, the reasons for continuing two schemes of similar nature?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) and (b) The Start-up Village Entrepreneurship Programme (SVEP) is implemented as a sub scheme under National Rural Livelihood Mission (NRLM) of the Ministry of Rural Development, to promote start-up enterprises in rural areas. Sanction for the roll out of the SVEP has been accorded to 16 states who have expressed their willingness, covering 46 blocks. Initially a baseline and market potential study of the blocks is carried out through the approved Programme Implementing Agency in respect of the State concerned for providing support on the start-ups, handholding and accessing finance to the entrepreneurs. Thereafter a Detailed Project Report thereon detailing the number of enterprises that can be viably supported in the block is submitted by the State to the Ministry for approval. The target of the scheme is to train and support 1.82 lakh entrepreneurs over a period of four years. The State-wise along with district-wise details including that for West Bengal is given in the Statement-I (*See* below).

(c) The households interested in becoming self-employed as collected in Livelihood for Employment survey, State- wise is given in the Statement-II (*See* below).

(d) and (e) By definition, a Start -up means an entity, incorporated or registered in India not prior to five years, with annual turnover not exceeding ₹ 25 crore in any preceding financial year, working towards innovation, development, deployment or

commercialization of new products, processes or services driven by technology or intellectual property, provided that such entity is not formed by splitting up, or reconstruction, of a business already in existence. Thus a Start-up has to be a Private Limited Company (under The Companies Act, 2013) or a Registered Partnership Firm (under The Indian Partnership Act, 1932) or Limited Liability Partnership (under The Limited Liability Partnership Act, 2008), whereas SVEP focuses on much smaller enterprises based on the market potential in their vicinity and which would not need a capital of more than ₹10 lakh. The SVEP targets at setting up enterprises in villages in saturation mode. The SVEP also creates local community cadre (CRP-EP) at village level which provides hand-holding support to the entrepreneurs.

Statement-I

The State-wise along with district-wise details including that for West Bengal

Sl. No.	State	District	Sl. No.	Block	Amount (₹ Lakh)	
					Allocated	Released
1	2	3	4	5	6	7
01.	Andhra Pradesh	Chittoor	01	Kuppam	120.00	120.00
			02	Srikalahasti		
		Vizianagram	03	Srungavarapukota		
			04	Cheepurupalli		
02.	Bihar	Gaya	05	Barchatti	180.00	180.00
			06	Bodh Gaya		
		Muzaffarnagar	07	Musahari		
			08	Maraul		
		Patna	09	Dhanarua		
		Vaishali	10	Jandaha		
03.	Gujarat	Amreli	11	Khamba	90.00	90.00
		Dahod	12	Garbada		
		Panchmahal	13	Ghoghamba		
04.	Haryana	Bhiwani	14	Bawani Khera	60.00	60.00
		Mewat	15	Tauru		

1	2	3	4	5	6	7
05.	Jammu and Kashmir	Ganderbal	16	Lar	60.00	60.00
		Kathua	17	Basholi		
06.	Jharkhand	Pakur	18	Littipara	180.00	180.00
			19	Pakunia		
		Ranchi	20	Angara		
		Simdega	21	Kolibera		
		West Singhbhum	22	Khutpani		
			23	Manoharpur		
07.	Madhya Pradesh	Barwani	24	Rajpur	90.00	90.00
		Dindori	25	Samnagar		
		Sheopur	26	Karahal		
08.	Maharashtra	Solapur	27	Barshi	60.00	60.00
			28	Mohol		
09.	Nagaland	Dimapur	29	Chumukedima	60.00	60.00
		Kohima	30	Jakhama		
10.	Odisha	Mayurbhanj	31	Morada	60.00	60.00
		Rayagada	32	Gunpur		
11.	Rajasthan	Ajmer	33	Kekri	60.00	60.00
		Chittorgarh	34	Begun		
12.	Telangana	Mahbubnagar	35	Bijinepally	60.00	60.00
		Warangal	36	Eturnagara		
13.	Uttar Pradesh	Aligarh	37	Tappal	60.00	60.00
		Mirzapur	38	Chanve		
14.	West Bengal	Cooch Behar	39	Dinhata-1	60.00	60.00
		S 24 Parganas	40	Patharpratima		
15.	Kerala	Patanamthitta	41	Parakkode	60.00	60.00
		Ernakulam	42	Vaduvukode		

1	2	3	4	5	6	7
16.	Chhattisgarh	Kanker	43	Narharpur	120.00	71.39
		Bastar	44	Bastar		
		Dhamtari	45	Kurud		
		Ambikapur	46	Lakhanpur		

Statement-II

State-wise households interested in becoming self-employed as collected in Livelihood for employment survey

Sl. No.	State	Households completed 100 days in 2014-15	Interested in Livelihood			
			House-holds	Males	Females	Total
1	2	3	4	5	6	7
1.	Andhra Pradesh	3,82,341	3,92,260	2,94,958	2,30,382	5,25,340
2.	Arunachal Pradesh	13	0	0	0	0
3.	Assam	10,449	1,129	1,141	1,126	2,267
4.	Bihar	30,854	11,054	6,755	8,030	14,785
5.	Chhattisgarh	48,090	19,922	19,429	18,055	37,482
6.	Goa	104	0	0	0	0
7.	Gujarat	16,472	5,701	4,577	5,304	9,881
8.	Haryana	5,407	1,391	1,241	788	2,029
9.	Himachal Pradesh	21,567	6,936	3,809	4,695	8,504
10.	Jammu and Kashmir	7,854	386	394	126	520
11.	Jharkhand	82,423	35,445	26,236	22,264	48,500
12.	Karnataka	41,315	4,305	4,573	5,004	9,577
13.	Kerala	98,648	31,169	6,080	29,685	35,765

1	2	3	4	5	6	7
14.	Madhya Pradesh	1,57,801	48,765	48,361	36,489	84,855
15.	Maharashtra	1,65,378	1,07,782	97,436	1,05,289	2,02,725
16.	Manipur	44	0	0	0	0
17.	Meghalaya	32,506	6,858	4,629	5,174	9,803
18.	Mizoram	0	0	0	0	0
19.	Nagaland	7	0	0	0	0
20.	Odisha	82,022	18,238	14,406	11,668	26,074
21.	Punjab	2,037	212	190	165	355
22.	Rajasthan	2,81,164	1,19,112	79,025	81,593	1,60,618
23.	Sikkim	3,293	1,447	821	1,087	1,908
24.	Tamil Nadu	3,33,005	59,221	14,848	54,459	69,307
25.	Telangana	1,60,266	1,53,080	1,58,166	1,29,495	2,87,661
26.	Tripura	2,51,444	1,29,513	89,348	98,875	1,88,223
27.	Uttar Pradesh	1,09,952	27,770	22,696	15,603	38,299
28.	Uttarakhand	7,652	2,791	1,878	2,198	4,076
29.	West Bengal	1,58,261	82,376	61,671	61,320	1,22,991
30.	Andaman and Nicobar	942	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0
33.	Lakshadweep	4	0	0	0	0
34.	Puducherry	0	0	0	0	0
	TOTAL	24,91,315	12,66,863	9,62,668	9,28,874	18,91,545

National Land Use Policy

†1890. SHRI HUSAIN DALWAI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) what is the current status of implementation of draft National Land Utilisation Policy;

(b) which States have framed their own land use policies in accordance with the Draft Policy;

(c) what steps are being taken by the Ministry to request States to frame their own land use policies;

(d) what is the total percentage of land under different land uses currently in India-agricultural, forest, industrial, residential. Government owned, private owned and wasteland; and

(e) the corresponding percentages for Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) to (c) A draft National Land Use Policy has been prepared and forwarded to NITI Aayog for its views/comments/suggestions/inputs as a first step towards inter-Ministerial consultations.

(d) to (e) The details of land use prevalent in India from 1950-51 to 2012-13, and Maharashtra from 2003-04 to 2012-13, as per Land Use Statistics published by the Directorate of Economics and Statistics, Ministry of Agriculture and Farmers Welfare is available at the following web url: http://eands.dacnet.nic.in/LUS_1999_2004.htm. A copy thereof is given in Statement.

†Original notice of the question was received in Hindi.

Statement

Table (i)

Land use classification - All India

Table (ii)

Land use classification - All India

(Thousand hectares)

Year	Geographical Area	Reporting area for land utilisation statistics (col. 4+7 +11+14 +15)	Forest	Not available for cultivation			Other uncultivated land excludng fallo year				Fallow Lands			Net area Sown	Total cropped area	Area sown more than once (col. 16-15)	Agricultural Land/ Cultivable land/ Culturable land/ Arable land (col. 9+ 10+14+ 15)	Cultivated land (col. 13+15)
				Area under non-agricultural uses	Barren and unculturable land	Total (col.5+6)	Permanent pastures & other grazing lands	Land under Misc. tree crops & groves (not incl. in net area sown)	Culturable waste land	Total (col. 8 to 10)	Fallow lands other than Current fallows	Current fallows	Total (Co1.12 +13)					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1950-51	328726	284315	40482	9357	38160	47517	6675	19828	22943	49446	17445	10679	28124	118746	131893	13147	189641	129425
1951-52	328726	287827	48889	12690	37484	50174	8592	7881	23929	40402	15154	13808	28962	119400	133234	13834	180172	133208
1952-53	328726	290787	51154	12321	37420	49741	8634	7757	23680	40071	13480	12899	26379	123442	137675	14233	181258	136341
1953-54	328726	291901	51079	13283	36379	49662	10881	5800	22898	39579	12750	12025	24775	126806	142480	15674	180279	138831
1954-55	328726	291378	50431	13784	34517	48301	11218	5770	22805	39793	13045	11963	25008	127845	144087	16242	181428	139808
1955-56	328726	291917	51343	13921	34475	48396	11473	5885	21537	38895	12544	11583	24127	129156	147311	18155	180705	140739
1956-57	328726	292179	51391	13981	33387	47368	12186	5784	21276	39246	11968	11358	23326	130848	149492	18644	181234	142206

1957-58	328726	293435	52178	14105	33232	47337	12831	6087	20602	39520	12620	12700	25320	129080	145832	16752	181089	141780
1958-59	328726	293661	51406	14300	33155	47455	13090	6000	20175	39265	12255	11452	23707	131828	151629	19801	181710	143280
1959-60	328726	297254	54021	14899	33434	48333	13679	5818	19463	38960	11076	11925	23001	132939	152824	19885	181221	144864
1960-61	328726	298458	54052	14840	35911	50751	13966	4459	19212	37637	11180	11639	22819	133199	152772	19573	179689	144838
1961-62	328726	299151	54189	14795	35921	50716	14082	4500	18632	37214	10478	11155	21633	135399	156209	20810	180164	146554
1962-63	328726	304977	60538	15111	35164	50275	14104	4558	17908	36570	10195	11058	21253	136341	156760	20419	180060	147399
1963-64	328726	305169	60692	15270	34811	50081	14594	4378	17653	36625	10059	11229	21288	136483	156963	20480	179802	147712
1964-65	328726	305252	60351	15442	34795	50237	14743	4113	17366	36222	9166	11156	20322	138120	159229	21109	179921	149276
1965-66	328726	305535	61543	15170	34327	49497	14810	4076	16965	35851	9262	13184	22446	136198	155276	19078	179685	149382
1966-67	328726	305487	63458	15357	32159	47516	14017	4018	16671	34706	9046	13529	22575	137232	157355	20123	180496	150761
1967-68	328726	306120	64217	15474	31830	47304	13795	3969	16235	33999	8800	11924	20724	139876	163736	23860	180804	151800
1968-69	328726	305885	64790	15648	31591	47239	13316	3878	16064	33258	9189	14096	23285	137313	159529	22216	180540	151409
1969-70	328726	303893	63895	15868	30290	46158	12992	4448	15788	33228	9594	12323	21917	138695	162265	23570	180848	151018
1970-71	328726	303753	63830	16478	28128	44606	13261	4367	17500	35128	8728	10598	19326	140863	165791	24928	182056	151461
1971-72	328726	304141	63771	16972	27996	44968	12960	4284	17456	34700	8312	12669	20981	139721	165186	25465	182442	152390
1972-73	328726	303992	65430	16658	25821	42479	12707	4531	17332	34570	9193	15176	24369	137144	162150	25006	183376	152320
1973-74	328726	304093	65729	16799	25217	42016	12781	4138	17066	33985	8655	11292	19947	142416	169872	27456	183567	153708
1974-75	328726	304141	65878	1837	23160	41537	12856	3771	17032	33659	8969	16307	25276	137791	164191	26400	183870	154098
1975-76	328726	304329	66699	18660	21578	40238	12592	3630	17743	33965	9229	12546	21775	141652	171296	29644	184800	154198
1976-77	328726	304680	67159	18934	21522	40456	12532	3628	17474	33634	9385	14570	23955	139476	167334	27858	184533	154046

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1977-78	328726	304179	67138	19047	20219	39266	12353	3691	17183	33227	9567	13028	22595	141953	172232	30279	185422	154981
1978-79	328726	304681	67465	19201	20143	39344	12136	3627	17292	33055	9366	12470	21836	142981	174802	31821	185736	155451
1979-80	328726	304130	67501	19543	20156	39699	12118	3527	16658	32303	10026	15698	25724	138903	169589	30686	184812	154601
1980-81	328726	304159	67460	19596	19958	39554	11989	3578	16744	32311	9720	14826	24546	140288	172630	32342	185156	155114
1981-82	328726	304282	67365	19630	20092	39722	12025	3603	16424	32052	9658	13365	23023	142120	176750	34630	185170	155485
1982-83	328726	304093	67330	19865	20104	39969	11930	3545	16332	31807	9357	14817	24174	140813	172748	31935	184864	155630
1983-84	328726	304190	66599	20237	20337	40574	12034	3628	15565	31227	9271	13308	22579	143211	179560	36349	184983	156519
1984-85	328726	304310	66391	20458	20239	40697	12000	3569	15882	31451	9512	15358	24870	140901	176330	35429	185222	156259
1985-86	328726	304698	67067	20631	20090	40721	11783	3563	15718	31064	10051	14894	24945	140901	178464	37563	185127	155795
1986-87	328726	305009	66875	20879	20164	41043	11838	3632	15548	31018	10255	16240	26495	139578	176405	36827	185253	155818
1987-88	328726	304837	66936	21168	20112	41280	11723	3509	15530	30762	10862	20912	31774	134085	170738	36653	184898	154997
1988-89	328726	304826	66944	21299	19916	41215	11525	3514	15167	30206	10247	14323	24570	141891	182277	40386	185142	156214
1989-90	328726	304878	67406	21258	19699	40957	11304	3803	15102	30209	10273	13694	23967	142339	182269	39930	185211	156033
1990-91	328726	305023	67702	21220	19509	40728	11406	3813	15000	30219	9663	13840	23504	142870	185742	42872	185187	156710
1991-92	328726	304899	67866	21465	19268	40735	11299	3761	14994	30054	9941	14672	24613	141632	182241	40609	185000	156304
1992-93	328726	304845	67981	21772	19122	40894	11096	3781	14589	29466	9672	14188	23860	142645	185618	42974	184875	156833
1993-94	328726	304881	68277	22210	18694	40904	10966	3696	14409	29071	9834	14376	24210	142419	186595	44176	184734	156795
1994-95	328726	304829	68603	22556	18463	41019	11034	3732	14262	29028	9969	13250	23219	142960	188053	45093	184173	156210
1995-96	328728	304875	68817	22362	19009	41371	11064	3481	14098	28643	10016	13831	23847	142197	187471	45274	183623	156028
1996-97	328726	304621	69103	22554	17964	40518	10880	3655	14021	28555	10192	13323	23515	142931	189502	46571	184121	156254

1997-98	328726	304661	69246	23138	17461	40599	10845	3730	13943	28517	10078	14275	24354	141945	189988	48043	183972	156220
1998-99	328726	305003	69215	23346	17527	40872	10896	3679	13899	28473	10106	13584	23690	142753	191649	48896	184024	156340
1999-00	328726	305016	69164	23598	17536	41134	10845	3725	13742	28313	10289	15053	25342	141063	188396	47333	183873	156116
2000-01	328726	305195	69843	23752	17483	41235	10662	3445	13631	27737	10267	14777	25044	141336	185340	44005	183455	156113
2001-02	328726	305127	69720	23914	17414	41328	10528	3442	13520	27489	10513	15343	25856	140734	188014	47280	183552	156077
2002-03	328726	305358	69821	24119	17517	41636	10450	3431	13651	27532	11966	22459	34426	131943	173889	41947	183450	154402
2003-04	328726	305567	69968	24516	17466	41982	10484	3381	13241	27106	11313	14489	25802	140708	189661	48953	183132	155198
2004-05	328726	305587	69960	24761	17468	42229	10452	3362	13272	27086	10878	14792	25670	140642	191103	50461	182946	155434
2005-06	328726	305447	69994	24993	17331	42323	10444	3391	13225	27060	10696	14213	24908	141162	192737	51575	182686	155375
2006-07	328726	305650	70025	25445	17287	42732	10418	3351	13274	27042	10516	15512	26028	139823	192381	52558	182476	155334
2007-08	328726	305667	69965	25882	17020	42902	10362	3400	13044	26806	10333	14646	24979	141016	195223	54207	182438	155662
2008-09(p)	328726	305844	69978	26211	16851	43062	10344	3343	12735	26423	10290	14192	24482	141899	195328	53429	182459	156091
2009-10(p)	328726	305844	69990	26157	17177	43334	10340	3214	12945	26499	10838	16009	26847	139173	189002	49829	182179	155182
2010-11(p)	328726	305920	70028	26399	17175	43574	10305	3204	12646	26155	10323	14275	24598	141563	197563	56000	182012	155839
2011-12(p)	328726	305831	70035	26309	17217	43526	10311	3167	12639	26117	10664	14515	25179	140974	195632	54658	181959	155488
2012-13(p)	328726	305936	70007	26454	17284	43738	10240	3157	12578	25976	11001	15282	26283	139932	194399	54467	181950	155214

(p): Provisional except Geographical Area

(p): Provis*: In 2002-03 there is significant decline in Total Cropped Area and Net Area Sown due to decline in net area sown in the States of Andhra Pradesh, Karnataka, Kerala, Madhya Pradesh Maharashtra, Odisha, Rajasthan, Tamil Nadu, West Bengal and Haryana. This was mainly due to deficient rainfall.

@: In 2009-10 there is significant decline in Total Cropped Area and Net Area Sown due to decline in net area sown in the States of Andhra Pradesh, Bihar, Jharkhand, Rajasthan, Tamil Nadu, Uttar Pradesh and West Bengal This was mainly due to deficient rainfall.

Table 1.1

(A) Maharashtra land use classification - 2003-04 to 2012-13

(Thousand hectares)

State/ Union Territory/ Year	Geogra-phical Area	Repor-ting area for land utilisation statistics (col. 4+7 +11+14 +15)	Forest	Not available for cultivation			Other uncultivated land excludng fallow Land				Fallow Lands			Net area Sown	Total cropped area	Area sown more than once (col. 16-15)	Agricu-ltural Land/ Cultiv-able/ land/ Areable land (col. 9+ 10+14 +15)	Cultiv-ated land (col. 13+15)	Un-cultivable land (col. 3-18)	Un-culti-vated land (col. 3-19)
				Area under non-agri cultural uses	Barren and uncult-urable land	Total (col. 5+6)	Perma-nent pastures & other grazing lands	Land under Misc. tree crops & groves (not incl. in net area sown)	Cultur-able waste land	Total (col. 8 to 10)	Fallow lands other then current fallows	Current fallows	Total (col.12 to 13)							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
2003-04	30771	30758	5214	1390	1725	3115	1249	251	917	2418	1216	1364	2580	17432	22190	4758	21180	18796	9578	11962
2004-05	30771	30758	5213	1393	1726	3119	1251	249	918	2417	1204	1316	2520	17490	22368	4878	21176	18806	9582	11953
2005-06	30771	30758	5212	1407	1720	3127	1252	249	914	2415	1204	1327	2531	17473	22556	5083	21167	18800	9591	11958
2006-07	30771	30758	5214	1412	1719	3131	1252	249	914	2415	1199	1325	2524	17475	22571	5096	21162	18800	9596	11958
2007-08	30771	30758	5213	1428	1718	3146	1249	248	916	2413	1188	1327	2515	17473	22655	5183	21151	18799	9607	11959
2008-09	30771	30758	5213	1433	1718	3151	1246	248	918	2411	1188	1372	2561	17422	22454	5032	21149	18795	9610	11964
2009-10	30771	30758	5215	1443	1729	3172	1242	250	917	2409	1189	1373	2562	17401	22612	5211	21130	18773	9628	11985
2010-11	30771	30758	5216	1449	1731	3179	1242	250	919	2412	1179	1366	2545	17406	23175	5769	21121	18772	9637	11986
2011-12	30771	30758	5211	1451	1728	3179	1244	250	919	2413	1192	1378	2570	17386	22011	4625	21125	18764	9633	11994
2012-13	30771	30758	5207	1456	1722	3177	1245	251	916	2412	1200	1418	2618	17344	21874	4530	21129	18762	9629	11997

Priority to rural job guarantee scheme

1891. SHRI T. K. RANGARAJAN: Will the Minister of RURALDEVELOPMENT be pleased to state:

(a) whether ahead of the budget, eminent citizens across the country wrote an open letter to Government to accord highest prioirty to the rural job guarantee scheme; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) No, Sir.

(b) Does not arise.

National land records modernization programme

1892. SHRI HUSAIN DALWAI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) what progress has been made under the National Land Records Modernization (NLRM) programme and the details of land records digitized, so far, State-wise;

(b) whether the Ministry proposes to move from presumptive titles to conclusive titles;

(c) whether the Ministry proposes to provide title insurance wherein the State would indemnify against defect in title;

(d) whether the Ministry proposes to amend existing legislations to being required changes in land titling system; and

(e) whether the Ministry proposes to undertake systematic selective titling of new properties?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) In 2008-09, the Government of India implemented a National Land Records ModernisationProgramme (NLRMP) as a Centrally Sponsored Scheme by merging the two earlier Schemes of Computerisation of Land Records (CLR) and Strengthening of Revenue Administration & Updating of Land Records (SRA &ULR). The main objective of NLRMP is to developed a modern, comprehensive and transparent land record management system in the country with the ultimate goal of ushering in the system of conclusive titles with title guarantee. The details of progress

made in digitization of land records, including cadastral maps as reported by various State Governments in the Management Information System (MIS) maintained by the Department of Land Resources is given in Statement (*See* below).

(b) to (e) Taking into account the criticality of modernization of land record for dispute free title, the NLRMP has been revamped under the Digital India Initiative and will be implemented as a Central Sector Scheme with effect from 1st April, 2016. The revamped Digital India Land Records Modernization Programme(DILRMP) will build an integrated land information management system.

In accordance with entry no. 18 and 45 of List II (State List) of the Schedule 7 under the Constitution of India, land and related matters including maintenance of land records, survey etc. comes under the purview of the State Governments. In view of the above, enactment of legislation on land titling is in the domain of State legislatures.

Statement

National Land Records Modernization Programme

Sl. No.	States/ UTs	Completed Computerization of Land Records	Completed Computerization of Property Registration	Completed for Integration of land Property Registration	Integration of Bhu-Naksha with ROR and to public on website
1	2	3	4	5	6
1.	Andhra Pradesh	Y	Y	Y	N
2.	Gujarat	Y	Y	Y	N
3.	Haryana	Y	Y	Y	N
4.	Himachal Pradesh	Y	Y	Y	Y
5.	Karnataka	Y	Y	Y	N
6.	Maharashtra	Y	Y	Y	N
7.	Odisha	Y	Y	Y	Y
8.	Puducherry	Y	Y	Partial	N
9.	Telangana	Y	Y	Y	N
10.	Tripura	Y	Y	Y	Y
11.	West Bengal	Partial	Y	Partial	N

1	2	3	4	5	6
12.	Assam	Y	Y	N	N
13.	Bihar	Y	Y	N	N
14.	Chhattisgarh	Y	N	N	Y
15.	Daman and Diu	Y	Y	N	N
16.	Dadra and Nagar Haveli	Y	Y	N	N
17.	Goa	Y	Y	N	N
18.	Jharkhand	Y	Y	N	Y
19.	Kerala	Y	Y	N	N
20.	Madhya Pradesh	Y	N	N	Y
21.	Manipur	Partial	N	N	N
22.	Punjab	Y	Y	N	N
23.	Rajasthan	Y	Y	N	N
24.	Sikkim	Y	Y	N	N
25.	Tamil Nadu	Y	Y	N	N
26.	Uttar Pradesh	Y	Y	N	Y
27.	Uttarakhand	Y	Y	N	N
28.	Andaman and Nicobar Islands	N	N	N	N
29.	Arunachal Pradesh	N	N	N	N
30.	Chandigarh	N	Y	N	N
31.	Delhi	N	Y	N	N
32.	Jammu and Kashmir	N	N	N	N
33.	Lakshadweep	N	N	N	N
34.	Meghalaya	N	N	N	N
35.	Mizoram	N	N	N	N
36.	Nagaland	N	N	N	N

Beneficiaries Under IGNWPS IN U.P.

1893. SHRI AMBETH RAJAN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the details of beneficiaries identified in Uttar Pradesh under the Indira Gandhi National Widow Pension Scheme(IGNWPS);

(b) the details of funds released to the State for this scheme during the last five years;

(c) the number of SC/ST widows among the beneficiaries identified under this scheme from the State; and

(d) the details of pension amount given to SC/ST widows during the last five years?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) The estimated number of beneficiaries for the State of Uttar Pradesh and reported number of beneficiaries by the State during last year i.e 2014-15 is given in the Statement (*See* below).

(b) Till 2013-14, funds under the schemes of National Social Assistance Programme(NSAP) was released as Additional Central Assistance(ACA) by the Ministry of Finance to the States and by Ministry of Home Affairs to the UT's in a combined manner for all the schemes under NSAP. W.e.f 01.04.2014, schemes under NSAP has been converted to Central Sponsored Schemes (CSS) and scheme-wise funds are released by Ministry of Rural Development to the State/UT's. Detail of funds released to the State of UP during last five years and current year is given in the Statement [Atteched with part (a) of the answer to the Question]

(c) and (d) Under Indira Gandhi National Widow Pension Scheme (IGNWPS), central assistance of ₹ 300/- p.m per beneficiary is provided to the widows of 40-79 years belonging to below poverty line (BPL) household. On attaining the age of 80 years, beneficiaries of IGNWPS are migrated to Indira Gandhi National Old Age Pension Scheme (IGNOAPS) to get pension of ₹ 500/- p.m per beneficiary. The scheme is applicable only to the widows belonging to BPL household on fulfilling the eligibility criteria as prescribed by the Government, irrespective of their caste/category. Separate data of SC/ST and other categories is not maintained.

Statement

Details of release and No. of beneficiaries under NSAP and IGNWPS state of Uttar Pradesh during the last five years and current year

(₹ in lakh)

A. Details of release under NSAP and IGNWPS

Year	Combined release for all schemes under NSAP
2010-2011	110319.00
2011-2012	131679.43
2012-2013	111027.03
2013-2014	164710.68
	Release under IGNWPS
2014-2015	18387.68
2015-2016 (As on 9-3-2016)	27581.52

B. No. of beneficiaries during 2014-15

Estimated number of beneficiaries 2014-2015	Reported/Coverage number of beneficiaries by the State
9,91,784	5,10,110

PMGSY works in Assam and Uttar Pradesh

†1894. DR. SANJAY SINH: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the amount of funds released for construction of roads, culverts and bridges and the details of work done in Assam and Uttar Pradesh under the Pradhan Mantri Gram Sadak Yojana (PMGSY);

(b) whether many proposals of these two States are pending with the Central Government for approval;

(c) if so, the details thereof; and

(d) the number of complaints received regarding quality of connecting roads in these two States under PMGSY and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) The funds released under Pradhan Mantri Gram Sadak Yojana (PMGSY) to the State of Assam and Uttar Pradesh are as under:

†Original notice of the question was received in Hindi.

State	Fund released* (₹ in cr.)
Assam	8618.44
Uttar Pradesh	11788.73

The details of work done under PMGSY, upto January, 2016 in the States of Assam and Uttar Pradesh are as under:

State	Length of road works completed (in km.)	Expenditure incurred (₹ in cr.)
Assam	15811	8803.24
Uttar Pradesh	45905	12292.16

*States are allowed to also use the interest accrued on the Programme Fund.

(b) and (c) No proposal is pending with Government of India in respect of the States of Assam and Uttar Pradesh.

(d) Complaints related to various facets of Pradhan Mantri Gram Sadak Yojana (PMGSY) including that of quality of connecting roads in implementation of PMGSY are received from time to time.

As per the programme Guidelines, ensuring quality of road works under PMGSY is the responsibility of implementing State Governments. All such complaints are therefore, referred to the State Quality Coordinators of respective States for taking necessary action and furnishing report. In case of complaints of serious nature, if no response is received, National Rural Roads Development Agency (NRRDA), a technical arm of the Ministry of Rural Development, deputes National Quality Monitors (NQMs). In respect of works graded as 'Unsatisfactory'& 'Satisfactory Requiring improvement (SRI)' by NQMs, the States are required to send Action taken reports (ATRs) after completion of rectification work in compliance with observations of the NQMs. Close monitoring of these ATRs is done at NRRDA.

Details of complaints received during the years 2014-15 & 2015-16 (upto Jan, 2016) and action taken thereon are given in the Statement.

Statement

Details of Complaints received during the years 2014-15 and 2015-16 (upto Jan, 2016) and Action Taken thereon.

Year	State	Complaints received	Sent to State for enquiry & action	Cases enquired through monitors		
				Complaints investigated through NQMs	Found satisfactory	Found Unsatisfactory
2014-15	Assam	2	2	0	0	0
	Uttar Pradesh	20	11	9	5	4
2015-16	Assam	2	1	1	0	1
	Uttar Pradesh	14	12	2	0	2

Construction of roads in Himachal Pradesh

1895. SHRI P. BHATTACHARYA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the guidelines for construction of roads under PMGSY/NABARD assisted schemes by Government in the country particularly hilly and rural areas;

(b) the details and names of roads constructed thereunder during the last five years in Himachal Pradesh; and

(c) whether it is a fact that most of roads are not completed within the stipulated period and if so, the action taken against the concerned officials for delay in the work?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) Pradhan Mantri Gram SadakYojana (PMGSY) is a Centrally Sponsored Scheme to provide connectivity by way of a single All-Weather road, to the eligible unconnected habitations as per Core-Network with a population of 500 persons (as per 2001 Census) and above in plain areas. In respect of 'Special Category States' (North-East, Sikkim, Himachal Pradesh, Jammu and Kashmir and Uttarakhand), the Desert areas, the Tribal (Schedule V) areas and 88 Selected Tribal and Backward districts as identified by the Ministry of Home Affairs/Planning Commission, the objective is to connect eligible unconnected habitations as per Core-Network with a population of 250 persons and above (Census 2001). In critical LWE affected blocks

(as identified by MHA), additional relaxation has been given to connect habitations with population 100 to 249 persons also.

For accelerated execution of PMGSY in the States, the Ministry of Rural Development in consultation with the Ministry of Finance has formulated an Action Plan to achieve an early target under PMGSY, with enhanced financial allocation to the States and modified funding pattern in the Scheme. Now, the fund sharing pattern of PMGSY has been made in the ratio of 60:40 between the Centre and States for all States except for 8 North Eastern and 3 Himalayan States (Jammu and Kashmir, Himachal Pradesh and Uttarakhand) for which it is 90:10.

(b) The details of roads constructed under PMGSY, as reported by the State Government of Himachal Pradesh are as under:

Year	No. of Roads
2011-12	66
2012-13	117
2013-14	72
2014-15	117
2015-16 (upto 29.02.2016)	107
TOTAL	479

The list of roads is given in the Statement (*See* below).

(c) 'Rural Roads' is a State subject and Pradhan Mantri Gram Sadak Yojana (PMGSY) is a one-time special intervention to provide rural connectivity, by way of a single all-weather road, to the eligible unconnected habitations in the core network. Projects under PMGSY are executed by State Governments through their designated agencies i.e. State Rural Roads Development Agencies (SRRDAs) at the State level and Project Implementation Units (PIUs) at the district level. The Ministry is monitoring the progress of PMGSY through various meetings like Regional Review meetings, Empowered Committee meetings and other regular meetings. The online monitoring of PMGSY is done through a programme MIS, namely Online Management, Monitoring & Accounting System (OMMAS). The monitoring of quality of PMGSY roads is done through a three tier quality control mechanism. The PIU is the first tier, State Quality Monitors (SQM) to carry out regular inspections are the 2nd, the 3rd tier consists of National Quality Monitors (NQM) for independent, random inspection of road works. The District Vigilance & Monitoring Committee set up by the Ministry also monitors the progress of the scheme and exercises vigilance in respect of PMGSY.

Statement

Work Completed during the year 2011-12

Sl. No.	Block Name	Package No.	Name of. Road	Sanctioned Year	Sanctioned Cost	Comp-letion Date
1	2	3	4	5	6	7
1.	Gehrwin	HP0142	GTB Road to Bhagatpur	2006 - 2007	37.67	Jul-11
2.	Gehrwin	HP0157	Jhandutta to Behna Brahmna	2006 - 2007	163.3	Aug-11
3.	Ghumarwin	HP0164	Piplu Ghta to Saraun khas	2006 - 2007	131.63	Jul-11
4.	Bhattiyat	HP0251	Hunera to Kahri Kothi	2006 - 2007	173.11	Jul-11
5.	Bhattiyat	HP02106	Dhurra Sappar to Pukhra	2007 - 2008	113.4	Aug-11
6.	Chamba	HP0231	Suri to Kaila	2006 - 2007	160.09	Sep-11
7.	Salooni	HP02104	Upgradation of Lachori to Salwan road km 0/0 to 9/0	2007 - 2008	136.46	Sep-11
8.	Tissa	HP0213	Bhageigarh to Chanju	2005 - 2006	145.44	Jun-11
9.	Tihra Sujanpur	HP0357	Sujanpur to Hamirpur road *via* Kot Chouri	2006 - 2007	261.57	Dec-11
10.	Tihra Sujanpur	HP0336	Link Road to village Gaddi	2009 - 2010	42.65	Sep-11
11.	Bhawarna	HP0424	Road from Bhagotla Dharer Rajnali.	2003 - 2004	109.87	Dec-11
12.	Dehra Gopipur	HP0433 Nr	Jawalamukhi to Ramnagar	2007 - 2008	257.06	Jun-11
13.	Lamba Gaon	HP0473	Khaira Buhla to Parage Da Galu	2006 - 2007	199.4	Aug-11
14.	Nagrota Surian	HP0498	Durana to Dhewa	2007 - 2008	264.42	Oct-11
15.	Nurpur	HP04118	Dhumal Kaila to Maira batrah	2009 - 2010	26.05	Jun-11
16.	Nurpur	HP04131	Baduhi to Tunan	2009 - 2010	84.9	Jul-11
17.	Pragpur	HP0472	Link Road from Dehra Ghatti to vill.Banehar.	2003 - 2004	13.88	Apr-11

1	2	3	4	5	6	7
18.	Pragpur	HP04125	Bharwain to Lag Badhna	2009 - 2010	278.71	Dec-11
19.	Sullah (Bhedu Mahadev)	HP0402 WB	Link road to village Bharath	2007 - 2008	105.95	Jul-11
20.	Kalpa	HP0512	Rutrang Bridge to Boning Saring	2004 - 2005	151.77	Aug-11
21.	Banjar	HP0650	Manglor Panihar to Thatibeer	2006 - 2007	174.81	Sep-11
22.	Chachiot	HP0850	Jachh to Lote road.	2003 - 2004	80.33	Jul-11
23.	Gopalpur	HP0803	Chandi Kashmaila Ropri Thana Chowki BehiKakruhi Khalyana Road. (Rehari Thana Chowki Road).	2003 - 2004	104.8	Dec-11
24.	Gopalpur	HP0874	Baturda to Dhanalag	2006 - 2007	95.38	Dec-11
25.	Mandi Sadar	HP08122	PANARSA TO KOT DHALYAS (L-042) -AND KOT DHALYAS TO PUB (L-043)	2006 - 2007	447.56	Sep-11
26.	Chauhara	HP0961	Link to Kiterwari	2005 - 2006	75.1	Nov-11
27.	Chopal	HP09113	Mannu to Irra Road	2006 - 2007	229.36	May-11
28.	Chopal	HP09137	Neripul to Thundal	2006 - 2007	253.26	Apr-11
29.	Jubbal and Kothai	HP09212	Karapathar to Patsari	2009 - 2010	349.08	Jul-11
30.	Mashobra	HP09090	Shangti to Neri	2005 - 2006	208.89	Jul-11
31.	Mashobra	HP0914	Janadghat to Dublu	2007 - 2008	242.05	Jul-11
32.	Rampur	HP09188	Upgradation of Nogli to Karen road Km 0/000 to 12/000	2007 - 2008	267.85	Jul-11
33.	Rohru	HP09174	Parsa, Lowerkoti to Chhupari	2006 - 2007	308.43	Jul-11
34.	Rohru	HP09216	Badshal,Ramteri to Kharla	2007 - 2008	159.06	Oct-11
35.	Rohru	HP09191	Anu to Thamtari	2009 - 2010	50.15	Jul-11
36.	Nahan	HP10100	NH-72 to Satiwala	2009 - 2010	74.17	Jun-11
37.	Paonta Sahib	HP1086	Dhaulakuan to Mehat	2006 - 2007	623.41	Nov-11

1	2	3	4	5	6	7
38.	Rajgarh	HP1049	Kalyon Pab - Leonana	2005 - 2006	293.78	May-11
39.	Kandaghat	HP1130	Upgradation of Mamligh to Talai Km 3/0 to 9/400.	2007 - 2008	128.73	Oct-11
40.	Kunihar	HP1130	Kararaghat - Banwan Road *via* Ghanagughat Sherpur and Baproon (L-062,L-064, L-123)	2006 - 2007	360.72	Oct-11
41.	Kunihar	HP1137	Upgradation of road from Jiawata to Jialag	2007 - 2008	79.93	Jul-11
42.	Kunihar	HP1137	Upgradation of road from Man to Bawasi	2007 - 2008	54.59	Jul-11
43.	Nalagarh	HP1157	Pater Bhonku to Village Hatra	2011 - 2012	44.35	Nov-11
44.	Solan	HP1119	Link road to Neri Kalan	2004 - 2005	199.43	May-11
45.	Amb	HP1265	Kalu di Bar to Godri Sidh	2006 - 2007	95.77	Aug-11
46.	Dhundla	HP1233	C/o link road from Makrer to Bohru	2004 - 2005	121.98	Apr-11
47.	Bilaspur Sadar	HP0162	SNB Raod to Mayoth	2006 - 2007	269.18	Mar-12
48.	Bilaspur Sadar	HP0166	Slaper to Jamthal	2006 - 2007	89.89	Mar-12
49.	Bilaspur Sadar	HP0189	Doeth to Bhajoon	2009 - 2010	66.52	Jan-12
50.	Bharmour	HP0241	Kodla to Kuther	2005 - 2006	118.56	Jan-12
51.	Chamba	HP0203	Sahu Kurena Dhar Road	2005 - 2006	182.93	Mar-12
52.	Pangi	HP0248	Sach Kas - Kumar Bhatori	2004 - 2005	348.41	Jan-12
53.	Bhawarna	HP0497 WB	Link road from Maniara to Tappa	2005 - 2006	59.95	Mar-12
54.	Bhawarna	HP0407 WB	Link Road from Sidhpur Sarkari to Gadiara	2007 - 2008	52.82	Mar-12
55.	Dehra Gopipur	HP0487	Bankhandi Sameli Gajrera Kallar Road	2004 - 2005	79.55	Feb-12
56.	Nagrota Bagwan	HP0431 WB	Link road from Kufri to Patialkar to Kaled Khas.	2007 - 2008	307.3	Jan-12

1	2	3	4	5	6	7
57.	Pragpur	HP0472	Paplother to village Suel.	2003 - 2004	47.45	Jan-12
58.	Pragpur	HP0415	BalgharChatwal - Landiara	2006 - 2007	79.99	Mar-12
59.	Kullu	HP0669	Bhekhli to Sari Road	2007 - 2008	263	Mar-12
60.	Gopalpur	HP08194	Link Road to village - Chhimabalah	2008 - 2009	89.9	Jan-12
61.	Mandi Sadar	HP0844	Mandi to Sadoh	2006 - 2007	142.04	Mar-12
62.	Sunder Nagar	HP08145	Hafwana to Phangwas	2007 - 2008	187.97	Mar-12
63.	Chopal	HP09235	Dhotali to Bhallu	2008 - 2009	156.08	Mar-12
64.	Theog	HP09225	Narail-Kelwi-Dharampur	2007 - 2008	699.71	Feb-12
65.	Paonta Sahib	HP10108	Km 31/800 of L-071 to Khaina	2009 - 2010	42.38	Mar-12
66.	Paonta Sahib	HP10119	Behral to Kounch Valley	2009 - 2010	114	Mar-12
			(A) Work Completed during the year 2012-13			
1.	Bilaspur Sadar	HP0129	Link Road to Kacholi	2005 - 2006	202.23	May-12
2.	Bilaspur Sadar	HP0162	SNB Raod to Mayoth	2006 - 2007	269.18	Mar-12
3.	Bilaspur Sadar	HP0166	Slaper to Jamthal	2006 - 2007	89.89	Mar-12
4.	Bilaspur Sadar	HP0180	Galwagoalthia to Dolan	2009 - 2010	67.62	Apr-12
5.	Bilaspur Sadar	HP0189	Doeth to Bhajoon	2009 - 2010	66.52	Jan-12
6.	Bilaspur Sadar	HP0190	Laraghat to Suin	2009 - 2010	34.29	Jul-12
7.	Bilaspur Sadar	HP0192	C.M.M NH-21 to Dabheti	2009 - 2010	21.94	Apr-12
8.	Bilaspur Sadar	HP0194	Toba Dharot to Lakhnoo	2009 - 2010	62.54	Apr-12
9.	Gehrwin	HP0182	Samoh to Nersa Devi	2009 - 2010	35.86	Jul-12

1	2	3	4	5	6	7
10.	Bharmour	HP0206	C/o Machhetar to Chanhouta Road	2005 - 2006	204.76	Oct-12
11.	Bharmour	HP0241	Kodla to Kuther	2005 - 2006	118.56	Jan-12
12.	Chamba	HP0203	Sahu Kurena Dhar Road	2005 - 2006	182.93	Mar-12
13.	Chamba	HP0232	C/o Mani Jhullara Kuthed road (Triya - to Kuthed Khas km. 8/0 to 11 /435)	2006 - 2007	94.13	Apr-12
14.	Mehla	HP0230	Devi Dehra to Bakatpur	2006 - 2007	170.62	Jun-12
15.	Pangi	HP0248	Sach Kas to Kumar Bhatori	2004 - 2005	348.41	Jan-12
16.	Bijhri	HP0301	Nara to Chaproh	2005 - 2006	44.15	Nov-12
17.	Tauni Devi	HP0366	Tauni Devi -Uhal Kakkar Bajrol Jangl Beri Road.	2007 - 2008	478.58	Sep-12
18.	Baijnath	HP04126	Upgradation of road from Baijnath to Pather	2007 - 2008	91.99	Aug-12
19.	Bhawarna	HP0497 WB	Link road from Maniara to Tappa	2005 - 2006	59.95	Mar-12
20.	Bhawarna	HP0407 WB	Link road from Sidhpur Sarkari to Gadiara	2007 - 2008	52.82	Mar-12
21.	Bhawarna	HP0423	Badsar to Kharti	2009 - 2010	138.57	May-12
22.	Dehra Gopipur	HP0487	Bankhandi Sameli Gajrera Kallar road	2004 - 2005	79.55	Feb-12
23.	Dehra Gopipur	HP04144	Bagli - Karoa Khurd	2009 - 2010	130.57	Nov-12
24.	Dehra Gopipur	HP04146	Uparla Tip to Buhla Tip	2009 - 2010	115.19	Nov-12
25.	Fatehpur	HP04115	Bilka Mata Mandir to Jior Khas	2009 - 2010	38.98	Nov-12
26.	Fatehpur	HP04116	M T N to Ban Cherathi	2009 - 2010	127.95	Oct-12
27.	Fatehpur	HP04140	Bhogarwan to Samlata	2009 - 2010	216.69	Apr-12
28.	Fatehpur	HP04142	Indora Rey Road to Badala	2009 - 2010	99.51	Nov-12
29.	Fatehpur	HP04148	Mokhar to Hushiana	2009 - 2010	123.39	Oct-12
30.	Kangra	HP0421	Ghalian to Jhatehar	2009 - 2010	235.04	Dec-12
31.	Kangra	HP0430	JHD Road to Jasyal	2009 - 2010	50.71	Jul-12

1	2	3	4	5	6	7
32.	Lamba Gaon	HP0416	Upper Lambagaon to Maniyar	2009 - 2010	33.9	Oct-12
33.	Lamba Gaon	HP0418	Haler to Nagpuri	2009 - 2010	162.4	Jun-12
34.	Lamba Gaon	HP0420	Haroti Bridge to Dabla	2009 - 2010	27.75	Jul-12
35.	Lamba Gaon	HP0436	Laharu to Dharlahar Langa	2009 - 2010	147.98	Jul-12
36.	Lamba Gaon	HP0437	Tikkar to Umari	2009 - 2010	42.5	Jul-12
37.	Lamba Gaon	HP0438	Chuhla to Fangair	2009 - 2010	102.46	Jul-12
38.	Nagrota Bagwan	HP0432 WB	Link Road to village Kardiana Jule.	2003 - 2004	94.14	Aug-12
39.	Nagrota Bagwan	HP0431 WB	Link Road from Kufri to Patialkar to Kaled Khas.	2007 - 2008	307.3	Jan-12
40.	Nagrota Surian	HP0451	Nadoli to Purkher.	2003 - 2004	43.95	Dec-12
41.	Nagrota Surian	HP04124	Padar to Talial	2009 - 2010	109.07	Sep-12
42.	Nurpur	HP0423 Nr	Tikka Nagrota to Hath-Dhar	2006 - 2007	624.31	Aug-12
43.	Nurpur	HP04123	Shiv Mandir to Nera-ll	2009 - 2010	40.89	Nov-12
44.	Nurpur	HP04127	Nurpur Sadwan Road to Khajjan-ll	2009 - 2010	82.11	Nov-12
45.	Nurpur	HP04151	Tikka Nagrota - Bharmoli Jhikli	2009 - 2010	70.73	May-12
46.	Pragpur	HP0472	Paplother to village Suel.	2003 - 2004	47.45	Jan-12
47.	Pragpur	HP0415	BalgharChatwal - Landiara	2006 - 2007	79.99	Mar-12
48.	Pragpur	HP04122	Bharwain to Karoa Kalan	2008 - 2009	247.85	May-12
49.	Pragpur	HP04128	Chintpurni to Phulwara	2009 - 2010	182.15	Nov-12
50.	Rait .	HP0435	Link Road from Rehlu to Borusarna	2006 - 2007	481.9	Dec-12
51.	Rait	HP0445	Upgradation of Bhanala to Rulehad road.	2006 - 2007	240.11	Dec-12
52.	Sultah (Bhedu Mahadev)	HP0422	Salan to Kathiar	2009 - 2010	60.58	May-12

1	2	3	4	5	6	7
53.	Sullah (Bhedu Mahadev)	HP0440	Rarah to Mat	2009 - 2010	67.58	Aug-12
54.	Pooh	HP0523	NH22 to Thangi.	2006 - 2007	83.95	Aug-12
55.	Pooh	HP0532	NH-22 to Ropa Khas	2007 - 2008	349.49	Aug-12
56.	Pooh	HP0535	NH-22 to Khadura	2007 - 2008	109.99	Aug-12
57.	Anni	HP0647	Amarbag to Tandi	2006 - 2007	279.56	May-12
58.	Banjar	HP0631	Bahu-Bashoot (up to Teel)	2006 - 2007	111.09	Dec-12
59.	Banjar	HP0651	Banjar to Bathad	2006 - 2007	210.3	Dec-12
60.	Banjar	HP0691	Sainj to Dhaugi Road	2007 - 2008	141.4	Dec-12
61.	Kullu	HP0669	Bhekhli to Sari Road	2007 - 2008	263	Mar-12
62.	Naggar	HP0618	BURWA-MAJACH ROAD	2006 - 2007	153.69	Aug-12
63.	Naggar	HP0652	Shirar to Shillihar	2006 - 2007	31.39	Aug-12
64.	Spiti	HP0705	Attargu Sagnam BHawa Mud road Portion Km20.115 to 32/00	2007 - 2008	192.77	Dec-12
65.	Spiti	HP0710	Sumdho - Kaza - Gramphoo Road (portion 0/0 to 37/0)	2007 - 2008	530.08	Sep-12
66.	Balh	HP0853	Sidhyani to Patha	2004 - 2005	35.7	Sep-12
67.	Balh	HP0894	Rao to Rajwari	2006 - 2007	139.12	Aug-12
68.	Dharampur	HP0810	Hayolag to Pehad	2004 - 2005	161.78	Dec-12
69.	Dharampur	HP0811	Sanour to Fihar	2005 - 2006	337.44	Jul-12
70.	Dharampur	HP08187	Gehra to Jodhan	2009 - 2010	54.74	Oct-12
71.	Dharampur	HP08206	Tarohla to Bardana	2009 - 2010	73.74	Oct-12
72.	Gopalpur	HP08194	Link Road to village-Chhimabalah	2008 - 2009	89.9	Jan-12
73.	Karsog	HP0805	Sanarli to Khanora(Bather)	2005 - 2006	36.71	Dec-12
74.	Karsog	HP08114	Dabrot to Mehndi	2006 - 2007	112.03	Oct-12
75.	Mandi Sadar	HP0844	Mandi to Sadoh	2006 - 2007	142.04	Mar-12
76.	Mandi Sadar	HP0873	Lot to Paprahal	2006 - 2007	51.21	Oct-12

1	2	3	4	5	6	7
77.	Mandi Sadar	HP0875	Drubal to Mahan	2006 - 2007	65.72	Dec-12
78.	Seraj	HP0813	Seri to Kakradhar	2006 - 2007	67.19	Oct-12
79.	Seraj	HP0845	Somgad to Chalot	2006 - 2007	39.47	Jun-12
80.	Sunder Nagar	HP08145	Hafwana to Phangwas	2007 - 2008	187.97	Mar-12
81.	Chopal	HP09112	Dhartuo to Makrog road	2006 - 2007	183.39	Apr-12
82.	Chopal	HP09164	Throach to Madhana road km. 0/0 8.525	2006 - 2007	183.6	Apr-12
83.	Chopal	HP09229	Nerwa to Kharachli	2007 - 2008	169.28	Jun-12
84.	Chopal	HP09235	Dhotali to Bhallu	2008 - 2009	156.08	Mar-12
85.	Narkanda	HP09203	Baragraon to Sarahan via Parsha	2009 - 2010	188.8	Dec-12
86.	Theog	HP09225	Narail-Kelwi to Dharampur	2007 - 2008	699.71	Feb-12
87.	Paonta Sahib	HP10108	Km 31/800 of L-071 to Khaina	2009 - 2010	42.38	Mar-12
88.	Paonta Sahib	HP10119	Behral to Kounch Valley	2009 - 2010	114	Mar-12
89.	Rajgarh	HP1034	Chambidhar to Fagu	2005 - 2006	239.98	Apr-12
90.	Shillai	HP1057	Gumhra to Koti Bounch	2006 - 2007	162.8	Jun-12
91.	Dharampur	HP1132	Upgradation of road from Kulhariwala to Seran	2006 - 2007	53.19	Aug-12
92.	Kunihar	HP1155	Gamberpul to Banoh	2009 - 2010	113.86	Jun-12
93.	Nalagarh	HP1112	Link Road to village Baglehr, Rajati, Malheni	2006 - 2007	172.75	Jun-12
94.	Nalagarh	HP1150	Link Road from Goel Jamala to Maithal	2009 - 2010	182.12	Dec-12
95.	Amb	HP1277	Thathal to Nakki	2009 - 2010	82.85	Aug-12
96.	Amb	HP1282	T04 to Upper Behar Jaswan	2009 - 2010	119.79	Apr-12
97.	Gagret	HP1276	NMT to Ganu	2009 - 2010	221.2	Oct-12
98.	Bilaspur Sadar	HP0131	NH 88 to Seola	2006 - 2007	59.01	Mar-13
99.	Bhawarna	HP0466	Upgradation of Link Road from Rakh to Ghamorta	2006 - 2007	99.09	Feb-13

1	2	3	4	5	6	7
100.	Dehra Gopipur	HP04169	Palyar to Ghama	2011 - 2012	25.59	Feb-13
101.	Dehra Gopipur	HP04169	Kathog to Jeen	2011 - 2012	22.94	Feb-13
102.	Lamba Gaon	HP0419	Jamhun to Bhagun	2009 - 2010	32.07	Mar-13
103.	Pragpur	HP04173	Tutru to Aloh	2011 - 2012	58.25	Jan-13
104.	Pragpur	HP0488	Jhikli Bharoli to Tikkar	2011 - 2012	62.04	Mar-13
105.	Rait	HP0496 WB	Link Road from Karen Khas to Ktharna	2005 - 2006	405.17	Jan-13
106.	Rait	HP0413	Uperla Odar to Bangrehr	2011 - 2012	56.02	Jan-13
107.	Balh	HP08152	Talyar to Tandi	2007 - 2008	55.6	Mar-13
108.	Mandi Sadar	HP0808	Chunahan Malahanu road.	2003 - 2004	50.43	Mar-13
109.	Mandi Sadar	HP08148	Baggi to Sain	2007 - 2008	117.18	Mar-13
110.	Theog	HP09248	Thoth to Noli	2009 - 2010	63.77	Jan-13
111.	Dharampur	HP1112	Patta to village Sua road	2003 - 2004	78.23	Mar-13
112.	Dhundla	HP1279	Jogipanga to Tanda	2009 - 2010	374.52	Mar-13
113.	Dhundla	HP1280	Una Pirnigah Bihru to BalKhalsa	2009 - 2010	222.46	Mar-13
114.	Dhundla	HP1281	U.A.M. to Dhatol	2009 - 2010	91.41	Mar-13
115.	Dhundla	HP1286	Talmera to Raunkhar	2009 - 2010	98.31	Mar-13
116.	Dhundla	HP1289	UAM Road to Sasan	2011 - 2012	35.1	Mar-13
117.	Una	HP1290	Una Basoli Road to Village Lamlehri Nichli	2011 - 2012	140.01	Mar-13
			(B) Work Completed during the year 2013-14			
1.	Bilaspur Sadar	HP0130	Fish Farm to Deoli Road	2005 - 2006	61.61	Dec-13
2.	Bilaspur Sadar	HP0195	Swahan to Dolra	2009 - 2010	46.73	Jun-13
3.	Ghumarwin	HP0139	Trauntra to Barota	2006 - 2007	112.53	Jul-13
4.	Bharmour	HP02157	C/0 T-01 to Gowahla Road (Section Toon to Gowari km 4/130-5/610)	2011 - 2012	33.31	Sep-13

1	2	3	4	5	6	7
5.	Chamba	HP0209	Dharunda to Kuther Khas (upto village Triya).	2003 - 2004	106.48	Jun-13
6.	Salooni	HP02129	Link Road to village Simni.	2011 - 2012	39.46	Jun-13
7.	Salooni	HP02143	Link Road to village Kuthed.	2011 - 2012	93.74	Nov-13
8.	Tissa	HP0281	Jakhla to Dhar Pukhara Km 0/0 to 7/800	2007 - 2008	150.4	Jul-13
9.	Bijhri	HP03106	Kathiana to Godee	2009 - 2010	59.84	Nov-13
10.	Hamirpur	HP0305	Link Road to to Darogan	2011 - 2012	40.18	Apr-13
11.	Nadaun	HP0302	Link Road to to Sai	2011 - 2012	47.66	Jul-13
12.	Nadaun	HP0302	Link Road to village - Galol	2011 - 2012	22.94	Dec-13
13.	Tauni Devi	HP0341	Uhal to Parnali	2009 - 2010	252.37	Jun-13
14.	Tihra Sujanpur	HP0348	Link Road to Sapahal	2011 - 2012	40.4	Nov-13
15.	Bhawarna	HP0418	Bhawarna Khas to Gadiara	2011 - 2012	43.81	Sep-13
16.	Dehra Gopipur	HP04150	Ganzu-Da-Bag-Dol	2009 - 2010	114.94	Apr-13
17.	Indora	HP04157	Link Road - Paniala	2011 - 2012	47.13	Jun-13
18.	Indora	HP04162	Damtal Kandwal Road to - Jangal Thapkaur	2011 - 2012	85.32	Jul-13
19.	Lamba Gaon	HP0467	Upgradation of road from Bairghatta to Sanoohn	2006 - 2007	210.04	Jul-13
20.	Lamba Gaon	HP0405	Link Road from Harsi to Dhaneri	2011 - 2012	18.1	Nov-13
21.	Nagrota Bagwan	HP0425	Yol Dadh to Chhatair	2009 - 2010	150.84	Nov-13
22.	Nagrota Bagwan	HP0432	Radh to Haldwari	2009 - 2010	279.49	Jul-13
23.	Nagrota Bagwan	HP0434	Mangrela to har	2009 - 2010	310.08	Jul-13
24.	Nagrota Surian	HP04147	Samnala to Bhalun	2009 - 2010	211.63	Jun-13

1	2	3	4	5	6	7
25.	Nagrota Surian	HP04164	Masroor to Dhanger Khas	2011 - 2012	152.14	May-13
26.	Nagrota Surian	HP04167	Bagga to Tharoo	2011 - 2012	19.26	Jun-13
27.	Nurpur	HP04176	Chougan to Gudli II	2011 - 2012	38.4	Jul-13
28.	Panchrukhi	HP0442	Ramnagar to lahaman	2009 - 2010	35.33	Jul-13
29.	Pragpur	HP04152	Jadhaman to Upper Balwal	2011 - 2012	30.52	Aug-13
30.	Pragpur	HP04154	Bharwain to Gural	2011 - 2012	158.3	Apr-13
31.	Rait	HP0419	Manai Khas to Bharuplahar	2011 - 2012	302.84	Oct-13
32.	Kullu	HP0612	Nagujhor to Mashna Thach	2006 - 2007	245.97	Dec-13
33.	Balh	HP0895	Baggi to Fagoh	2006 - 2007	87.15	Oct-13
34.	Chauntra	HP08197	Sandha to Makan Kalan	2009 - 2010	111.42	Dec-13
35.	Dharampur	HP08186	Dhawali to Richhali	2009 - 2010	87.34	Jun-13
36.	Dharampur	HP08207	Seoh to Khanour	2009 - 2010	76.22	Jun-13
37.	Karsog	HP0816	Kaw to Bhanera	2001 - 2002	47.81	Sep-13
38.	Karsog	HP0810	Khadargali to Richhni	2006 - 2007	16.26	Oct-13
39.	Karsog	HP0829	Seri to Mahawan	2006 - 2007	87.87	Jul-13
40.	Karsog	HP0853	Kelodhar to Gajroob	2006 - 2007	279	Oct-13
41.	Karsog	HP08135	Link Road to connect PHQ to Kharkan	2007 - 2008	53.19	Jul-13
42.	Seraj	HP0839	Godagosain Bagda Chattari Road.	2003 - 2004	131.27	Jul-13
43.	Sunder Nagar	HP0816	Nihri to Balag	2006 - 2007	61.58	Jul-13
44.	Chauhara	HP09131	Dhagoli to Gaonsari	2006 - 2007	146.36	Jul-13
45.	Chauhara	HP09134	Gadsari to Kharshali	2006 - 2007	142.88	Jun-13
46.	Chopal	HP09106	Sarain to Jhokhar	2005 - 2006	375.93	May-13
47.	Chopal	HP0968	Chopal to Kunra	2005 - 2006	343.92	Dec-13
48.	Chopal	HP09161	Neoti to Lakhawati Road km. 0/0 to 3/800	2006 - 2007	76.03	Dec-13
49.	Chopal	HP09163	Dhabas to Baghar Road km. 0/0 to 9/0	2006 - 2007	244.45	Dec-13

1	2	3	4	5	6	7
50.	Chopal	HP09196	Jhandua to Chhanog	2006 - 2007	135.6	Dec-13
51.	Chopal	HP09198	Kupvi to Mishot	2006 - 2007	518.26	Jun-13
52.	Chopal	HP09183	Nerwa to Tharoch	2007 - 2008	402.67	Dec-13
53.	Jubbat and Kothai	HP0965	Jhalta to Giltari	2004 - 2005	108.41	Aug-13
54.	Jubbal and Kothai	HP09168	Bagholi to Barthata	2006 - 2007	153.34	Apr-13
55.	Mashobra	HP09254	Shilon Bag- Bhararia to Darbhog	2009 - 2010	149.96	Jun-13
56.	Mashobra	HP09260	Jungle Jatol Kufer to Jatol	2009 - 2010	64.16	Jul-13
57.	Rohru	HP09189	Link Road to to Kanda	2007 - 2008	97.84	Jun-13
58.	Theog	HP09226	Patinal to Malehri	2009 - 2010	104.07	Jun-13
59.	Nahan	HP1074	Bohlion to Jogiban	2006 - 2007	58.87	Nov-13
60.	Pachhad	HP10121	Link Road to village to Did Galuth	2009 - 2010	118.05	Dec-13
61.	Paonta Sahib	HP10130	Khoronwala, Shyampur Bhood to Manpur Deora	2011 - 2012	36.34	Dec-13
62.	Solan	HP1148	Damrog to Galang	2009 - 2010	114.93	Apr-13
63.	Dhundla	HP1245	Sohari to Behlan	2006 - 2007	104.7	Apr-13
64.	Dhundla	HP1285	Bahal to Sakhon	2009 - 2010	203.13	Nov-13
65.	Nadaun	HP0347	Sudhial to Salehar	2008 - 2009	215.35	Jan-14
66.	Kangra	HP0416	Jardu Pathiar Nagal Tall road (Portion Bhatlahru to Pathiar road)	2011 - 2012	144.62	Mar-14
67.	Chauntra	HP08171	Ghatta to Bag	2009 - 2010	150.77	Feb-14
68.	Dharampur	HP08217	Dharampur to Kalsawai	2009 - 2010	52.89	Mar-14
69.	Karsog	HP0856	Bhali- Kandhi Road	2006 - 2007	16.03	Mar-14
70.	Sunder Nagar	HP08237	Link Road from Maloh to Saryun	2011 - 2012	97.03	Mar-14
71.	Chauhara	HP09236	Dhamwari to Gajwani	2008 - 2009	129.37	Mar-14
72	Chopal	HP0969	Basra to Chanjan	2004 - 2005	165.65	Mar-14

(C) Work Completed during the year 2014-15

1	2	3	4	5	6	7
1.	Bilaspur Sadar	HP0133	Balh Balwana to Ghugrar	2009 - 2010	128.24	Jun-14
2.	Bhaspur Sadar	HP0196	Baner Zakatkhana to Tali	2009 - 2010	60.04	Jun-14
3.	Bilaspur Sadar	HP01113	Fish Form to Deoli	2011 - 2012	16.81	Jun-14
4.	Gehrwin	HP01104	Junala to Gallian	2009 - 2010	86.05	Oct-14
5.	Gehrwin	HP01107	Lag to Bakain	2009 - 2010	26.9	Apr-14
6.	Gehrwin	HP0181	Auhar to Barsand	2009 - 2010	143.04	Nov-14
7.	Ghumarwin	HP0154	Marhana to Marhana -II	2006 - 2007	74.82	Oct-14
8.	Ghumarwin	HP0170	Smari to Lower Bhapral	2006 - 2007	224.68	Oct-14
9.	Ghumarwin	HP0179	Dangar to Dakhuit	2009 - 2010	96.28	Nov-14
10.	Ghumarwin	HP01114	Badaghat to Kassaru	2011 - 2012	22.48	Jun-14
11.	Bharmour	HP0233	Byoti to Sanj road	2005 - 2006	274.62	Aug-14
12.	Bhattiyat	HP02115	Kuther to Saila	2008 - 2009	190.6	Jun-14
13.	Bhattiyat	HP02145	Panjla to Chhantlu (Keyod) Road	2011 - 2012	65.37	Oct-14
14.	Bhattiyat	HP02146	Gugoi (Durgai) to Jambal	2011 - 2012	46.86	Jun-14
15.	Bhattiyat	HP02186	Rajain to Dungru.	2013 - 2014	29.5	Jul-14
16.	Bhattiyat	HP02187	Banoon to Awan	2013 - 2014	58.17	Oct-14
17.	Chamba	HP02147	Mohri to Kuther road.	2011 - 2012	54.92	Jun-14
18.	Salooni	HP02154	Lader to Chihi	2011 - 2012	231.66	Dec-14
19.	Salooni	HP02178	Sundla to Bachuni (Pukhri)	2013 - 2014	107.71	Oct-14
20.	Tissa	HP0223	Bhunderi to Mangli	2006 - 2007	159.53	Aug-14
21.	Tissa	HP0224	Trella to Guila	2006 - 2007	96.47	Aug-14
22.	Tissa	HP02169	Link Road to village Shikari.	2011 - 2012	81.91	Oct-14
23.	Tissa	HP02171	Bhanota to Bharara	2011 - 2012	222.69	Oct-14
24.	Bhoranj	HP03110	Nagrota to Palpal	2009 - 2010	73.05	Dec-14
25.	Bijhri	HP0313	Har to Kaltouhan Road.	2005 - 2006	89.61	Jul-14

1	2	3	4	5	6	7
26.	Hamirpur	HP0337	Daruhi to Barnwar	2009 - 2010	98.24	Jul-14
27.	Nadaun	HP0319	Link Road Gadiara -Jangloo-Kuthiara	2013 - 2014	55.08	Jun-14
28.	Tihra Sujanpur	HP03104	Link Road to village to Dhamriana	2009 - 2010	18.1	Dec-14
29.	Baijnath	HP0411	Kandwari to Rachhiara	2009 - 2010	57.87	Dec-14
30.	Baijnath	HP0413	Gadiara to Kamlehar	2009 - 2010	100.14	Dec-14
31.	Baijnath	HP0455	Piahar to Duhk (Kuhni)	2013 - 2014	57.42	Jun-14
32.	Dehra Gopipur	HP04126	Surani to Ghandwar	2009 - 2010	251.26	Dec-14
33.	Dehra Gopipur	HP04145	Sarabneti to Bahl Bagru	2009 - 2010	174.6	Nov-14
34.	Dehra Gopipur	HP0424	Majheen to Sailkar	2011 - 2012	56.99	Jul-14
35.	Fatehpur	HP04163	Larth to Banoli Khas	2013 - 2014	53.71	Oct-14
36.	Indora	HP04135	Dharwal to Samal	2009 - 2010	191.45	Oct-14
37.	Indora	HP04193	L057-Mangwal to Thatholi Road	2014 - 2015	43.66	Oct-14
38.	Kangra	HP0411	Link road from Ichhi to Kalandrehr	2011 - 2012	66.84	May-14
39.	Lamba Gaon	HP0415	Upper Lambagaon to Saulbanehr	2009 - 2010	91.07	Nov-14
40.	Lamba Gaon	HP0417	Kutballah to Pondehr	2009 - 2010	57.04	Nov-14
41.	Nagrota Bagwan	HP0424	Pathiar to Sakrehar	2009 - 2010	52.8	Nov-14
42.	Nagrota Bagwan	HP0415	C/o Link Road from Baldhar to village Jasor, i/c One No. Bridge	2013 - 2014	172.51	Jul-14
43.	Nagrota Bagwan	HP0432	Nihargalu to Barana	2013 - 2014	130.39	May-14
44.	Nagrota Surian	HP04165	Kandreti to Chandua	2011 - 2012	66.35	Jun-14

1	2	3	4	5	6	7
45.	Nurpur	HP04129	Bhatoli Billian to Bhatoli Lamian	2009 - 2010	38.17	Oct-14
46.	Panchrukhi	HP0406	Chadhiar to Bhirdi	2005 - 2006	22.66	Aug-14
47.	Panchrukhi	HP0453	Sungal to Matt	2013 - 2014	44.36	Jun-14
48.	Panchrukhi	HP0454	Aweri to Lachhun	2013 - 2014	33.65	Jun-14
49.	Panchrukhi	HP0456	Aweri to Aweri Khas	2013 - 2014	54.61	Jun-14
50.	Pragpur	HP04174	Chalali to Sukahar	2011 - 2012	72.51	Oct-14
51.	Pragpur	HP04181	Bagli to Mandwara	2013 - 2014	118.19	Oct-14
52.	Rait	HP04134	Link Road from Salli to Khari Bahi	2007 - 2008	462.15	Oct-14
53.	Rait	HP0402	Rulehar to Lam	2011 - 2012	703.88	Oct-14
54.	Rait	HP0412	Link Road from Charri to Bhitlu	2011 - 2012	271.04	May-14
55.	Rait	HP0414	Odder to Lanjhni	2013 - 2014	67.18	Oct-14
56.	Nichar	HP0521	Tapri (Chholtu) to Punang Raod	2006 - 2007	184.57	Dec-14
57.	Anni	HP0635	Anni to Basta	2005 - 2006	291.25	Dec-14
58.	Banjar	HP0621	Naglari to Sarachi	2005 - 2006	504.6	Dec-14
59.	Kullu	HP0601	Bagan Dadka to Bhumteer	2004 - 2005	223	Dec-14
60.	Kullu	HP0630	Dohra Nallah to Barahar	2005 - 2006	266.47	Jul-14
61.	Kullu	HP0604	Bhuin to Shilihar	2011 - 2012	183.2	Oct-14
62.	Kullu	HP0605	Bharai to Peej	2011 - 2012	200.44	Oct-14
63.	Kullu	HP0624	Banala to Ninu	2011 - 2012	175.81	. Jul-14
64.	Naggar	HP0631	No Records Available	2011 - 2012	42.92	Jun-14
65.	Chachiot	HP08146	Kot to Devidarh	2007 - 2008	246.67	Aug-14
66.	Chauntra	HP08170	Guini to Parain	2009 - 2010	279	Oct-14
67.	Chauntra	HP08172	Balh to Tikroo	2009 - 2010	179.29	Dec-14
68.	Chauntra	HP0811	Aria to Bhaila	2011 - 2012	93.68	Oct-14
69.	Chauntra	HP0824	Bajraur to Ropari	2011 - 2012	31.03	Oct-14
70.	Dharampur	HP08165	Link Road to kuther	2009 - 2010	86.8	Dec-14

1	2	3	4	5	6	7
71.	Dharampur	HP0819	Chalali to Reyur	2011 - 2012	42.2	Dec-14
72.	Dharampur	HP0819	Longni to Sari	2011 - 2012	106	Dec-14
73.	Dharampur	HP0819	Baroti to Chowki	2011 - 2012	52.67	Dec-14
74.	Drang	HP08125	Pali to Shilag (L-033) - and Shilag to Baragaon (L-034)	2006 - 2007	230.6	Aug-14
75.	Gopalpur	HP08199	Talwara to Patta	2009 - 2010	43.43	Nov-14
76.	Karsog	HP0844	Katanda to Pokhi road (Bag to Pokhi).	2003 - 2004	75.28	Jul-14
77.	Seraj	HP0814	Pandapani to Gattu	2006 - 2007	37.7	Sep-14
78.	Chopal	HP0946	Nerwa to Bijmal road.	2003 - 2004	154.93	Sep-14
79.	Chopal	HP09136	Sajnala to Khagna	2006 - 2007	308.54	Dec-14
80.	Chopal	HP09184	Masharian to Pouria	2006 - 2007	339.61	Sep-14
81.	Chopal	HP09199	Dochi To Kanah	2006 - 2007	375.95	Jun-14
82.	Jubbal and Kothai	HP09187	Jangal Naliban to Matasa	2006 - 2007	378.69	Dec-14
83.	Jubbal and Kothai	HP09205	Link Road to Village Solang-	2009 - 2010	756.14	May-14
84.	Mashobra	HP09289	Koti to Pirn	2011 - 2012	585.15	Dec-14
85.	Mashobra	HP09291	Guru Kanaun Road. (Shogi Guru Kanaun).	2011 - 2012	91.31	Nov-14
86.	Mashobra	HP09299	Kalihatti Kohbag Bastigunana Road	2011 - 2012	333.13	Dec-14
87.	Narkanda	HP0916	Link Road to village Bai.	2013 - 2014	20.04	Jun-14
88.	Rohru	HP09190	Khadrala to Naksetly L065 & L090	2006 - 2007	281.99	Jun-14
89.	Paonta Sahib	HP10146	Kishanpura to Bainkuan	2011 - 2012	34.56	Nov-14
90.	Paonta Sahib	HP10147	Puruwala to Kanshipur	2011 - 2012	. 22.57	Jul-14
91.	Rajgarh	HP1059	Reheri Gussan to Kathli Bharan	2006 - 2007	140.81	Nov-14
92.	Kandaghat	HP1161	Link - Wakna	2011 - 2012	36.75	Jun-14
93.	Kandaghat	HP1162	Dame Ste - Bissa	2011 - 2012	173.38	Jun-14

1	2	3	4	5	6	7
94.	Kunihar	HP1166	Darla to Kanswala	2011 - 2012	171.25	Dec-14
95.	Kunihar	HP1173	Ghagar to Manjhiat Road	2013 - 2014	27.19	Jun-14
96.	Nalagarh	HP1171	Link Road to Sauri	2013 - 2014	53.54	Jun-14
97.	Solan	HP1168	Jaunaji to Dharo ki Dhar	2011 - 2012	83.56	Jun-14
98.	Amb	HP1284	Pangian to Repoh Muchlian Doem	2009 - 2010	176.44	Sep-14
99.	Amb	HP1292	Channi Devi to Guret	2013 - 2014	78.79	Oct-14
100.	Dhundla	HP1266	TMBD Road to Dober	2006 - 2007	148.49	Apr-14
101.	Dhundla	HP1291	Makrer to Chaukhat	2011 - 2012	202.9	May-14
102.	Bhattiyat	HP02130	Kakira to Chalama.	2011 - 2012	48.2	Jan-15
103.	Bhattiyat	HP02150	Link Road to village Madhiar Baloh.	2011 - 2012	64.99	Mar-15
104.	Bijhri	HP03105	Kathiana to Gulerha	2009 - 2010	69.42	Mar-15
105.	Dehra Gopipur	HP04177	Road from Madeli to Narwari	2011 - 2012	56.26	Jan-15
106.	Fatehpur	HP04170	Hatli to Mohli Khas	2011 - 2012	161.78	Jan-15
107.	Lamba Gaon	HP0428	Link Road from Kangain to Garh Jamula	2013 - 2014	30.14	Jan-15
108.	Lamba Gaon	HP0429	Link Road fromThural to Bharanta	2013 - 2014	88.59	Jan-15
109.	Nurpur	HP04178	Gangath to Dadoh II	2011 - 2012	146.24	Jan-15
110.	Pooh	HP0519L	Thangi Khas to Charang Khas	2004 - 2005	1,381.07	Feb-15
111.	Anni	HP06108	Farbog to Thach	2009 - 2010	159.43	Mar-15
112.	Nirmand	HP0604	Mangta Kanathach to Kushwa	2006 - 2007	252.02	Mar-15
113.	Dharampur	HP0870	Dharampur to Chapanu	2011 - 2012	67.24	Mar-15
114.	Nahan	HP1053	Balsar to Jhajjar	2005 - 2006	386.1	Jan-15
115.	Paonta Sahib	HP10105	KM 11 /200 of L-040 - Rangar Basti	2009 - 2010	51.54	Mar-15
116.	Kunihar	HP1164	Link to Kotla	2011 - 2012	22.51	Jan-15
117.	Gagret	HP1295A	Up Muhal Joh to Saloh	2013 - 2014	38.62	Mar-15

(D) Work Completed during the year 2015-16 upto 10-03-2016

1	2	3	4	5	6	7
1.	Bilaspur Sadar	HP01112	Ghyal to Dabar	2011 - 2012	502.61	Jun-15
2.	Bilaspur Sadar	HP01116	L106-Toba to Nand Behla	2014 - 2015	51.95	May-15
3.	Gehrwin	HP0121	Link Road to vill. Behena Jattan	2004 - 2005	134.73	Jun-15
4.	Gehrwin	HP01115	Jhabola to Goacher	2011 - 2012	73.85	Jun-15
5.	Ghumarwin	HP01106	Hatwar to Brahmali	2009 - 2010	86.23	Jun-15
6.	Bhattiyat	HP02139	Bailey to Khaddi Roa Road.	2011 - 2012	53.83	May-15
7.	Bhattiyat	HP02144	Tunuhatti to Rohni Road	2011 -2012	45.35	Nov-15
8.	Mehla	HP02161	Link Road to village Ohli.	2011 - 2012	18.28	Nov-15
9.	Salooni	HP02149	Ligga to Ladua Road.	2011 - 2012	145.53	Nov-15
10.	Salooni	HP02155	C/o Road from Kalog to Sudla up to Sadruni 0/0 to 6/300	2011 - 2012	140.87	Aug-15
11.	Salooni	HP02185	Link Road to village Drekri	2013 - 2014	59.61	Nov-15
12.	Nadaun	HP0303	Hareta to Bhaloo	2011 - 2012	99.54	Sep-15
13.	Baijnath	HP0425	Nanhar to Gont	2004 - 2005	36.83	May-15
14.	Baijnath	HP0457	Barot to Nalotha	2013 - 2014	454.29	Oct-15
15.	Baijnath	HP0466	L069-Paprola to Kothi	2014 - 2015	102.01	Oct-15
16.	Dehra Gopipur	HP04171	Basin to G.P. Pukhru	2011 - 2012	31.83	Nov-15
17.	Dehra Gopipur	HP04188	L112-Chhotapul to Sakrialu Road	2014 - 2015	36.06	Nov-15
18.	Fatehpur	HP04111	Jagnoli Mandhot to Nigal	2011 - 2012	250.16	Apr-15
19.	Kangra	HP0439	Ranital to Rajour	2009 - 2010	143.71	Jun-15
20.	Kangra	HP0401	Sirmani to Mandhu	2011 -2012	175.78	Jun-15
21.	Kangra	HP0435	L073-Gahlian Khas to Palera	2014 -2015	341.35	Jun-15
22.	Lamba Gaon	HP0406 WB	Link Road to village Rana Nagar.	2003 - 2004	80.71	Dec-15

1	2	3	4	5	6	7
23.	Nagrota Bagwan	HP0427	Link Road from Sunhi Khas to Pandol	2013 - 2014	54.57	Nov-15
24.	Panchrukhi	HP0451	Simbal to Mehala	2013 - 2014	65.11	Jul-15
25.	Panchrukhi	HP0452	Palampur to Tanda Parala	2013 - 2014	49.51	Jun-15
26.	Panchrukhi	HP0462	L052-Rakkar Sagoor to Tikkri	2014 - 2015	122.59	Oct-15
27.	Panchrukhi	HP0465	L061-Bhullana to Simbal	2014 - 2015	218.22	Sep-15
28.	Panchrukhi	HP0473	L053-Karori to Kailashpur	2014 - 2015	172.98	Oct-15\
29.	Pragpur	HP04180	Bathra- Swanta	2011 - 2012	225	Apr-15
30.	Rait	HP0406	Loharkar - Ruhru	2013 - 2014	119.4	Jun-15
31.	Sullah (Bhedu Mahadev)	HP0420	Matehar to Baluhi	2013 - 2014	55.09	Jun-15
32.	Sullah (Bhedu Mahadev)	HP0433	Longni to Bhagun Road.	2013 - 2014	105.52	Jun-15
33.	Sullah (Bhedu Mahadev)	HP0421	L022-Salan to Jasun	2014 - 2015	41.61	Dec-15
34.	Anni	HP06043	Gurga-Dohvi (up to Kutwa) Road	2006 - 2007	257.59	Oct-15
35.	Banjar	HP0671	Suchain to Shanger	2007 - 2008	234.03	Dec-15
36.	Banjar	HP0620	Damothi to Barthi Dhar	2011 - 2012	391.71	Dec-15
37.	Kullu	HP0618	Khora age to Bhalan-ll	2011 - 2012	359.98	Sep-15
38.	Naggar	HP0601	Link Road to vill Pichhlihar Neri (Kathikukri)	2003 - 2004	114.83	Jun-15
39.	Nirmand	HP06119	Panasha (Khadir Bowli) - Badgai	2013 - 2014	130.31	Apr-15
40.	Nirmand	HP0696	Glade to Boong	2013 - 2014	213.16	May-15
41.	Spiti	HP0705	Actargoo Lalung road.	2013 - 2014	313.89	Oct-15
42.	Chauntra	HP0811A	Lahari to Chhanchhar	2011 - 2012	65.71	Dec-15

1	2	3	4	5	6	7
43.	Dharampur	HP0822	Dharampur to Sarskan	2013 - 2014	99.13	May-15
44.	Mandi Sadar	HP0867	Panarsa to Kotadhar	2004 - 2005	73.97	Jun-15
45.	Basantpur	HP09293	Jablanda to Kiarkoti	2011 - 2012	284.07	Sep-15
46.	Basantpur	HP09294	Kogi-Seon	2011 - 2012	153.27	Nov-15
47.	Basantpur	HP09309	Poabo to Dumi	2013 - 2014	116.34	Jun-15
48.	Basantpur	HP0956	Dargi to Judlu	2013 - 2014	190.75	Jun-15
49.	Mashobra	HP09288	Bhawana to Cheri	2011 - 2012	76.43	Oct-15
50.	Mashobra	HP09292	Bharari to Bhont	2011 - 2012	61.98	May-15
51.	Mashobra	HP09300	Shangti to Neri	2011 - 2012	164.6	Apr-15
52.	Mashobra	HP09305	Kanda to Moolkoti	2013 - 2014	361.62	Oct-15
53.	Mashobra	HP09306	Koti to Satlai	2013 - 2014	543.04	Sep-15
54.	Mashobra	HP09307	Satlai to Chikhar	2013 - 2014	61.69	Jut-15
55.	Mashobra	HP09310	Tipra to Patgair	2013 - 2014	310.24	Aug-15
56.	Mashobra	HP09311	Elysium Devidhar - Pagog	2013 - 2014	199.26	Aug-15
57.	Narkanda	HP0957	Link to Mangsu	2005 - 2006	38.33	Aug-15
58.	Narkanda	HP09124	Doza to Madhawani	2013 - 2014	51.77	Oct-15
59.	Narkanda	HP0936	Link Road to village Bragal.	2013 - 2014	184.75	May-15
60.	Narkanda	HP0955	Kangal Mogra Road.	2013 - 2014	193.94	Aug-15
61.	Rampur	HP09127	C/O 5/7 mtr. wide road Nogli Power House - Batuna-Khakrota	2006 - 2007	208.7	Oct-15
62.	Rampur	HP09166	C/o Deothi - Kim Road km. 0/0 to 4/720.	2006 - 2007	77.6	Oct-15
63.	Rampur	HP0935	Racholi Kandi - Odda	2011 - 2012	115.33	Oct-15
64.	Rampur	HP0923	Ganvi Keo Road.	2013 - 2014	131.52	Oct-15
65.	Rampur	HP09264	Railla (Karoli) - Dharunja (Khanog)	2013 - 2014	110.12	Oct-15
66.	Rohru	HP09272	Ghanasidhar tikar Baidhar Road -Dhanoti	2011 - 2012	132.36	Sep-15
67.	Rohru	HP09331	Pujarli to Koti Road	2014 - 2015	218.3	Jun-15

1	2	3	4	5	6	7
68.	Nahan	HP10144	Shambhuwala to Nehrla Kun	2011 - 2012	109.88	May-15
69.	Nahan	HP10145	Katasan - Uttamwala Baraban	2011 - 2012	69.34	Nov-15
70.	Paonta Sahib	HP10149	Km 88 of NH 72 Harizan Basti - Sainwala	2011 - 2012	107.89	Aug-15
71.	Paonta Sahib	HP10150	Km 4/500 of Kolar Haripur road -Lohgarh	2011 -2012	135.03	Jul-15
72.	Paonta Sahib	HP10142	Birla Gatu Navi - Puru	2013 - 2014	203.05	Oct-15
73.	Paonta Sahib	HP10151	Mehat Gawana Khalli Achhon Naddi Road from village Kano Pagaar to Village Naddi	2013 - 2014	270.66	Jun-15
74.	Rajgarh	HP10154	Neripul Dhamandu Tharu road upto village Deothi Majhgaon.	2013 - 2014	506.16	Jun-15
75.	Sangrah	HP1047	Bhutli - Manal road	2005 - 2006	80.77	Oct-15
76.	Sangrah	HP1054	Gattadhar - Sangna	2006 - 2007	86.92	Oct-15
77.	Sangrah	HP10103	Bhatgarh - Charna	2009 - 2010	95.69	Oct-15
78.	Sangrah	HP10157	Kharkoli To Ganog Road	2013 - 2014	553.2	Oct-15
79.	Sangrah	HP10163	Bhojand - Gatlog	2013 - 2014	503.13	Oct-15
80.	Shillai	HP1095	C/o Link Road Gurmath Jasvi to Borar	2007 - 2008	158.64	Oct-15
81.	Dharampur	HP1182	Pratha to Nabon road	2014 - 2015	185.18	Oct-15
82.	Dharampur	HP1185	L084-Garkhal to Dewari road	2014 - 2015	30.3	Oct-15
83.	Kandaghat	HP1179	L066-Chardev to Domehar	2014 - 2015	202.71	Dec-15
84.	Kunihar	HP1163	Arki to Jalana	2011 - 2012	76.56	Oct-15
85.	Kunihar	HP1165	Link to Turu	2011 - 2012	39.55	Jul-15
86.	Kunihar	HP1174	Kanswala - damras	2013 - 2014	95.19	Jun-15
87.	Kunihar	HP1191	L090-Gambarpul to Banoh	2014 - 2015	88.74	Oct-15
88.	Nalagarh	HP1109	Link Road to village Dharamana.	2005 - 2006	300	Oct-15
89.	Nalagarh	HP1175	Link Road to village Lunas	2013 - 2014	290.65	Oct-15

1	2	3	4	5	6	7
90.	Nalagarh	HP1183	L120-Pater Bhonku to Hatra Road	2014 - 2015	91.54	Apr-15
91.	Nalagarh	HP1184	L029-Link Road to Dhar	2014 - 2015	61.27	Oct-15
92.	Solan	HP1178	Link Road from Joharji to Kaba Kalan	2013 - 2014	138.29	Oct-15
93.	Amb	HP1277A	Thathal to Nakki	2014 - 2015	187.49	Apr-15
94.	Gagret	HP1295	Up Muhal Joh to Saloh	2013 - 2014	63.08	Jun-15
95.	Gagret	HP12100	Gagret Ispur Road to village to Kaloh	2014 - 2015	18.26	May-15
96.	Gagret	HP12103	Gagret Daulatpur Road to Deoli Minhasan	2014 - 2015	13.15	May-15
97.	Gagret	HP1297	Link Road from Bhaderkali to Abheypur.	2014 - 2015	12.02	May-15
98.	Gagret	HP1298	Mawa Kaholan to Nagal Jarialan	2014 - 2015	137.94	May-15
99.	Gagret	HP1299A	Mawa Kaholan to Nagal Jarialan	2014 - 2015	96.47	Jun-15
100.	Gagret	HP1299B	Mawa Kaholan to Nagal Jarialan	2014 - 2015	78.88	Sep-15
101.	Haroli	HP12102 A	Link Road to village Nagroli from Gagret Road.	2014 - 2015	184.95	Jul-15
102.	Lamba Gaon	HP0407	Chadhiar - Rupehar	2011 - 2012	12.38	Jan-16
103.	Lamba Gaon	HP0417	Ther Uperli - Kudang	2011 - 2012	15.25	Jan-16
104.	Lamba Gaon	HP0423	Tamber to Manjhoti	2011 - 2012	33.99	Jan-16
105.	Paonta Sahib	HP1069	Rajpur - Kandela Adhwar	2006 - 2007	122.43	Feb-16
106.	Shillai	HP10101	Ambota - Kharkan Thumbari	2009 - 2010	248.87	Feb-16
107.	Shillai	HP10164	Baila Gujon to Kota Pab	2013 - 2014	399.75	Jan-16

Shortage of funds for MGNREGA

1896. SHRIMATI VIPLOVE THAKUR: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether it is a fact that proper implementation of the Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) is not being done in many States due to lack of funds;

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

(c) the reasons why Government has stopped releasing funds to such States under MGNREGA; and

(d) by when Government intends to release adequate funds under MGNREGA to such States?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) to (d) The Mahatma Gandhi National Rural Employment Guarantee Act is a demand driven wage employment programme. Funds for programme implementation are released to the States after verifying the performance, utilisation of funds released, and as per the agreed to Labour Budget. State/UT-wise details of amount released under the Mahatma Gandhi National Rural Employment Guarantee Scheme during the last three years and the current year is given in Statement.

Statement

State/UT-wise details of amount released under MGNREGA scheme during the last three years and the current year

(₹ in lakh)

Sl. No.	State	Central Release			
		2012-13	2013-14	2014-15	2015-16 as on 07/03/2016
1	2	3	4	5	6
1.	Andhra Pradesh	321673.59	475049	290314.1	285685.09
2.	Arunachal Pradesh	6834.19	13852.67	2704.16	4003.96
3.	Assam	53445.67	57349.95	50023.46	50200.77
4.	Bihar	122781.45	158070.67	95968.24	102412.26
5.	Chhattisgarh	203136.31	144602.31	150570.49	88706.14
6.	Gujarat	47440.77	33530.02	35442.93	19416.21
7.	Haryana	34935.89	37687.81	16715.29	11839.91
8.	Himachal Pradesh	36129.50	47797.09	35542.86	35110.49
9.	Jammu and Kashmir	76276.16	60315.73	52171.08	54504.61
10.	Jharkhand	80916.84	62143.28	72433.41	96989.31

1	2	3	4	5	6
11.	Karnataka	123193.69	159606.81	171687.07	82278.75
12.	Kerala	131117.81	127710.93	158758.02	143834.739
13.	Madhya Pradesh	161015.37	183982.44	245163.12	224475.73
14.	Maharashtra	157324.33	115292.02	79951.77	123834.73
15.	Manipur	59023.09	23100	21997.13	16125.52
16.	Meghalaya	22610.82	27106.21	27785.9	22182.56
17.	Mizoram	25229.24	24474.27	11141.23	13903.61
18.	Nagaland	46012.38	29214.8	11305.27	17707.8
19.	Odisha	84797.88	75752.84	103530.34	147941.05
20.	Punjab	11421.27	22615.48	18948.18	24533.37
21.	Rajasthan	258534.43	205943.32	297609.87	245553.06
22.	Sikkim	7406.51	10684.17	7386.41	7952.72
23.	Tamil Nadu	354605.42	469021.12	378180.33	547037.47
24.	Telangana			191996	180421.02
25.	Tripura	76889.88	94366.49	63662.48	135894.19
26.	Uttar Pradesh	129202.49	289639.01	251341.4	239393.59
27.	Uttarakhand	26827.10	33000.5	28636.22	43983.134
28.	West Bengal	339547.96	289438.19	374495.29	444600.69
29.	Andaman and Nicobar	1381.49	1918.1	1301.94	1035.72
30.	Dadra and Nagar Haveli	39.56	NR	NR	NR
31.	Daman and Diu	NR	NR	NR	NR
32.	Goa	241.16	205.86	137.95	246.82
33.	Lakshadweep	117.55	16.93	45.06	11.85
34.	Puducherry	885.75	879.98	739.69	1292.57
	TOTAL	3000995.55	3274368.00	3247686.69	3413109.44

NR = Not Reported

Works undertaken under SAGY in Aali village

†1897. SHRI PARVEZ HASHMI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the works proposed to be done in Aali village in Delhi under the Saansad Adarsh Gram Yojana (SAGY);

(b) the types of work which are given priority in Adarsh Grams under SAGY;

(c) whether the Prime Minister or the concerned Ministry is monitoring it and if so, details thereof; and

(d) whether additional guidelines have been issued by the Prime Minister's Office or the concerned ministry for speedy implementation of SAGY, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) The information is being collected from the Government of National Capital territory of Delhi and will be laid on the Table of the House.

(b) The preparation of the Village Development Plan (VDP) for every identified GP/village is based on the local context, potential and needs and with special focus on enabling every poor household to come out of poverty. Accordingly, the priority of works is decided. Important activities envisaged in an Adarsh Gram, as laid down in the Guidelines of SAGY are given in the Statement (*See* below).

(c) and (d) A SAGY Cell has been created in the; Ministry of Rural Development having Officers leading a dedicated team of Project Professionals for monitoring status of Gram Panchayats development. As stated in Part(a), the two National Level Committees for overall monitoring and Coordination-one each headed by Minister, Rural Development and Secretary of Rural Development have been constituted. Till now 32 States/UTs have notified constitution of State Level Empowered Committee (SLEC) headed by Chief Secretary. The committee would supplement the central SAGY guidelines and issue State specific instructions, review Village Development Plans and their timelines, Identify bottlenecks and review the implementation. The District Level Committee will facilitate Village level plan preparation, converging the relevant schemes, review of progress on a monthly basis and adherence to grievance redressal. A Dynamic website www.saanjhi.gov.in has been created and the login credentials to this website are

†Original notice of the question was received in Hindi.

created and circulated among all Members of Parliament, State Nodal Officers, District Collectors and Charge Officers. SAGY Division has set up a cloud based web portal for encouraging discussions among the stakeholders viz. Member of Parliament, Central Government, State Government, District Administration and the Public. The portal support.saanjhi.in will also act as a dynamic repository to share knowledge, as a tool for exchange of ideas and resolution of grievances by the implementing authorities. The implementation of the Programme is being reviewed by the Minister (RD) through meetings with the Hon'ble Members of Parliament, District Collectors and State Government officials at regional locations. So far reviews have taken place in respect of 18 States. The Ministry has developed a 'thirty five indicators' for monitoring the progress of the SAGY Gram Panchayats. This is called as 'Panchayat Darpan'.

Statement

Activities in an Adarsh Gram

(a) Personal development

- Inculcating hygienic behaviour and practices
- Fostering healthy habits including daily exercise and games
- Reducing risk behaviour- alcoholism, smoking, substance abuse, etc.

(b) Human Development

- Universal access to basic health facilities consisting of health card, medical examination
- Total immunization
- Balancing the sex-ratio
- 100% institutional delivery
- Improving nutrition status for all, with special focus on children, adolescent girls, pregnant women, and lactating mothers
- Strong focus on the special needs of Persons With Disability (PWD), especially children and women
- Universal access to education facilities up to Class X and retention
- Conversion of schools into 'smart schools'. Smart schools will have IT enabled classrooms, e - libraries, web based teaching and will make all students e-literate required for providing quality education

- Adult literacy
- E-literacy
- Village libraries including e-libraries

(c) Social development

- Activities for promotion of voluntarism like Bharat Nirman Volunteers
- Building the capacity of the people to fully participate and contribute to local development
- Activities for honouring village elders, local role models especially women, freedom fighters and martyrs
- Activities for violence and crime free villages such as: Setting up Citizen Committees
- Sensitization, especially of youth
- Village sports and folk arts festivals
- Having a village song to instil a sense of pride among the people
- Celebrating 'Village Day'
- Proactive steps for inclusion and integration of socially excluded groups, especially Scheduled Castes and Scheduled Tribes.

(d) Economic Development

- Promoting diversified agricultural and allied livelihoods, including livestock and horticulture, through-
- Organic farming
- Soil health cards
- Crop intensification such as SRI
- Setting up of seed banks
- Collection and value addition to Non Timber Forest Produce, Livestock development including Gobar Bank, cattle hostel
- Livestock development including Gobar Bank, cattle hostel
- Micro-irrigation

- Agro-service centres
- Rural industrialization like:
- Post-harvest technology applications
- Micro-enterprises
- Dairy development and processing
- Food processing
- Traditional Industries
- Skill Development of all eligible youth for self-employment and placement
- Village Tourism including eco-tourism

All the above activities should focus particularly on lifting households out of poverty, for which organising and federating women SHGs, providing employment to all workers, and bringing about financial inclusion are very important.

(e) Environmental Development

- Activities for a clean and green village consisting of:
- Providing toilets in each household and in all public institutions and ensuring their proper use
- Appropriate solid and liquid waste management
- Roadside plantations
- Tree plantation in accordance with local preferences in homesteads, schools and public institutions - including green walkways
- Social forestry
- Watershed management especially renovation and revival of traditional water bodies
- Rainwater harvesting- rooftop as well as others Reducing local pollution of air, water and land

(f) Basic amenities and services

- Pucca houses for all houseless poor/poor living in kutcha houses

- Drinking water, preferably treated piped water with household taps
- Internal all weather roads with covered drains
- All weather road connectivity to the main road-network.
- Electricity connection to all households and street-lights including from alternative sources of energy, especially solar
- Pucca infrastructure for public institutions- Anganwadis, schools, health institutions, Gram Panchayat Office and libraries
- Civic infrastructure including community halls, buildings for SHG federations, playgrounds and burial grounds/crematoria
- Village markets
- Infrastructure for PDS outlets
- Micro mini banks /post offices/ATMs
- Broadband connectivity and Common Service Centres
- Telecom connectivity
- CCTVs in public places

(g) Social Security

- Pensions for all eligible families- old age, disability and widow
- Insurance schemes like Aam Aadmi Bima Yojana
- Health insurance- RSBY
- PDS- universal access to all eligible households
- Good Governance
- Strengthening of local democracy through strong and accountable Gram Panchayats and active Gram Sabhas
- E-Governance resulting in better service delivery
- Provision of UIDAI cards to all
- Ensuring regular and punctual attendance of government and panchayat staff
- Time bound service delivery in line with Department's Citizens Charter

- Holding of Mahila Gram Sabhas before every Gram Sabha
- Holding of a Gram Sabha at least 4 times a year
- Holding of Bal Sabhas every quarter
- Proactive disclosure of all information pertaining to the implementation of the programme in the public domain and through wall-writing, notice boards in the local language. This should necessarily include the list of beneficiaries, item-wise budgets and expenditure.
- Gram Panchayat acting as an information facilitation centre
- Timely redressal of grievances filed by people, such that:
- Grievances of all nature to be submitted to the Gram Panchayat / Charge Officer and dated receipt to be given
- Grievances to be redressed within three weeks along with written reply
- Institutionalization of regular open platforms for airing of grievances and their redressal, coordinated by the Gram Panchayat
- Half yearly Social Audit of the programme implementation by the Gram Sabha facilitated by the Social Audit Units set up under MGNREGA

Outcome of schemes to eliminate poverty and unemployment in rural areas

†1898. SHRI PRABHAT JHA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether it is a fact that a number of schemes are being implemented to eliminate poverty and unemployment in the rural areas of the country but broadly, these schemes have not been able to meet their target as per expectations;

(b) if so, the details thereof;

(c) whether it is proposed to integrate all these schemes; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) and (b) The Ministry of Rural Development, *inter alia,* is implementing Mahatma Gandhi National Rural Employment Guarantee Act

†Original notice of the question was received in Hindi.

(MGNREGA) and Deen Dayal Antyodaya Yojana- National Rural Livelihoods Mission (DAY-NRLM) which have direct bearing on poverty alleviation and Employment generation.MGNREGA provides-up to 100 days of wage employment in a financial year to every rural household whose adult members volunteer to do unskilled manual work. This programme was initially launched in 200 selected districts in February, 2006 and subsequently extended to all the rural districts of the country. Deen Dayal Antyodaya Yojana- National Rural Livelihood Mission (DAY-NRLM) focuses on providing livelihoods especially among women, in the rural areas. DAY-NRLM provides for training and capacity building of interested members of SHGs to take up micro enterprises for enhancing their incomes. The Ministry also implements a placement linked skill development programme Deen Dayal Upadhaya Grameen Kaushal Yojana, a sub scheme of DAY-NRLM, for skilling of rural poor youth to improve their employability.

(c) and (d) The Ministry of Rural Development has issued guidelines for convergence of Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) with other schemes of the Ministry namely, Deen Dayal Antyodaya Yojana- National Rural Livelihoods Mission (DAY-NRLM).Deen Dayal Upadhaya Grameen Kaushal Yojana (DDU-GKY), National Social Assistance Programme (NSAP) and Indira Awaas Yojana (IAY) under Mission Antyodaya (Integrated Participatory Planning Exercise-II). Guidelines have also been issued for convergence of the programmes of this Ministry with the programmes of Ministry of Agricultures and Farmers Welfare, Ministry of Environment Forest and Climate Change, Ministry of Water Resources, River Development and Ganga Rejuvenation, Ministry of Commerce and Industry, Ministry of Textile and Ministry of Railways to ensure better outcomes of these programmes.

Assessment of SAGY

1899. SHRI BASAWARAJ PATIL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether any assessment of Saansad Adarsh Gram Yojana (SAGY) has been made and if so, what are the achievements as per its mandate, State-wise; and

(b) whether any implementing lacuna has been noticed and if so, how Government is going to rectify the same?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) While the activities for development of the first set of Adarsh Grams are going on, the Ministry of Rural Development have documented one hundred and one good initiatives in the Adarsh Grams on the initiatives taken up

by Hon'ble Members of Parliament(MPs) and brought out in the form of "SANKALAN". The purpose is to share the best practices in the SAGY gram panchayats and widely disseminate the stories that will inspire other MPs and Adarsh Grams to initiate similar activities. A link to "SAGY-Sankalan" is available on the website of the Scheme *www.saanihi.gov.in* under the heading "Good Practices". State-wise details of some of the other success stories reported from SAGY Gram Panchayats are given in the Statement (*See* below).

(b) As the change in the strategy based on the experiences of implementation is the inherent requirement of every Scheme, this will be done under SAGY as well, after analyzing the results of the activities for development of the first set of Adarsh Grams, which are going on as per the Village Development Plans. The reasons for the implementing lacuna will be analysed in detail and remedial measures taken to avoid their recurrence.

Statement

State-wise details of some of the other success stories reported from SAGY Gram Panchayats

Sl. No.	State	Success Story domain
1.	Jharkhand	Skill Training to Youth, Sanitation and Animal Husbandry
2.	Kerala	Organic Farming Special medical camp for scheduled tribe people
3.	Meghalaya	Child Labour Free.Community Leadership programme and Sanitation
4.	Maharashtra	Soil and Water Conservation activities, Training to Masons, Construction of mud road through 'shramdan', Construction of recharge wells, Farm Road Facilities in village market, Public infrastructure - Construction of Village road and starting a bus service, Renovation of school building, Distribution of school bags in primary schools and anganwadis and LED lamps for internal village road

Sl. No.	State	Success Story domain
5.	Karnataka	Free Solar Lantern Distribution to the artisans
6.	Punjab	SAGY Village to be Open Defecation Free
7.	Madhya Pradesh	Liquor preparation stopped and reduction in liquor consumption
10.	Gujarat	Education, Sanitation and observing YOGA day in the village to make villagers more health conscious
12.	Uttar Pradesh	Agriculture Marketing
15.	Chhattisgarh	Well equipped Anganwadi renovated from local financial support

Baseline survey under SAGY

1900. SHRI AVINASH PANDE: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether any expert agencies have been appointed in villages adopted under the Saansad Adarsh Gram Yojana (SAGY) for conducting a baseline survey under Guideline no. 10(1) of the scheme;

(b) if so, the total number of agencies appointed, State-wise along with the names of agencies thus appointed and the corresponding village/gram panchayat; and

(c) if not, the details of functionaries conducting baseline surveys for the preparation of Village Development Plan in villages adopted by MPs?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) As per the Guidelines of Saansad Adarsh Gram Yojana(SAGY), the District Collector is the nodal officer for implementing SAGY. One of the specific responsibility given to him under the Scheme Guidelines is the conduct of the baseline survey. The timelines of conduct of baseline survey and other activities under planning are monitored by the Ministry of Rural Development, however, the choice of agencies or persons through which it is to be conducted is that of the District Collector. Hence, no expert agencies have been appointed by the Ministry in villages adopted under SAGY for conducting a baseline survey.

(b) Does not arise in view of reply in (a).

(c) In view of reply in (a), the specific information asked for is not maintained in the Ministry of Rural Development. However, as per the information of the Ministry, the district officials under the nodal officer *viz,.* the District Collector and members of the Civil Society Organizations who are experts in the field are involved in conducting baseline surveys for the preparation of Village Development Plan in villages adopted by MPs.

Downtrend in attention and expenditure in certain fields

1901. SHRI VAYALAR RAVI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Government is aware of the criticism that Government's attention and expenditure in rural infrastructure, rural housing, rural health care, etc. have come down after the abolition of the Planning Commission; and

(b) if so, the real facts thereof and how Government proposes to counter this trend?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT): (a) and (b) The overall budget for Department of Rural Development has been raised to Rs. 86,000 crore (Budget Estimate, 2016-17) from Rs. 77,650 crore (Revised Estimate, 2015-16). The Budget Estimates (BE) for the financial year 2016-17 under Pradhan Mantri Gram Sadak Yojana and Indira AwaasYojana has been increased to Rs. 19,000 crore and Rs 15,000 crore respectively from previous year's Revised Estimate (RE) of Rs. 18,291 crore and 10,025 crore respectively. The overall budget estimate of Department of Health and Family Welfare has also been increased to Rs. 31,300 (BE, 2016-17) from Rs 27,414 crore (RE, 2015-16). Consequent upon the acceptance of the 14th Finance Commission Report, share of States in the net proceeds of Union Taxes has been enhanced from 32% to 42% which would give the States greater autonomy in financing and designing of schemes as per local needs and requirements. The overallexpenditure on rural development programmes has increased.

Sagarmala project

1902. SHRI SHANTARAM NAIK: Will the Minister of SHIPPING be pleased to state:

(a) whether Government proposes to execute a project called Sagarmala to cover coastal States;

(b) what is the alignment of the project and through how many States the project would be executed;

(c) the total length in kilometers and total area in square meters to each of the States;

(d) whether all clearances required for the projects including environmental clearance have been obtained;

(e) the cost of the project; and

(f) the mode of financing including by the Central Government, State Governments and private parties?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI RADHAKRISHNAN P.): (a) Sagarmala is a programme for port-led development in the country and not an individual project. Government of India is undertaking the implementation of the SagarmalaProgramme in accordance with the concept approved by the Cabinet on 25th March, 2015 to cover coastal States and the programme implementation is an ongoing process.

(b) and (c) As part of the SagarmalaProgramme which aims to promote comprehensive Port-led development, a National Perspective Plan (NPP) for the comprehensive development of India's coastline and maritime sector is being prepared covering all the Maritime States and Union Territories. The draft NPP was prepared in February, 2016, and copies of the same have been sent to the Maritime State Governments/UTs and relevant Central Ministries for seeking comments.

(d) to (f) The draft NPP for SagarmalaProgramme includes projects identified in the areas of Port Modernization and New Port Development, Port Connectivity Enhancement, Port-led Industrial Development and Coastal Community Development. Implementation of identified projects will be taken up, starting Financial Year 2016-17, by the relevant Ports, State Governments / Maritime Boards, Central Ministries, mainly through private or PPP mode. Required clearances would be taken by the agency implementing these projects.

Joint meeting to expedite Sagarmala project

1903. SHRI AJAY SANCHETI: Will the Minister of SHIPPING be pleased to state:

(a) whether a joint meeting on ports, security and development has been held to develop islands and to expedite the ambitious Sagarmala Project;

(b) if so, the details of decisions taken in the above meeting; and

(c) the steps taken to implement them?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI RADHAKRISHNAN P.): (a) to (c) The concept of Sagarmala was approved by the Cabinet on 25th March, 2015. In addition, the Cabinet directed that a comprehensive plan for the integrated development of islands be finalized in a time bound manner in consultation with the Ministries/Departments concerned.

Periodic meetings have been held related to holistic development of islands and security issues which are being coordinated by Ministry of Home Affairs through a Task Force comprising of representatives from the concerned Ministries / Agencies. An Inter-Ministerial Group (IMG) has been constituted to finalize the list of islands to be taken up for development and to identify the lead activities and nodal Ministries for each of these islands.

Implementation of interlinking of river

1904. SHRI SANJAY RAUT: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether any special committee meeting has been held with the various State Governments for the implementation of Interlinking of River (ILR) programme;

(b) if so, the details thereof;

(c) what is the current stand and views of various State Governments on the implementation of the programme; and

(d) whether Government has fixed any deadline for the implementation of the programme for enhancing water and food security of the country?

THE MINISTER OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SUSHRI UMA BHARATI): (a) and (b) In order to speed up the implementation of Inter-Linking of Rivers Programme and to arrive at a consensus on the link proposals between the States, a 'Special Committee for Interlinking of Rivers' has been constituted by this Ministry, in September, 2014. Eight meetings of the Special Committee have been held so far, wherein State Irrigation/Water Resources Ministers along with the Secretaries of various States remained present. The Committee after considering the views of all the stakeholders is proceeding ahead to expedite the objectives of interlinking rivers as per terms of reference of the Committee.

(c) The Government is pursuing the Interlinking of Rivers program in a consultative manner. Its implementation is dependent upon the consensus and co-operation of the concerned States and upon obtaining various mandatory and statutory clearances. The details of objections raised by concerned State Governments for taking up Feasibility Report (FR) VDPR of proposed inter-linking of river projects are given in the Statement (*See* below).

(d) The time limit for the completion of individual link project can be identified only after Detailed Project Reports are techno- economically approved. The implementation of National Perspective Plan for Water Resources Development would create an additional irrigation potential of approximately 35 million hectares and generate 34000 mega watts (MW) hydro power apart from the incidental benefits of flood moderation, navigation, drinking and industrial water supply, fisheries, salinity and pollution control etc. This is a big focus area of the Ministry and the 'Special Committee for ILR' of the Ministry regularly reviews the programme.

Statement

Link-wise details of objections raised by various State Governments

Sl. No.	Name of Link Project	Concerned States	Objections raised
1.	Pamba - Achankovil - Vaippar link	Tamil Nadu and Kerala	Kerala Assembly has passed a resolution against taking up of the Link Project (2003)
2.	Parbati - Kalisindh-Chambal link	Madhya Pradesh and Rajasthan	Govt. of Madhya Pradesh wants to implement intra-State Links in place of this Link Project.
3.	Mahanadi (Manibhadra)-Godavari link	Odisha	Govt. of Odisha is not agreeable to this link Project due to large submergence of Manibhadra dam/reservoir and wants alternate diversion point.
4.	Netravati - Hemavati link	Karnataka and Tamil Nadu	Govt. of Karnataka intends to utilize Netravati water as per its own plan.

Kadwan reservoir on river Ganga in Bihar

1905. DR. C.P. THAKUR: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) what is the status of Kadwan reservoir on the river Ganga in Bihar which was supposed to provide water to Singareni Coalfields Ltd.;

(b) whether it was also decided long back that the water would be used for irrigation purposes; and

(c) whether Government has planned or taken steps to use the water of this reservoir for those purposes?

THE MINISTER OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SUSHRI UMA BHARATI): (a) The modified Detailed Project Report (DPR) of the Kadwan Reservoir, since renamed as "Indrapuri Reservoir" which is planned on Sone River, was received in Central Water Commission (CWC) in 1998 for techno-economic appraisal with proposed Full Reservoir Level (FRL) at 173 m. As the project involved interstate issues amongst the States of Bihar, Jharkhand and Uttar Pradesh, the matter was discussed in the meetings chaired by Chairman, CWC with Bihar, UP and Jharkhand. In the recent meeting held on 05.02.2016, it was decided that Govt. of Bihar may proceed with the preparation of DPR with the FRL of 169 m and Maximum Water Level (MWL) of 171 m, which had been agreed to by Government of UP. It was further decided in the meeting of 05.02.2016 that in the meantime, the Govt. of Bihar may accordingly take up the issue with Govt. of UP at appropriate level to arrive at a consensus for the fixation of higher FRL/MWL.

Government of Bihar has informed that there is no proposal to provide water to Singareni Coal fields.

(b) and (c) Government of Bihar has informed that the water in the Indrapuri Reservoir would be used for irrigation purposes.

Pollution at Polavaram dam site

1906. SHRI PALVAI GOVARDHAN REDDY: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government has received a notice No. 309/2015 from the National Green Tribunal dated August 12, 2015 directing the Polavaram Project Authority to conduct joint inspections for reducing the pollution generation at Polavaram dam site;

(b) if so, what steps have been taken so far in this regard;

(c) whether the Polavaram Project Authority has been in touch with Polavaram Panchayat in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI SANWAR LAL JAT): (a) to (d) As of now, notice No. 309/2015, dated August 12, 2015, has not been received by Polavaram Project Authority/MoWR, RD & GR, from the National Green Tribunal. The Ministry of Environment, Forest & Climate Change has already granted Environmental Clearance to the project, vide letter No. J-12011/74/2005/A dated 25.10.2005, which covers all aspects of environment and ecology.

The project is under construction and as such, currently, there is no likelihood of pollution in the river on account of Polavaram dam.

SPV on Clean Ganga project

1907. SHRI PANKAJ BORA: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government has set up a Special Purpose Vehicle (SPV) on clean Ganga project;

(b) if so, the details thereof; and

(c) how it would help in maintaining the river Ganga clean?

THE MINISTER OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SUSHRI UMA BHARATI): (a) to (c) Yes, Sir. The Government has decided to setup a Special Purpose Vehicle (SPV) for taking up infrastructure projects under Namami Gange Programme. It is envisaged that the SPV will plan, structure, identify suitable concessionaires, monitor implementation of PPP projects and develop market for treated waste water through appropriate policy advocacy.

The SPV is proposed to be centrally owned, adequately represented by the States in its governance and established under Indian Companies Act 2013. The SPV will focus on taking up PPP based projects in the areas of waste-water treatment. The entire process of project identification, prioritization, detailed project preparation, appointment of transaction advisers, running the bid process for procuring the private operator and

responsibilities related to development of market for sale of treated water as may be necessary will be carried out by the SPV.

The objective is to implement infrastructure projects under 'Namami Gange' in a financially sustainable, outcome oriented and accountable mode.

Outcome of GAP

†1908. DR. VIJAYLAXMI SADHO: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) the amount spent on the Ganga Action Plan (GAP) and the outcome thereof, so far;

(b) whether the outcome has been satisfactory, so far;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SUSHRI UMA BHARATI): (a) to (d) The cleaning of river Ganga was initiated in 1985 under Ganga Action Plan (GAP). Ganga Action Plan (GAP) Phase-I was launched as a centrally funded scheme in 1985 and later GAP Phase-II was initiated in 1993. Various pollution abatement schemes including interception and diversion of sewage and setting up of sewage treatment plants were taken up under the GAP.

Under both phases of GAP, a total of 575 schemes have been sanctioned for undertaking pollution abatement activities in the identified polluted stretches of the river Ganga, of which 524 schemes with a capacity to treat pollution load of 1098 million litres per day (mid) have been established (869 mid and 229 mid under GAP-I and II respectively).The total expenditure under the GAP Phase - I and II was Rs. 938.57 crore till 31st March, 2013.

The outcome of GAP was not up to the anticipated outcome. Although the programme was first of its kind for River conservation in the country, there were several short comings associated with the program like adoption of town centric approach, increasing gap between requirement of sewage treatment infrastructure and actual pollution load being tackled due to continuous increase in population in towns along the river banks, inadequate financial resources invested in river cleaning, delays in completion of schemes due to lack of inter-agency coordination at field level, delays

†Original notice of the question was received in Hindi.

in acquisition of land for STPs & Pumping stations, contractual problems, court cases, etc. leading to cost overruns, shortage of skilled manpower and regular staff and inadequate provision of funds by the States and ULBs for O and M of the sewage treatment infrastructure, erratic/ non-availability of power supply for operation of assets, under-utilization of STPs, in some cases, due to non-conveyance of sewage generated in the absence of upstream systems such as branch sewers and house connections, which resulted in partial success of the programme.

Improvement of irrigation facilities

1909. SHRI K.N. BALAGOPAL: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) the total area of irrigated agricultural land in the country for the last fifty years, year-wise and State-wise;

(b) the total area of partially irrigated, farm land in the country, State-wise;

(c) the total area of non-irrigated agricultural land in the country, State-wise;

(d) the number of irrigation projects under construction in the country, State-wise; and

(e) whether Government is planning to improve the irrigation facilities in the country and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI SANWAR LAL JAT): (a) to (c) The details of total area irrigated and the total un-irrigated area (year-wise and State-wise) are given in the Statement-I and II, respectively (See below). No specific information is available regarding partially irrigated farm land in the country.

(d) As per information received from various State Governments for formulation of Working Group report for the Twelfth Plan, 326 Projects were reported as ongoing at the end of Eleventh Plan. State-wise list of these 326 projects is given in the Statement-III (*See* below).

(e) A new scheme titled Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) was launched in July, 2015 with the objective to provide irrigation and related facilities by integrated efforts of this Ministry, Departments of Land Resources and Agriculture and Cooperation. The scheme has been formulated for the year 2015-16 to 2019-20 with a combined outlay of central share of Rs.50000 crore. Out of which Rs.21010 crore was allocated to MoWR, RD and GR

Statement-I

Gross Irrigated Area

States/ UTs	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66	1966-67	1967-68	1968-69	1969-70	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Andhra Pradesh	3472	3739	3786	3664	3850	3533	3825	3972	3616	4153	4223	3787	3573	4154	4423	4528	4156	4378	4698	4237
Arunachal Pradesh						0	0	0	0	0	24	24	24	24	24	24	24	24	24	24
Assam	611	611	611	611	611	611	611	572	572	572	572	572	572	572	572	572	572	572	572	572
Bihar	2062	2186	2204	2226	2208	2251	2010	2461	2697	2741	2732	2788	2688	2797	3055	3363	3604	3780	3707	3390
Chhatti-sgarh																				
Goa	0	0	8	8	8	8	8	8	8	8	8	8	8	8	8	8	13	13	13	12
Gujarat	734	789	697	741	913	1072	1057	1166	1241	1307	1494	1525	1521	1591	1523	1709	1774	1936	2020	2211
Haryana							1736	1780	1864	2158	2230	2284	2478	2584	2596	2742	2698	2776	2979	3131
Himachal Pradesh	67	68	68	69	67	66	150	151	153	156	155	159	165	156	151	153	155	155	156	157
Jammu and Kashmir	308	310	294	313	313	301	316	323	334	337	323	330	339	362	355	371	380	397	405	393

Jharkhand																				
Karnataka	977	1019	994	1007	1082	1038	1188	1219	1376	1305	1355	1598	1326	1422	1490	1707	1467	1699	1718	1689
Kerala	456	466	476	489	494	509	527	572	583	589	601	612	623	638	652	327	373	354	388	398
Madhya Pradesh	938	960	1036	1055	1099	1000	1113	1162	1363	1471	1523	1705	1762	1762	1701	1896	2050	2238	2413	2228
Mahara-shtra	1220	1234	1278	1314	1364	1388	1413	1481	1557	1623	1570	1622	1468	1764	1933	2171	2242	2358	2405	2432
Manipur	68	68	68	68	68	68	75	75	75	75	75	75	75	75	75	75	75	75	75	75
Meghalaya								37	37	37	37	37	51	45	45	46	46	48	50	51
Mizoram								2	2	2	2	2	2	4	8	8	8	8	8	8
Nagaland	12	12	12	12	12	12	12	12	12	12	27	29	32	33	38	38	40	52	54	56
Odisha	1141	1141	1141	1141	1141	876	1007	1150	1323	1050	1114	1171	1260	1188	1276	1482	1383	1449	1586	1647
Punjab	3885	3998	4234	4330	4495	4689	3350	3465	3823	4080	4243	4377	4551	4619	4770	4931	5080	5195	5506	5700
Rajasthan	1752	1823	1859	1863	2080	2069	2121	2141	2545	2419	2453	2440	2682	2679	3143	2934	2976	3167	3451	4084
Sikkim														0	0	0	10	10	10	10
Tamil Nadu	3236	3207	3295	3268	3263	3178	3372	3476	3092	3272	3410	3530	3673	3674	3033	3376	3001	3723	3819	3983
Tripura	12	13	14	16	17	18	17	17	19	21	22	24	29	30	30	33	34	29	29	29
Uttarakhand																				

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Uttar Pradesh	5538	5298	5847	5972	6058	6617	7162	6352	7560	7947	8362	8090	8511	8492	9190	9231	9741	10009	10575	11051
West Bengal	1423	1456	1453	1469	1499	1499	1499	1541	1541	1541	1541	1541	1541	1541	1541	1541	1541	1541	1541	1541
Andaman and Nicobar Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chandigarh																				
Dadra and Nagar Haveli						0	0	0	0	0	0	0	1	0	1	1	1	1	1	1
Daman and Diu																				
Delhi	34	29	36	33	25	39	43	31	54	57	56	61	62	59	71	59	72	54	64	58
Lakshadweep								0	0	0	0	0	0	0	0	0	0	0	0	0
Puducherry	35	35	40	40	39	39	40	39	37	39	40	42	41			40	38	41	40	41
ALL INDIA	27980	28460	29453	29707	30705	30879	32651	33204	35483	36974	38194	38430	39054	40272	41702	43363	43552	46080	48304	49209

Note: '0' relates to the area below 500 Hectares

Source: Directorate of Economics and Statistics, Ministry of Agriculture and Farmers Welfare.

States/ UTs	1980-81	1981-82	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Andhra Pradesh	4342	4678	4518	5058	4470	4337	4360	4298	5440	5471	5370	5378	5085	5020	5185	5304	5782	5158	6092	5746
Arunachal Pradesh	24	24	24	23	23	25	27	28	32	32	32	32	36	36	36	36	43	43	42	36
Assam	572	572	572	572	572	572	572	572	572	572	572	572	572	572	572	572	213	212	206	225
Bihar	3632	3582	3350	3570	3784	3819	3831	4054	4242	4123	4192	4157	4040	4212	4403	4581	4664	4577	4752	4808
Chhatti-sgarh																				
Goa	12	13	13	13	13	14	15	14	14	15	31	35	35	35	36	36	36	36	34	34
Gujarat	2334	2523	2614	2797	2797	2381	2301	2100	2904	2906	2910	2880	3227	3087	3655	3499	3643	3779	3840	3626
Haryana	3308	3455	3559	3595	3504	3679	3912	3883	4074	4253	4237	4340	4472	4515	4592	4673	4785	4829	5042	5124
Himachal Pradesh	156	161	159	165	169	170	171	173	171	176	167	175	174	171	178	176	179	179	183	179
Jammu and Kashmir	392	396	405	413	417	423	405	417	432	434	436	444	437	444	430	440	447	446	447	438
Jharkhand																				
Karnataka	1676	1801	1792	1946	2101	2012	2247	2296	2607	2580	2598	2834	2802	2971	2923	2845	2881	2912	3118	3162

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Kerala	383	389	396		423	399	426	393	406	397	383	387	376	413	506	466	466	417	421	471
Madhya Pradesh	2453	2511	2744	2868	3106	3089	3457	3437	3785	3739	4431	4757	4918	5529	6071	6178	6557	6527	6814	7091
Mahara-shtra	2163	2686	2531	2733	2518	2420	2489	2489	2489	2489	3319	3265	3262	3149	3149	3149	3769	3693	3858	3873
Manipur	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	38
Meghalaya	51	51	51	51	51	50	49	49	49	47	47	45	45	45	45	45	53	54	55	60
Mizoram	11	8	8	8	8	8	8	8	8	8	8	8	8	8	9	9	9	10	10	11
Nagaland	61	68	76	73	55	58	55	56	57	59	60	60	62	63	65	72	73	70	73	76
Odisha	1711	2006	2006	2006	2031	2159	2088	2063	2350	2323	2314	2530	2471	2510	2510	2629	2263	2318	2358	2512
Punjab	5781	5966	6149	6273	6347	6515	6590	6721	6837	6918	7055	7111	7142	7238	7319	7377	7453	7485	7723	7544
Rajasthan	3749	3722	4088	4014	3830	3863	4351	3995	4365	4461	4652	5264	5486	5595	5815	6361	6744	6676	6809	6934
Sikkim		11	12	12	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
Tamil Nadu	3294	3425	2732	3249	3507	3240	2844	2945	2873	3045	2894	3257	3385	3544	3588	3183	3347	3519	3635	3585
Tripura	29	38	39	41	40	42	44	45	41	41	50	49	60	60	60	60	55	55	54	50
Uttarakhand																				
Uttar Pradesh	11372	11620	12125	12148	12731	12908	13411	13921	14113	14375	14771	15426	15996	16364	16823	16972	17467	17322	17698	18127

West Bengal	1541	1735	1834	1980	1893	1911	1911	1911	2492	2492	2492	2491	2491	2491	2491	2491	4928	5175	5227	5357
Andaman and Nicobar Island	0	0	0	0																
Chandigarh	0	0	0	0	0	3	3	2	2	2	3	3	2	2	2	2	2	2	2	3
Dadra and Nagar Haveli	1	1	1	1	1	1	2	2	2	2	2	2	4	5	5	5	4	5	5	5
Daman and Diu																				
Delhi	57	54	65	56	57	59	66	60	58	53	53	49	44	48	50	64	37	44	48	49
Lakshadweep	0	0	0	0	0	0	0	0	0	0										
Puducherry	39	42	38	37	41	38	36	33	35	33	33	36	37	35	36	35	34	34	33	34
ALL INDIA	49219	51611	51976	53777	54579	54283	55759	56055	60541	61138	63204	65680	66761	68254	70646	71352	76026	75670	78670	79216

(Thousand hectares)

States/UTs	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Andhra Pradesh	5916	5549	4536	4781	4987	5996	6070	6285	6741	5764	7153	6785	6268
Arunachal Pradesh	43	43	43	47	49	50	52	54	56	56	56	57	57
Assam	180	174	173	173	171	142	142	142	291	225	170	163	160
Bihar	4561	4539	4572	4567	4197	4325	4646	4725	4692	4433	4448	5158	5327
Chhattisgarh	1043	1227	1144	1179	1312	1375	1486	1522	1537	1487	1605	1648	1725
Goa	36	38	39	40	40	38	38	39	36	38	36	41	36
Gujarat	3342	3572	3637	4111	4280	4764	5279	5611	5310	4922	5616	6305	5913
Haryana	5223	5311	5199	5343	5434	5446	5461	5553	5528	5545	5543	5680	5672
Himachal Pradesh	181	181	187	180	183	186	187	193	192	186	193	193	195
Jammu and Kashmir	449	449	434	446	453	458	459	463	471	480	479	480	487
Jharkhand	219	175	181	180	163	145	144	157	164	155	150	162	235
Karnataka	3271	3089	2841	2702	3328	3632	3603	3789	3942	4096	4279	4137	4007
Kerala	458	432	429	425	455	460	490	455	458	455	467	546	458
Madhya Pradesh	4285	4899	4631	5776	6193	5878	6543	6567	6714	7162	7421	8228	8966
Maharashtra	3852	3727	3806	4088	3990	4043	4236	4363	4328	4352	4496	4164	4041
Manipur	45	40	54	40	54	51	51	51	52	52	73	69	49
Meghalaya	62	76	76	82	74	64	72	73	73	74	74	80	125

Mizoram	13	17	17	18	19	19	11	10	11	10	12	13	15
Nagaland	77	80	81	104	104	106	106	116	82	85	92	92	92
Odisha	2126	2546	1712	2518	2691	2996	3205	3308	3177	1614	1539	1437	1496
Punjab	7664	7667	7543	7722	7702	7680	7666	7689	7724	7714	7724	7771	7744
Rajasthan	6135	6744	5272	6393	7093	7818	7958	8088	7910	7309	8322	8903	9455
Sikkim	11	12	11	11	11	19	19	17	18	20	20	19	19
Tamil Nadu	3490	3412	2622	2479	3087	3397	3309	3252	3393	3238	3348	3519	2991
Tripura	104	105	107	108	108	101	100	101	96	98	122	129	128
Uttarakhand	537	539	532	547	549	549	554	554	570	567	562	555	554
Uttar Pradesh	17690	18220	17792	18524	18939	18970	19218	19142	19612	19354	19626	19901	20191
West Bengal	5089	5426	5311	5387	5339	5501	5581	5669	5651	5525	5194	5437	6105
Andaman and Nicobar Island	0	0	0	0	0	0	0						
Chandigarh	2	2	2	1	1	1	1	1	1	1	1	1	1
Dadra and Nagar Haveli	7	8	7	7	7	7	7	8	7	7	7	7	7
Daman and Diu	0												
Delhi	42	39	32	31	34	32	31	32	31	34	32	30	33
Lakshadweep	1	1	0	0	0	0	0	0	0	0	0	0	0
Puducherry	34	34	31	31	32	29	28	27	27	27	25	22	22
All India	76187	78371	73055	78042	81078	84280	86753	88058	88896	85085	88887	91730	92575

Statement-II

Gross Un-Irrigated Area

States/UTs	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66	1966-67	1967-68	1968-69	1969-70	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Andhra Pradesh	8344	8974	9056	9088	8906	8558	8851	8823	8841	8992	9125	8866	8741	9084	8860	8430	7708
Arunachal Pradesh						51	52	53	70	55	106	106	106	106	106	106	96
Assam	2012	2077	2138	2134	2168	2205	2252	2112	2156	2201	2221	2317	2448	2504	2532	2605	2739
Bihar	9045	8947	8878	8823	8624	8509	7214	8435	8201	8322	8294	7896	7696	7970	7814	7924	7721
Chhattisgarh																	
Goa	0	0	132	132	132	132	132	132	132	131	131	131	131	131	131	131	130
Gujarat	9034	9338	9279	9146	9220	9116	9142	9275	8941	8738	8998	8945	8738	8901	7327	8790	8579
Haryana							2864	3371	2190	2783	2726	2764	2710	2566	2246	2709	2584
Himachal Pradesh	362	372	374	378	377	375	699	748	749	755	757	743	764	750	766	771	775
Jammu and Kashmir	502	519	550	546	544	507	499	551	544	530	543	538	552	552	544	552	556
Jharkhand																	

Karnataka	9611	9624	9767	9845	9712	9393	9280	9198	9179	9489	9532	9390	9085	9471	9507	9452	8397
Kerala	1893	1875	1971	1973	1995	2042	2095	2185	2270	2327	2331	2346	2364	2362	2376	2654	2561
Madhya Pradesh	17256	17547	17371	17689	17864	16786	17223	18490	18549	18828	19039	19188	18980	19450	18811	19461	18806
Maharashtra	17603	17860	17685	17860	17853	17584	17778	17716	17810	17812	17167	16494	15512	17722	17573	17493	17544
Manipur	98	106	102	105	105	105	112	112	112	112	112	92	96	120	135	135	131
Meghalaya								141	151	157	166	134	125	157	157	157	158
Mizoram								43	43	38	38	76	82	67	60	60	98
Nagaland	37	37	37	37	37	37	37	88	89	89	74	73	72	74	70	75	76
Odisha	5291	5226	5806	6080	6305	6570	6947	6804	6632	5763	5647	5703	5675	6098	5858	6252	5826
Punjab	5897	5738	5795	5417	5627	4706	1822	1977	1464	1419	1435	1347	1381	1397	1134	1324	1205
Rajasthan	12261	13222	12974	12601	13421	12903	13326	14516	11712	11847	14276	14333	13415	15207	12568	14230	13923
Sikkim														0	0	0	55
Tamil Nadu	4085	4063	3995	3924	3913	3888	3933	3834	3822	3890	3974	4112	4026	3975	3607	3859	4146
Tripura	237	253	253	254	306	314	316	318	318	322	323	332	327	347	344	351	357
Uttarakhand																	
Uttar Pradesh	16192	16849	16116	16079	16165	15457	14919	16357	14801	15021	14845	14935	14416	14515	13598	13867	13412
West Bengal	4931	5008	4937	5041	5154	5154	5154	5145	5175	5567	5629	5730	5551	5921	6213	6417	6091

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Andaman and Nicobar Island	0	10	10	10	10	17	17	18	18	18	19	19	19	30	31	33	33
Chandigarh																	
Dadra and Nagar Haveli						7	16	16	17	17	17	18	16	17	18	19	19
Daman and Diu																	
Delhi	80	91	74	85	77	61	63	85	46	53	60	57	49	51	43	60	44
Lakshadweep	3	3	3	3	3	3	3	3	3	3	3	2	2	2	3	3	3
Puducherry	12	11	7	7	8	7	7	10	14	12	11	13	11			13	12
ALL INDIA	124792	127749	127307	127256	128524	124485	124749	130552	124046	125291	127597	126698	123091	129548	122432	127932	123783

Note: '0' relates to the area below 500 Hectares

Source: Directorate of Economics and Statistics, Ministry of Agriculture and Farmers Welfare.

States/UTs	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Andhra Pradesh	8158	8423	8044	7940	8369	8251	8335	7743	7763	7333	7857	7711	7787	7823	7814	7669	7668
Arunachal Pradesh	104	104	104	122	131	140	157	164	190	193	193	200	213	215	221	219	222

Assam	2697	2716	2736	2801	2888	3006	3023	3155	3225	3074	3128	3087	3188	3235	3292	3265	3295
Bihar	7785	7674	7023	7516	7046	6293	6690	6525	6698	6601	6273	6259	6297	6292	5991	5316	5536
Chhattisgarh																	
Goa	130	130	130	129	129	129	140	144	140	116	132	139	141	121	118	126	127
Gujarat	8453	8438	8394	8361	8381	8331	8300	7546	8003	7625	5884	7744	7777	7670	7622	7776	7585
Haryana	2659	2544	1731	2154	2371	1747	2093	2007	1923	1750	803	1938	1397	1682	1230	1380	1300
Himachal Pradesh	779	779	786	791	788	799	806	819	804	812	802	812	795	817	807	799	804
Jammu and Kashmir	569	585	578	582	582	598	598	612	607	621	635	602	627	629	636	637	636
Jharkhand																	
Karnataka	9337	9415	9423	8984	9427	9358	9531	9559	9134	9574	9950	9213	9535	9160	9559	9610	9461
Kerala	2570	2498	2456	2522	2473	2466		2451	2468	2445	2507	2557	2622	2637	2634	2671	2629
Madhya Pradesh	19271	19334	18598	18949	19246	19471	19761	19301	19927	18757	19257	18923	18710	19449	18332	18889	19300
Maharashtra	17472	17510	17533	17970	17700	17736	18054	17952	18148	17835	17835	17835	17835	18539	16868	17909	18260
Manipur	137	153	155	160	165	109	109	113	110	115	113	116	110	126	118	112	201
Meghalaya	156	174	173	173	151	155	161	164	191	186	191	193	194	193	195	194	194
Mizoram	98	98	98	56	60	68	60	58	62	57	57	60	65	77	88	94	99

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Nagaland	95	96	98	96	96	102	122	137	128	136	137	141	142	151	154	166	154
Odisha	6482	6689	6520	7035	6736	6322	7557	6743	7100	7182	7029	6819	7122	7280	7284	6945	7237
Punjab	1195	1124	836	982	963	767	703	666	644	628	605	561	475	446	406	410	385
Rajasthan	13757	14045	12287	13601	14875	14307	14864	13457	14274	13290	9313	14474	13442	14728	12829	14681	13659
Sikkim	55	55	81		84	93	101	109	106	108	110	117	130	133	114	109	111
Tamil Nadu	4046	3866	3735	3175	3485	3299	3696	3582	3579	3664	3784	3578	3778	3739	3719	3682	3614
Tripura	356	355	311	347	384	393	385	376	382	365	382	404	375	413	401	380	400
Uttarakhand																	
Uttar Pradesh	13341	13725	12590	13202	13153	12583	12919	12391	12382	11787	10507	11139	10971	10709	9856	9677	9181
West Bengal	6337	5845	5866	6078	5658	5167	5862	5954	6076	6300	6502	5860	5945	6171	6175	6049	6189
Andaman and Nicobar Islands	32	33	33	34	34	34	34	34	42	36	36	37	38	37	37	38	39
Chandigarh				0	4	4	4	4	2	2	2	2	2	1	1	2	2
Dadra and Nagar Haveli	21	20	20	24	24	25	24	24	25	24	23	25	24	25	25	22	23
Daman and Diu	3	3	3	3	4	3	3	4	4								
Delhi	46	54	25	31	31	35	33	35	22	21	9	20	18	24	17	12	12
Lakshadweep	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	4	4
Puducherry	12	12	11	15	9	7	7	7	8	7	6	6	9	11	10	10	10
All India	126152	126496	120376	123833	125447	121796	124130	121832	124170	120646	114065	120575	119768	122538	116561	118857	118341

(Thousand hectares)

States/UTs	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Andhra Pradesh	7598	7739	7628	6977	7533	7277	7629	7208	7022	7586	7532	7366	6741	7282	7090	6797	7359	6975	7382
Arunachal Pradesh	207	208	171	179	176	207	199	205	213	207	206	216	219	218	220	220	222	225	228
Assam	3310	3411	3768	3782	3735	3862	3912	3809	3785	3784	3725	3807	3621	3697	3707	3874	3989	4011	4037
Bihar	5468	5439	5477	5437	5300	5171	3431	3358	3386	3316	3202	3072	3073	3040	2979	2863	2746	2489	2451
Chhattisgarh					0	0	4285	4369	4302	4528	4403	4370	4246	4226	4146	4074	4067	4016	3966
Goa	127	129	129	133	137	137	136	130	124	129	129	132	134	130	129	123	124	123	126
Gujarat	7533	7439	7358	7377	7304	6983	7098	7161	6994	7310	6977	6731	6529	6600	6341	6172	6642	6781	6686
Haryana	1371	1301	1289	1314	1278	906	893	1007	833	1045	991	1058	933	905	956	806	961	809	704
Himachal Pradesh	790	796	789	805	788	778	766	775	759	776	770	758	757	762	754	755	746	746	751
Jammu and Kashmir	626	633	630	637	634	640	666	657	643	656	649	643	668	671	666	665	661	681	675
Jharkhand					0	0	1835	1661	1626	1570	1474	1403	1505	1518	1526	1244	1099	1268	1422
Karnataka	9090	9113	9454	8783	9194	8935	9014	8581	8690	8748	9480	9395	8836	9104	8426	8777	8783	7923	7741

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Kerala	2542	2600	2555	2552	2496	2531	2564	2560	2541	2530	2541	2526	2428	2306	2237	2213	2180	2116	2134
Madhya Pradesh	18618	18862	18894	19428	19197	19116	13586	14145	13447	14012	14010	13729	13570	13849	13943	14249	14624	14289	14164
Maharashtra	18209	18178	18067	17691	17731	17509	17766	17264	17110	18102	18378	18512	18335	18293	18127	18260	18679	17846	17832
Manipur	114	112	145	132	141	161	163	176	158	177	184	174	174	184	185	181	275	297	261
Meghalaya	193	202	207	197	211	216	214	202	209	190	191	193	174	210	265	263	264	259	215
Mizoram	103	100	87	88	90	69	69	73	75	80	78	79	80	86	84	113	109	84	101
Nagaland	156	156	173	190	213	242	259	298	288	266	276	281	300	283	320	401	361	382	396
Odisha	7214	7039	5953	6327	6067	6012	5752	6253	6141	6118	6027	5932	5755	5707	5893	3896	3890	3527	3573
Punjab	374	375	355	346	222	302	277	275	230	185	228	188	195	180	188	161	159	134	126
Rajasthan	14565	13311	13950	15649	14592	12352	13096	14054	7945	15271	13969	13881	13576	14120	14861	14436	17680	15602	14498
Sikkim	123	125	120	119	97	98	106	111	107	110	112	105	105	101	100	124	131	118	124
Tamil Nadu	3438	3085	3110	3039	2992	2934	2848	2814	2569	2837	2802	2636	2534	2563	2431	2333	2405	2371	2148
Tripura	397	369	271	262	260	239	197	175	176	175	174	179	176	175	167	169	227	241	240
Uttarakhand					0	0	688	683	679	675	685	663	656	633	623	600	608	577	570
Uttar Pradesh	8915	8821	8662	8722	8465	8251	7614	7227	6519	6901	6585	6337	6197	6178	5859	6086	5989	6038	5630
West Bengal	6227	6482	4131	4084	4063	4188	4028	4353	4199	4275	4184	4032	4053	4082	4150	4005	3638	3916	3573

Andaman and Nicobar Islands	39	49	49	13	13	14	15	15	15	15	14	14	14	16	16	16	19	18	24
Chandigarh	2	2	2	2	2	1	1	1	2	1	1	1	1	1	1	1	1	1	1
Dadra and Nagar Haveli	22	22	23	22	22	23	23	22	23	23	22	20	21	19	19	16	15	18	17
Daman and Diu	4	4	4	5	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3
Delhi	18	3	12	13	12	12	11	13	13	14	13	12	12	12	12	12	12	9	16
Lakshadweep	4	4	3	3	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3
Puducherry	10	10	10	10	9	9	9	5	5	6	7	7	8	8	6	5	6	6	5
ALL INDIA	117407	116119	113477	114317	112980	109180	109154	109643	100834	111619	110025	108457	105628	107164	106432	103918	108676	103902	101824

Statement-III

State-wise and Category-wise details of Projects Reported Ongoing at the end of XI Five Year Plan

Sl. No.	State	Number of Projects
1.	Andhra Pradesh and Telengana	42
2.	Assam	3
3.	Bihar	13
4.	Chhattisgarh	7
5.	Goa	1
6.	Gujarat	18
7.	Haryana	3
8.	Jharkhand	14
9.	Karnataka	22
10.	Kerala	4
11.	Madhya Pradesh	30
12.	Maharashtra	124
13.	Manipur	2
14.	Odisha	29
15.	Punjab	3
16.	Uttar Pradesh	9
17.	West Bengal	2
	TOTAL	326

Rejuvenation of Ganga

1910. SHRI AHMED PATEL: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) how much money has been spent on cleaning of the Ganga;

(b) what is the progress of cleaning up the Ganga and by when this project would be completed;

(c) whether the Ministry of Environment, Forest and Climate Change has argued for the construction of six hydel projects on the upper Ganga; and

(d) what impact this would have on the Ganga rejuvenation drive of the Central Government?

THE MINISTER OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SUSHRI UMA BHARATI): (a) and (b) Pollution abatement of rivers is a continuous and ongoing process. Cleaning of Ganga was initiated in 1985 under Ganga Action Plan (GAP) and later GAP Phase-ll was initiated in 1993. Various pollution abatement schemes including interception & diversion of sewage and setting up of sewage treatment plants were taken up under the GAP.

The Central Government set up the 'National Ganga River Basin Authority' (NGRBA) in 2009 as an empowered planning, financing, monitoring and coordinating authority for the Ganga River, to ensure effective abatement of pollution and conservation of the river Ganga by adopting a holistic approach with the river basin as the unit of planning. Under both phases of GAP, a total of 575 schemes have been sanctioned for undertaking pollution abatement activities in the identified polluted stretches of the river Ganga, of which 524 schemes with a capacity to treat pollution load of 1098 million litres per day (mid) have been established (869 mid and 229 mid under GAP-I and II respectively).

Under NGRBA, 96 projects has been sanctioned in 53 towns. These include 58 project related to creation of 808.23 MLD new STP and rehabilitation of 1089.00 MLD and laying / rehabilitation of 3627.15 Km sewernetwork. In addition, there are 25 river Front Development projects which include creation of Ghats, Crematoria, Public and River interface and promenade.

The total expenditure under the GAP Phase - I & II is ₹ 938.57 crore till 31st March, 2013. Under NGRBA, a total expenditure of ₹ 1664.73 crore has been incurred till December 2015 for implementation of schemes under NGRBA.

The pollution abatement schemes under NGRBA are framed with a focus to ensure that no untreated municipal sewage or industrial effluent is discharged into River Ganga by 2020.

(c) and (d) On the directions of Hon'ble Supreme Court, the Ministry constituted an Expert Body in June, 2015 to examine the approvals granted to 6 hydropower projects in the upper reaches of River Ganga in the State of Uttarakhand. The Expert Body also entrusted the task to carry out Cumulative Impact Assessment and Carrying Capacity Study (CIA and CCS) to assess likely cumulative impact of hydropower projects. The Expert Body (EB) submitted its report in October, 2015. MOE and CC has

filed its affidavits in November, 2015 and January, 2016 to Hon'ble Supreme Court mentioning its viewpoint on 6 hydropower projects namely, Alaknanda, Bhyunder Ganga, Khirao Ganga, Lata Tapovan, Kotlibhel 1A and Jelam Tamak hydropower projects along with a copy of the EB report.

The matter is pending in Supreme Court, and Government is in the process of conducting Cumulative Impact Assessment (CIA) in river basins of upper reaches of Ganga.

Ministry of Water Resources, River Development and Ganga Rejuvenation has given its opinion to Ministry of Environment Forest and Climate change (MoEF and CC) about impact of 6 HEPs on Ganga rejuvenation drive in the context of affidavit filed by MoEF and CC on 5/12/2014 in the case of Alaknanda Hydro Electric Power Project *Vs* Anuj Joshi and Ors.

Sharing of Krishna Waters

1911. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether the Telangana Government has complained to the Central Government and the Krishna River Management Board against Andhra Pradesh for sanctioning Rajolibanda Diversion Scheme (RDS) Right Canal;

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

(c) what steps the Central Government is taking to resolve the dispute and to ensure that both Andhra Pradesh and Telangana are not deprived of their rightful share of Krishna waters?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI SANWAR LAL JAT): (a) The Government of Telangana has brought to the notice of Krishna River Management Board (KRMB) *vide* letter dated 30.01.2016 the Order issued by the Government of Andhra Pradesh for taking up Rajolibanda Diversion Scheme (RDS) Right Bank Canal.

(b) Government of Telangana has stated that originally, RDS was contemplated to irrigate 87,500 acres in Telangana region by using 15.90 Thousand million cubic feet (TMC) on left side of river Tungabhadra. However, against 15.90 TMC allocations, actual realization by Telangana is less for various reasons. Taking up of Right Bank

Canal Scheme by Government of Andhra Pradesh will further aggravate the sufferings of the farmers on the left side in Telangana region.

(c) KRMB has forwarded a copy of the letter dated 30.01.2016 from Government of Telangana to Government of Andhra Pradesh for their comments/views. Further, in accordance with the provisions of the Andhra Pradesh Reorganization Act 2014, the term of the Krishna Water Disputes Tribunal-II has been extended for two years *w.e.f.* 1st August 2014 vide Gazette Notification dated 15th May, 2014 for making project specific allocation, if such allocation has not been made by a Tribunal and to determine an operational protocol for project-wise release of water in the event of deficit flows in terms of Section 89 of the Andhra Pradesh Reorganization Act, 2014.

Progress of clean Ganga Mission

1912. SHRI D. KUPENDRA REDDY: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether the clean Ganga Mission has commenced;

(b) if so, the details of work undertaken, so far, and the amount spent thereunder, work-wise;

(c) the year-wise details of targets fixed along with the details of monitoring system thereof; and

(d) whether Government is contemplating to clean other rivers also and if so, the details thereof?

THE MINISTER OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SUSHRI UMA BHARATI): (a) and (b) Cleaning of Ganga was initiated in 1985 under Ganga Action Plan (GAP). Ganga Action Plan (GAP) Phase-I was launched as a centrally funded scheme in 1985 and later GAP Phase-II was initiated in 1993. The Central Government set up the 'National Ganga River Basin Authority' (NGRBA) in 2009 as an empowered planning, financing, monitoring and coordinating authority for the Ganga River, to ensure effective abatement of pollution and conservation of the river Ganga by adopting a holistic approach with the river basin as the unit of planning.

The various types of pollution abatement schemes taken up to clean Ganga may be categorized into core and non-core schemes. Core Schemes include Interception and diversion (I and D) of sewage discharging into the Ganga river and creating treatment

infrastructure to treat the intercepted sewage. Non-Core Schemes include Providing Low Cost Sanitation (LCS) at community and individual levels at identified locations, Installation of Crematoria (electric as well as wood based improved crematoria), River Front Development (RFD) including bathing ghats, Afforestation, protecting bio-diversity and creating Public awareness and participation.

Under both phases of GAP, a total of 575 schemes have been sanctioned for undertaking pollution abatement activities in the identified polluted stretches of the river Ganga, of which 524 schemes with a capacity to treatPollution load of 1098 million litres per day (mid) have been established (869 mid and 229 mid under GAP-I and II respectively).

Under NGRBA, 96 projects has been sanctioned in 53 towns. These include 58 projects related to creation of 808.23 MLD new STP and rehabilitation of 1089.00 MLD and laying / rehabilitation of 3627.15 Km sewer network. In addition, there are 25 river Front Development projects which include creation of Ghats, Crematoria, Public and River interface and promenade.

The total expenditure under the GAP Phase - I & II is ₹ 938.57 crore till 31st March, 2013. Under NGRBA, a total expenditure of ₹ 1664.73 crore has been incurred till December 2015 for implementation of schemes under NGRBA.

(c) and (d) The objective of the Namami Gange Programme is to improve the quality of water of river Ganga by the year 2020. The approach is to ensure that no untreated waste water enters the river. Central Pollution Control Board (CPCB) monitors the quality of water at 57 monitoring stations along the river Ganga regularly. A proposal for installing 113 Real-time monitoring stations is under implementation. Tenders have been issued for supply of 36 real time monitors in the first phase.

Conservation of rivers is a continuous and ongoing process. Cleaning of river Ganga and its tributaries is being undertaken by Ministry of Water Resources, River Development and Ganga Rejuvenation (MOWR, RD and GR) under Namami Gange programme while Ministry of Environment, FOREST and Climate Change (MoEF and CC) has been supplementing the efforts of the State Governments in abatement of pollution in identified stretches of various rivers under the National River Conservation Plan (NRCP).

PPP model in implementation of Namami Gange programme

†1913. SHRI RAJKUMAR DHOOT :

SHRI PRABHAT JHA:

Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether the Public Private Partnership (PPP) model has been adopted for implementation of the 'Namami Gange' programme;

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

(c) whether one of the main objectives behind adopting the PPP model is to make waste water useful and to create a market for it; and

(d) if so, the details thereof?

THE MINISTER OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SUSHRI UMA BHARATI): (a) to (d) Yes, Sir. The Government has decided to setup a Special Purpose Vehicle (SPV) for taking up infrastructure projects through a hybrid annuity model, under the Namami Gange Programme. It is envisaged that the SPV will plan, structure, identify suitable concessionaires, monitor implementation of PPP projects and develop market for treated waste water through appropriate policy advocacy. The SPV is proposed to be centrally owned, adequately represented by the States in its governance and established under Indian Companies Act 2013. The SPV will focus on taking up PPP based projects in the areas of waste-water treatment, to leverage private sector managerial and technical expertise as well as funds for the Namami Gange Programme.

The entire process of project identification, prioritization, detailed project preparation, appointment of transaction advisers, running the bid process for procuring the private operator and responsibilities related to development of market for sale of treated water as may be necessary will be carried out by the SPV.

Declaration of Bargi diversion project as National Project

†1914. SHRI DIGVIJAYA SINGH: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether the high-powered steering committee of the Ministry has recommended that the Bargi Diversion project in Madhya Pradesh be declared a National Project and if so, the present status thereof; and

†Original notice of the question was received in Hindi.

(b) by when it would be declared a National Project?

THE MINISTER OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SUSHRI UMA BHARATI): (a) and (b) For considering Bargi Diversion Project as a National Project, a team was constituted, which has submitted its report. As per the report, Bargi Diversion Project does not fulfil the criteria for consideration as a National Project. The balance irrigation potential to be created by this project is less than 2 lakh ha., therefore, this project was not found fit for inclusion under the Scheme of National Projects.

Functioning and maintenance of water recharging structure

1915. SHRI K.K. RAGESH : Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) how many water recharging structures have been made with the support of Government during the last five years; and

(b) whether Government has any mechanism to monitor the functioning and maintenance of the aforesaid water recharging structures?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI SANWAR LAL JAT): (a) and (b) Central Ground Water Board (CGWB) had undertaken a component of Demonstrative Rain Water Harvesting and Artificial Recharge Project during XI Plan in priority areas. The project aimed at facilitating State Governments for replicating recharge projects in similar hydro geological environments. The component has been discontinued during the XII Plan period. However, funds are being released for spill over projects during XII Plan. State-wise and year-wise details of recharge structures constructed are given in the Statement-I (*See* below).

According to the information provided by Ministry of Rural Development, State/UT-wise and year-wise number of water conservation and water harvesting structures constructed under Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) is given in the Statement-II (*See* below). As per Para-4(1) of Schedule-I of MGNREGA, renovation of traditional water bodies including desilting of irrigation tanks and other water bodies and maintenance of rural public assets created under the Act; is permitted under MGNREGA. After the structures have been constructed, monitoring of the functioning and maintenance of the recharge structures constructed under Demonstrative Rain Water Harvesting and Artificial Recharge Projects is undertaken by the concerned State Government.

Statement-I

Number of Artificial Recharge structures constructed under Demonstrative Artificial Recharge Projects during the period 2010-2015.

Sl. No.	States/UTs	2010-11	2011-12	2012-13	2013-14	2014-15
1.	Andhra Pradesh	21	6	0	0	
2.	Arunachal Pradesh	6	10	38	16	
3.	Bihar	0	0	0	9	
4.	Chandigarh	0	0	35	0	19
5.	Chhattisgarh	0	0	0	15	4
6.	Delhi	0	0	0	10	
7.	Gujarat	0	21	79	0	
8.	Himachal Pradesh	0	0	1	1	2
9.	Jammu and Kashmir	0	0	1	1	
10.	Jharkhand	0	0	0	69	
11.	Karnataka	65	35	57	35	
12.	Kerala	57	0	4	0	
13.	Madhya Pradesh	0	15	13	4	2
14.	Maharashtra	44	1	4	0	
15.	Nagaland	0	0	30	34	
16.	Odisha	0	0	0	40	3
17.	Punjab	0	0	0	0	15
18.	Rajasthan	0	0	6	14	2
19.	Tamil Nadu	31	56	0	0	
20.	Telangana	0	53	13	22	
21.	Uttar Pradesh	28	0	83	33	1
22.	West Bengal	1	0	2	7	
	TOTAL	253	197	366	310	48

Statement-II

Number of Water Conservation and Water Harvesting Structures constructed under MGNREGA

Sl. No.	States	2012-13 Water Conservation and Water Harvesting	2013-14 Water Conservation and Water Harvesting	2014-15 Water Conservation and Water Harvesting	2015-16 as on 07/03/2016 Water Conservation and Water Harvesting
1	2	3	4	5	6
1.	Andaman and Nicobar	188	195	147	137
2.	Andhra Pradesh	1400195	314563	94041	167545
3.	Arunachal Pradesh	94	131	139	178
4.	Assam	3215	2401	2827	3582
5.	Bihar	19836	18040	12037	14955
6.	Chhattisgarh	24559	22811	20606	33325
7.	Goa	21	35	41	40
8.	Gujarat	16846	10803	10238	11940
9.	Haryana	2504	2067	1550	971
10.	Himachal Pradesh	24165	24201	18800	14852
11.	Jammu and Kashmir	10795	10858	9983	12224
12.	Jharkhand	117210	70786	55983	45601
13.	Karnataka	55336	66694	46153	56722
14.	Kerala	35624	55064	65008	62032
15.	Lakshadweep	49	40	42	39
16.	Madhya Pradesh	162200	96225	65350	52189
17.	Maharashtra	96070	74227	72482	77607
18.	Manipur	1672	1333	1586	1835
19.	Meghalaya	2339	2577	2533	2932
20.	Mizoram	467	382	535	497
21.	Nagaland	818	638	425	880

1	2	3	4	5	6
22.	Odisha	40952	34923	23896	21751
23.	Puducherry	NR	2	26	26
24.	Punjab	230	250	273	343
25.	Rajasthan	56931	40211	38439	40097
26.	Sikkim	347	391	480	517
27.	Tamil Nadu	24612	20369	19782	14440
28.	Telangana	179261	196450		
29.	Tripura	13683	16684	22798	12930
30.	Uttar Pradesh	64605	54499	50499	88122
31.	Uttarakhand	8203	4186	3992	5574
32.	West Bengal	82860	86950	92873	103268
	TOTAL	2266626	1032536	912825	1043601

Per capita availability of water

1916. SHRI RAM KUMAR KASHYAP : Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) the details of plans/schemes formulated and implemented to conserve water together with the present status of those plans/schemes;

(b) whether India has 18 per cent of the world's population but has only 4 per cent of I total usable water resources;

(c) whether annual per capita availability of water is decreasing drastically and if so, the details thereof;

(d) whether 90 per cent of waste water discharged in rivers fails to meet environmental norms and 65 per cent rainwater runoff goes into the sea and if so, the steps taken to check the wastage of water; and

(e) the measures taken for making water conservation a national obsession?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI SANWAR LAL JAT): (a) Several steps for augmentation, conservation and efficient management to ensure sustainability of water resources are undertaken by the respective State Governments. In order to

supplement the efforts of the State Governments, Central Government provides technical and financial assistance to State Governments through various schemes and programmes.

Some of the important schemes presently being implemented under Ministry of Water Resources, River Development and Ganga Rejuvenation for conservation, development and improved management of water resources are Accelerated Irrigation Benefits Programme (AIBP), Repair Renovation and Restoration (RRR) of Water Bodies, Command Area Development and Water Management (CAD and WM) Programme, Flood Management Programme, Information Education and Communication (IEC), Development of Water Resources Information System (DWRIS) etc.

(b) India has more than 18 per cent of the world's population but only 4% of the world's renewable water resources.

(c) The average annual per capita water availability in the country as a whole is reducing progressively due to increase in population. The average annual per capita availability of water in the country, taking into consideration the population of the country as per the 2001 census, was 1816 cubic meters which decreased to 1545 cubic meters in 2011.

(d) As per different Reports/Studies, flow of large quantities of municipal waste water and untreated industrial waste water into several rivers leads to water pollution in those rivers. The average annual water availability in the country has been assessed as 1869 billion cubic meters (BCM). It has been estimated in the year 2009 by Central Water Commission (CWC) that about 450 BCM of surface water is being utilized for various purposes. Further, Central Ground Water Board (CGWB) has assessed in the year 2011 that about 245 BCM of ground water is being utilized for various purposes. The rest of the water could be considered to be flowing down to sea.

(e) The National Water Policy, 2012 has been formulated, which has made several recommendations for conservation, development and improved management of water resources. The Policy has inter-alia recommended that an awareness of water as a scarce resource should be fostered.

Central Government has launched the National Water Mission with the objective of 'conservation of water, minimizing wastage and ensuring its more equitable distribution both across and within States through integrated water resources development and management'. One of the Goals of National Water Mission is 'promotion of citizen and state action for water conservation, augmentation and preservation'.

Jal Kranti Abhiyan has been launched during the year 2015-16 in order to consolidate water conservation and management in the country through a holistic and integrated approach involving all stakeholders, making it a mass movement.

Under the IEC Scheme of this Ministry, awareness among masses for water conservation and management is created through participation in Fairs/Exhibitions, Electronic Media Campaign, and Organization of Workshops/Seminars/Conferences/ Painting Competitions etc.

Pollution in Yamuna river

1917. SHRI KIRANMAY NANDA: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) the quantum of funds earmarked by the Ministry to reduce the pollution in Yamuna river during the last two years;

(b) the details of amount spent during that period;

(c) whether Government is satisfied with the results achieved, so far; and

(d) if not, the steps taken by Government in this regard?

THE MINISTER OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SUSHRI UMA BHARATI): (a) and (b) The details of amount released by the Government towards pollution abatement schemes in Yamuna river is given below:

Name of Project	Year	Amount released (₹ crore)
Sewerage and STP works in Panipat and Sonepat	2013-2014	10.0
	2014-2015	10.46
	2015-2016	30.0
	2013-2014	5.0
YAP III (JICA assisted)	2014-2015	-
	2015-2016	4.96

(c) Cleaning of rivers is an ongoing process. Implementation of past projects for pollution abatement in river Yamuna (YAP-I & II) has not yielded desired results. The water quality of river Yamuna has not shown the desired improvement due to a

large gap between sewage generation and availability of sewage treatment capacity and lack of adequate freshwater in the river.

(d) The Hon'ble National Green Tribunal (NGT) has directed to take up pollution abatement works on the Najafgarh drain on a priority in Phase-I of "Maily Se Nirmal Yamuna-Revitalization Plan", 2017. Following this, Delhi Jal Board has submitted three DPRs at an estimated cost of Rs. 1388.23 crore for construction of STPs. The DPRs have been appraised.

Uttar Pradesh Jal Nigam has also submitted two DPRs for the twin cities Mathura and Vrindavan at an estimated cost of Rs. 185.21 crore and Rs. 35.01 crore respectively. Both these DPRs are in the process of appraisal.

Status of ground water aquifers

1918. SHRI K.K. RAGESH: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) the status of ground water aquifers of the country, State-wise; and

(b) the details of districts whether ground water has fallen to the most alarming levels?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI SANWAR LAL JAT): (a) Aquifer is a sub-surface body which contains / carry water. At present, Central Ground Water Board (CGWB) and State Ground Water Organizations jointly assess replenishable ground water resources of the Country periodically with block/taluka/firka as an assessment unit. As per the latest assessment (as on March 2011), the total annual replenishable ground water resource in the Country is around 433 Billion Cubic Metres (BCM) and net annual ground water availability is 398 BCM. The stage of ground water development/utilization in the Country has been assessed as 62%. As per the latest assessment (Year-2011) of Dynamic Ground Water Resources, out of 6607 assessment units (Blocks/ Mandals/ Talukas/ Firkas/ Districts) in the Country, 1071 units falling in 16 States and 2 UTs have been categorized as 'Over-Exploited'. In addition, 217 assessment units are 'Critical' and 697 are 'Semi-Critical' on the basis of declining ground water level and stage of ground water development/utilization. State/UT-wise details are given in the Statement-I (See below).

(b) Districts or part thereof in various States showing decline of more than 4 meter during 10 years (2005-2014) are given in the Statement-II (*See* below).

Statement-I

State-wise Ground Water Resources Utilization (As on March, 2011)

Sl. No.	States/Union Territories	Stage of Ground Water Development/ Utilization (%)	Total No. of Assessed Units No.	Over-Exploited No.
1	2	3	4	5
1.	Andhra Pradesh	37	662	41
2.	Telangana	54.8	448	42
3.	Arunachal Pradesh	0.08	11	0
4.	Assam	14	27	0
5.	Bihar	44	533	0
6.	Chhattisgarh	35	146	1
7.	Delhi	137	27	18
8.	Goa	28	20	0
9.	Gujarat	67	223	24
10.	Haryana	133	116	71
11.	Himachal Pradesh	71	8	1
12.	Jammu and Kashmir	21	14	0
13.	Jharkhand	32	210	6
14.	Karnataka	64	270	63
15.	Kerala	47	152	1
16.	Madhya Pradesh	57	313	24
17.	Maharashtra	53	353	10
18.	Manipur	1.02	8	0
19.	Meghalaya	0.08	7	0
20.	Mizoram	3.52	22	0
21.	Nagaland	6.13	8	0
22.	Odisha	28	314	0
23.	Punjab	172	138	110

1	2	3	4	5
24.	Rajasthan	137	243	172
25.	Sikkim	26	4	0
26.	Tamil Nadu	77	1129	374
27.	Tripura	7	39	0
28.	Uttar Pradesh	74	820	111
29.	Uttarakhand	57	18	0
30.	West Bengal	40	271	0
	Total (States)	62	6554	1069
	Union Territories			
1.	Andaman and Nicobar	4.44	36	0
2.	Chandigarh	0	1	0
3.	Dadra and Nagar Haveli	22	1	0
4.	Daman and Diu	97	2	1
5.	Lakshadweep	67	9	0
6.	Puducherry	90	4	1
	Total (UTs)	36	53	2
	Grand Total	62	6607	1071

Statement-II

Names of Districts (in parts) showing decline of more than 4 meters in the last 10 years (2005-2014)

Sl. No.	Name of State	Name of Districts(in parts) showing decline of more than 4 meters in the last 10 years (2005-2014)
1	2	3
1.	Andhra Pradesh	Anantpur, Chittor, Cuddapah, Kurnool, Nellore
2.	Assam	Goalpara, KarbiAnglong, Marigaon
3.	Bihar	Banka, Gaya, Jamui, Lakhisarai,
4.	Chhattisgarh	Bilaspur, Dhamtari, JanjgirChampa, Kawardha, Koriya, Rajnandgaon

1	2	3
5.	Delhi	East, New Delhi, North East, North West, South, South West, West
6.	Gujarat	Ahmedabad, Amreli, Banaskantha, Bharuch, Bhavnagar, Jamnagar, Junagarh, Kachchh, Panchmahal, Porbandar, Rajkot, Sabarkantha, Surendranagar
7.	Haryana	Bhiwani, Faridabad, Fatehabad, Gurgaon, Jind, Kaithal, Karnal, Kurukshetra, Mahendragarh, Panipat, Rewari, Sonepat.
8.	Jharkhand	Dumka, Gumla, Pachim Singbhum
9.	Karnataka	Bagalkot, Bangalore Rural, Bangalore Urban, Bidar, Gadag, Kolar, Mysore, Shimoga
10.	Madhya Pradesh	Agar Malwa, Bhind, Chhatarpur, Dewas, Dhar, Gwalior, Harda, Hoshangabad, Indore, Mandsaur, Morena, Neemuch, Ratlam, Shivpuri, Ujjain
11.	Maharashtra	Ahmednagar, Akola, Aurangabad, Beed, Buldana, Jalgaon, Jalna, Latur, Nanded, Osmanabad, Parbhani, Ratnagiri, Sindudurg, Wardha
12.	Punjab	Bhatinda, Fatehgarh, Rupnagar, Sangrur
13.	Rajasthan	Alwar, Banswara, Barmer, Bharatpur, Bikaner, Dausa, Dhaulpur, Jaipur, Jaisalmer, Jalore, Jhunjhunu, Jodhpur, Karauli, Sikar, Sirohi
14.	Tamil Nadu	Cuddalaore, Dharmapuri, Erode, Namakkal, Perumbalur, Salem, Thiruvannamalai, Trichy, Vellore, Virudhnagar
15.	Telangana	Adilabad, Karimnagar, Mahbubnagar, Medak, Nalgonda, Nizamabad, Ranga Reddy, Warangal
16.	Uttarakhand	Dehradun, Udham Singh Nagar
17.	Uttar Pradesh	Banda, Hamirpur, Lucknow
18.	West Bengal	East Medinipur, Murshidabad, South 24 Paraganas

Alternative for construction of Pancheshwar Dam

†1919. SHRI MAHENDRA SINGH MAHRA: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government keeps the option of building dam at any other place in the district in case of unforeseen circumstances emerging in the construction of dam at Pancheshwar with Nepal;

(b) if so, the names of that place and river where it may be possible to construct the dam; and

(c) whether Government considers that place a safe option?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI SANWAR LAL JAT): (a) to (c) No, Sir. In view of the bilateral understanding between India and Nepal about the construction of Pancheshwar Multipurpose Project and setting up of Pancheshwar Development Authority in September, 2014 for finalization of DPR and implementation of the project, the option of building dam at any other place in the district has not been explored.

The House then adjourned for lunch at one of the clock.

The House reassembled after lunch at one minute past two of the clock.

MR. DEPUTY CHAIRMAN *in the Chair.*

RE. DEMAND FOR DISCUSSION ON VARIOUS BILLS

MR. DEPUTY CHAIRMAN: Now, further discussion on the Budget (Railways) 2016-17 and the Appropriation (Railways) Vote on Account Bill, 2016. ...*(Interruptions)*...

अल्पसंख्यक कार्य मंत्रालय में राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री मुख्तार अब्बास नक़वी): सर, The Enemy Property (Amendment and Validation Bill) 2016, जो कि ऑर्डिनेंस है, वह लैप्स होने वाला है। इस संबंध में supplementary list of business सर्कुलेट किया गया है। ऑनरेबल होम मिनिस्टर साहब यहां पर हैं। हमारा यह अनुरोध है कि इसको एक घंटे में पारित कर लिया जाए और उसके बाद रेलवे बजट पर डिस्कशन शुरू किया जाए। ...(व्यवधान)...

MR. DEPUTY CHAIRMAN: Now?

SHRI MUKHTAR ABBAS NAQVI: Yes, Sir, now. After that, take up the Railways.

...*(Interruptions)*...

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†Original notice of the question was received in Hindi.

श्री नरेश अग्रवाल (उत्तर प्रदेश): सर, यह प्रक्रिया गलत है। इसमें हम लोग अपना अमेंडमेंट कब देंगे? ...(**व्यवधान**)... सर, यह सेलेक्ट कमेटी में जाना चाहिए। ...(**व्यवधान**)...

THE LEADER OF THE OPPOSITION (SHRI GHULAM NABI AZAD): Sir, we are not for this. ...*(Interruptions)*... हमने कमेटी में बता दिया है ...(**व्यवधान**)... विपक्ष के जितने भी साथी हैं, सभी ने इकट्ठे बता दिया है कि रेल बजट पर डिस्कशन में कोई कटौती नहीं होगी, जनरल बजट पर डिस्कशन में कोई कटौती नहीं होगी। अगर आपको और बिल्स लाने हैं, तो आप दो दिन बढ़ा सकते हैं। सर, मैं यहां स्पष्ट करना चाहता हूं कि सरकार की यह भी कोशिश है कि आधार बिल को यहां न लाएं, ताकि वह अपने आप से कानून बन जाए। डिप्टी चेयरमैन साहब, मैं रिक्वेस्ट करूंगा कि ये आधार बिल परसों के लिए रखें, चाहे इस पर एक ही घंटा डिस्कशन हो, लेकिन हम उसको बिना डिस्कशन किए हुए पास नहीं होने देना चाहते हैं। उसके साथ-साथ रेल बजट और जनरल बजट पर डिस्कशनकेसमयमेंकोई compromise नहींहोगा।चूंकिहमारेपाससमयनहींहै,इसलिएइसतरह से बीच में दूसरा बिजनेस लाना ठीक नहीं है। ...(**व्यवधान**)...

†[قائد حزب اختلاف (جناب غلام نبی آزاد) : سر، وی آئر ناٹ فار دِس —(مداخلت)—ہم نے کمیٹی میں بتادیا ہے—(مداخلت)— ویکش کے جتنے بھی ساتھی ہیں، سبھی نے اکٹھے بتادیا ہے کہ ریل بجٹ پر ڈِسکشن میں کوئی کٹوتی نہیں ہوگی، جنرل بجٹ پر ڈسکشن میں کوئی کٹوتی نہیں ہوگی- اگر آپ کو اور بل لانے ہیں، تو آپ دو دن بڑھاسکتے ہیں- سر، میں یہاں واضح کرنا چاہتا ہوں کہ سرکار کی یہ بھی کوشش ہے کہ آدھار بل کو یہاں نہ لائیں، تاکہ وہ اپنے آپ سے قانون بن جائے- ڈپٹی چیئرمین صاحب، میں ریکویسٹ کرونگا کہ یہ آدھار بل پرسوں کے لیے رکھیں، چاہے اس پر ایک ہی گھنٹہ ڈسکشن ہو، لیکن ہم اس کو بغیر ڈسکشن کیے ہوئے پاس نہیں ہونے دینا چاہتے ہیں- اس کے ساتھ ساتھ ریل بجٹ اور جنرل بجٹ پر ڈِسکشن کے وقت میں کوئی کمپرومائز نہیں ہوگا- چونکہ ہمارے پاس وقت نہیں ہے، اس لیے اس طرح سے بیچ میں دوسرا بزنس لانا ٹھیک نہیں

श्री नरेश अग्रवाल: सर, यह एडिशनल बिजनेस है। ...(**व्यवधान**)... यह प्रक्रिया गलत है। ...(**व्यवधान**)... ऐसे में हमें अमेंडमेंट देने का समय कब मिलेगा? ...(**व्यवधान**)... हम अमेंडमेंट कब देंगे? ...(**व्यवधान**)...

श्री मुख्तार अब्बास नक़वी: सर, यह कोई एडिशनल मुद्दा नहीं है। ...(**व्यवधान**)... हम रेल बजट भी डिस्कस कर रहे हैं, हम जनरल बजट पर भी डिस्कशन करेंगे और जो आधार बिल की बात है, वह मनी बिल है और आधार बिल लोक सभा से पास होने के बाद राज्य सभा में रिपोर्ट हो चुका है। चूंकि यह राज्य सभा में रिपोर्ट हो चुका है, इसलिए आप जब चाहेंगे, इन तीन दिनों के बीच में हम उस आधार बिल पर भी डिस्कशन करेंगे। ...(**व्यवधान**)... हमारी रिक्वेस्ट यह है कि इस बिल को किसी भी रूप में communal angle से न देखा जाए, क्योंकि इससे लाखों लोग जुड़े हुए हैं और इसलिए इसके पूरे तथ्यों को समझने की जरूरत है। ...(**व्यवधान**)... जब ऑनरेबल होम मिनिस्टर इस पर बताएंगे, तब आप पूरे तथ्यों को समझेंगे और आपको इसका अहसास होगा कि यह किस लिए जरूरी है? ...(**व्यवधान**)...

†Transliteration in Urdu script.

श्री नरेश अग्रवालः सर, माननीय संसदीय कार्य राज्य मंत्री जी ने कुछ शब्द कहे हैं कि हम लोग इसको communal नज़रिए से देख रहे हैं, मेरा यह अनुरोध है कि आप इस शब्द को निकलवा दीजिए। यह शब्द संसदीय नहीं है। हम कौन-से communal नज़रिए से देख रहे हैं? हम कोई communal नज़रिए से नहीं देख रहे हैं। **...(व्यवधान)...**

SHRI D. RAJA(Tamil Nadu): Sir, as we agreed, we should discuss the Rail Budget. ...*(Interruptions)*... This Bill should be referred to the Select Committee. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: I heard you. ...*(Interruptions)*... Now, you take your seat. ...*(Interruptions)*... I heard all of you. ...*(Interruptions)*... Now, Shri Sukhendu Sekhar Roy. ...*(Interruptions)*...

SHRI D. RAJA: Mr. Deputy Chairman, Sir, as we agreed, let us take up the Railway Budget.

MR. DEPUTY CHAIRMAN: Okay; Shri Sukhendu Sekhar Roy.

SHRI D. RAJA: This is Budget Session of the Parliament. Priorty should be given to the Railway Budget and the General Budget. This Bill cannot be taken up. It should be referred to....

MR. DEPUTY CHAIRMAN: Okay, I heard it.

SHRI SUKHENDU SEKHAR ROY(West Bengal): Sir, it appears from the Supplementary List of Business that the Enemy Property (Amendment and Validation) Bill, 2016, shall be taken up immediately after the disposal of the Whistle Blowers Protection (Amendment) Bill, 2015.

SHRI GHULAM NABI AZAD: Where is the Whistle Blowers Protection (Amendment) Bill, 2015?

SHRI SUKHENDU SEKHAR ROY: Although it is listed, amongst the political parties, unanimity was that only the Railway Budget and the General Budget shall be discussed and no other Bill shall be taken up because there is no time.

SOME HON. MEMBERS: Yes, yes.

MR. DEPUTY CHAIRMAN: Okay.

SHRI SUKHENDU SEKHAR ROY: But, in-between, the Whistle Blower Bill, then, the Enemy Property Bill, then, other Bill Public Premises (Eviction of Unauthorised Occupants) Act, an amendment have come.

MR. DEPUTY CHAIRMAN: Okay, I have got your point.

SHRI SUKHENDU SEKHAR ROY: So, there are many Bills. And where will be the time to give amendments?

MR. DEPUTY CHAIRMAN: Okay. All right. I agree. There is a valid point which you have raised. I agree with you. So, I understand the urgency of the Bill, but we have already taken a decision in the morning, in the Leaders' meeting also, that we will continue with the discussion on the Railway Budget. Let us go by that and you can bring the Bill afterwards.

SHRI MUKHTAR ABBAS NAQVI: Okay; after this.

MR. DEPUTY CHAIRMAN: Now, let us dispose of the Railway Budget. I think, informally and even formally, there was a suggestion from the Members that if the Government wants, Members are in agreement for extending the House for passing the Bills; that aspect also the Government can examine, if they want. Okay.

SHRI GHULAM NABI AZAD: Sir, I would like to put on record, this is for the first time that the Opposition wants to pass the Bills and extend the Session by two days, but it is the Government who is not coming forward!

MR. DEPUTY CHAIRMAN: No, no; the Government has not said anything.

SHRI MUKHTAR ABBAS NAQVI: They are coming forward. सर, इन्होंने कल सज़ेशन दिया था। केवल ऑनरेबल लीडर ऑफ दि अपोज़ीशन का सज़ेशन था। ...(**व्यवधान**)...

श्री नरेश अग्रवालः सर, ऐसा नहीं है। ...(**व्यवधान**)...

श्री मुख्तार अब्बास नक़वीः सर, एक मिनट। सर, डिफरेंट पोलिटिकल पार्टीज़ से अलग-अलग बात की गई है। डिफरेंट पोलिटिकल पार्टीज़ ने उस सजेशन से सहमति व्यक्त नहीं की है, लेकिन जो सजेशन दिया गया है, उस पर हम अभी भी बात कर रहे हैं। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Yes. Okay. Now, I think we are already discussing the Railway Budget, but if Shri Suresh Prabhu can move the other two Appropriation Bills also, it can be included in the discussion, so that finally, we can take it up together. So, you just move it.

***THE BUDGET (RAILWAYS), 2016-17**

***GOVERNMENT BILLS**

The Appropriation (Railways) Vote on Account Bill, 2016

And

The Appropriation (Railways) Bill, 2016

THE MINISTER OF RAILWAYS (SHRI SURESH PRABHU): Sir, I beg to move:

> "That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2016-17 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

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*Discussed together.

SHRI SURESH PRABHU: Sir, I also beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2015-16 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

The questions were proposed.

MR. DEPUTY CHAIRMAN: So, in the discussion of the Railway Budget, you can include all the points regarding these Bills also. Now, Shrimati Bimla Kashyap Sood. Your time is 10 minutes, as per your party allocation.

श्रीमती बिमला कश्यप सूद (हिमाचल प्रदेश): उपसभापति महोदय, मैं आपकी बहुत आभारी हूं कि आपने मुझे रेल बजट पर बोलने का मौका दिया। भारतीय रेल भारतीय नदियों की तरह 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।

महोदय, रेल बजट में आम आदमी दो ही चीज़ें देखता है - किराया और सुविधाएं। इस लिहाज़ से आम आदमी खुश हो सकता है कि इस बजट में किराया-भाड़ा नहीं बढ़ाया गया है और तमाम तरह की सुविधाएं देने का भी वादा किया गया है। मैं रेल मंत्री जी को बधाई देना चाहूंगी, जिन्होंने बुजुर्गों और महिलाओं का विशेष ध्यान रखा है। उन्होंने हर श्रेणी में बुजुर्गों के लिए 120 बर्थ का आरक्षण तथा महिलाओं के लिए 33 प्रतिशत आरक्षण और बर्थ रिज़र्व करने की घोषणा की है। रेलवे स्टेशन पर 2,500 वॉटर वेंडिंग मशीनें लगायी हैं, ताकि यात्रियों को स्वच्छ पानी पीने को मिल सके। सामान्य श्रेणी के सवारी डिब्बों में मोबाइल चार्जिंग प्वाइंट्स दिए हैं क्योंकि मोबाइल की चार्जिंग अगर समाप्त हो जाती है, तो व्यक्ति अधरा-सा हो जाता है।

सभी नए गैर-वातानुकूलित सवारी डिब्बों में कूड़ेदान उपलब्ध करवाए गए हैं क्योंकि मोदी सरकार का लक्ष्य 'स्वच्छ भारत, स्वच्छ रेल मिशन' है। इस वित्त वर्ष में रेलगाड़ियों में 17,000 जैव शौचालय और स्टेशनों पर 475 अतिरिक्त शौचालय बनाने का लक्ष्य है। जो नए कम्पार्टमेंट बनेंगे, उसमें जैव शौचालय बनेंगे। उनमें से कुछेक को पूरा भी कर दिया गया है।

दुनिया का सर्वप्रथम जैव निर्यात शौचालय भारतीय रेल द्वारा ही तैयार किया गया है। 74 अतिरिक्त रेलगाड़ियों को ऑन-बोर्ड हाउसकीपिंग सेवा के अंतर्गत डाला गया है। धीरे-धीरे इनकी संख्या बढ़ाकर 1,000 हो जाएगी। स्वच्छ और स्वस्थ बिस्तर उपलब्ध कराने के लिए नयी mechanized laundries को बढ़ाया गया है और चुनिन्दा स्टेशनों पर सभी श्रेणी के यात्रियों के लिए डिस्पोज़ेबल बिस्तर भी उपलब्ध हैं। इसके लिए रेल मंत्री बधाई के पात्र हैं। आधुनिक साज-सज्जा वाले सवारी डिब्बों के साथ एक नयी रेलगाड़ी 'महामना एक्सप्रेस' भी शुरू की गयी है।

उपसभापति महोदय, दिल्ली को प्रदूषण मुक्त करने के लिए सरकार रिंग रोड़ की तरह रिंग रेल को भी पुनर्जीवित करने जा रही है। दिल्ली सरकार के साथ मिलकर 21 स्टेशन रिंग रेल में आएंगे।

पर्यटन को बढ़ावा देने के लिए आस्था सर्किट लिंक को प्रमुख पर्यटन और धार्मिक स्थलों को जोड़ने की घोषणा पिछले बजट में भी की गयी थी। इसी कड़ी में दो रूटों पर टूरिस्ट ट्रेन भी चलायी है। सोलर पावर पर रेल मंत्री ने भरोसा जताकर 1,300 करोड़ रुपए की बचत की है। जो-जो पिछले बजट में घोषणाएं की थीं, रेल मंत्री सुरेश प्रभु उन सभी घोषणाओं को अमली-जामा पहनाने के लिए प्रयासरत हैं। जो डबल डेकर ट्रेन चलाने की घोषणा मंत्री जी ने की है, वह व्यस्त रास्तों पर चलेगी और ट्रेन में जिस कदर भीड़ होती है, उसमें डबल डेकर ट्रेन भीड़ को कम करने में सहायक होगी। इसके लिए भी मैं मंत्री जी को बधाई देती हूं।

कल लागत, कम प्रदूषण और सड़क परिवहन की तुलना में एक तिहाई जगह की जरूरत के कारण रेल भविष्य की तरक्की का इंजन है। हर आदमी तक ट्रेन पहुंचे, इसकी जद्दोजहद में हमारी सरकार और रेल मंत्री प्रयासरत है।

उपसभापति जी, जम्मू एवं कश्मीर में कठिन भूभाग और अनिश्चित भू-विज्ञान के बावजूद उधमपुर, श्रीनगर, बारामूला रेल लिंक परियोजना का कटरा-बनिहाल खंड संतोषजनक प्रगति कर रहा है। 95 किलोमीटर में से 35 किलोमीटर सुरंग कार्य सफलतापूर्वक पूरा हो गया है। सरकार दो इंजन कारखाने लगाने जा रही है। इसके लिए भी मैं प्रधान मंत्री जी और रेल मंत्री जी को शुभकामनाएं देती हूं। इससे लोगों को रोजगार भी मिलेगा और इंजनों की कमी भी दूर होगी। महिला यात्रियों की सुरक्षा के लिए 311 रेलवे स्टेशनों पर सीसीटीवी कैमरे लगाए गए हैं तथा हेल्पलाइन नम्बर 182 भी दिया गया है।

रेल विश्वविद्यालय की महत्वपूर्ण भूमिका को देखते हुए वडोदरा स्थित भारतीय रेल राष्ट्रीय अकादमी को चुना गया है। अगले वित्त वर्ष के दौरान विश्वविद्यालय स्थापित करने के लिए तैयारियां पूरे जोरों पर चल रही हैं।

अब मैं रेल मंत्री जी का ध्यान हिमाचल की ओर लाना चाहती हूं। आपने धार्मिक स्थलों को रेल द्वारा जोड़ने की घोषणा की है। मैं कहना चाहूंगी कि हिमाचल में भी बहुत से स्थान हैं जहां लोग हर वर्ष माता वैष्णों देवी की तरह माथा टेकने जाते हैं जैसे ज्वालामुखी, चिंतपुरणी, कांगड़ा, चामुंडा, बगलामुखी, बाबा ढयोंर सिद्ध आदि। इन स्थानों को भी रेल द्वारा जोड़ना चाहिए। हिमाचल एक पर्यटन स्थल है। वहां लोग गर्मियों में और बर्फ देखने के लिए भी आते हैं। इसलिए वहां मोनो रेल पीपीपी के माध्यम से चलायी जाए। इससे न पहाड़ काटने पड़ेंगे और न ही पेड़। हिमाचल का मुकाबला स्विट्ज़रलैंड से किया जाता है। वहां मोनो रेल टिटलिस के पहाड़ तक जाती है। वैसे ही, अगर हिमाचल में मोनो रेल चलाई जाए, तो वह हिमाचल में किन्नौर तक जा सकती है। इससे पर्यटकों को सुविधा मिलेगी। लोग पैसा खर्च करने से नहीं डरते हैं, इससे उनके समय में बचत होगी।

उपसभापति महोदय, यह बजट आम नागरिक की आकांक्षा का बजट है। रेल में सबसे ज्यादा 14 लाख कर्मचारी हैं। यह रेल परिवार के प्रत्येक सदस्य की अभिलाषा का प्रतिबिन्ब है। मंत्री जी ने नई घोषणएं नहीं की हैं, बल्कि पुरानी घोषणाओं को पूरा करके रेल में सुधार करने का यह बजट है। मैंने एक दिन न्यूजपेपर में पढ़ा कि प्रभु ने रेल में दूध पहुंचाया। मैं बड़ी हैरान हुई कि प्रभु ने रेल में दूध कैसे पहुंचाया? जब मैंने यह खबर डिटेल में पढ़ी, तो मुझे बड़ी खुशी हुई। मैंने पढ़ा कि एक माँ ने ट्वीट किया कि मैं फलां गाड़ी, फलां सीट पर सफर कर रही हूं और मेरे बच्चे को भूख लगी है, मुझे दूध चाहिए। अगले स्टेशन पर जब गाड़ी रुकी, तो उस महिला को दूध उपलब्ध करवा दिया गया। अगर

[श्रीमती बिमला कश्यप सूद]

भारतीय रेल ऐसा कर पाई और ऐसी-ऐसी सुविधाएं यात्रियों को दे पाई, तो इसके लिए मैं रेल मंत्री जी का, रेल विभाग का और अपने प्रधान मंत्री श्री नरेन्द्र मोदी जी का धन्यवाद करती हूं। विकास की ओर गाड़ी चल रही है, परन्तु थोड़ा इंतजार करना पड़ेगा, थोड़ा सब्र करना पड़ेगा, यह मेरा अपोजिशन को भी कहना है, धन्यवाद।

प्रो. राम गोपाल यादव (उत्तर प्रदेश): उपसभापति जी, रेल बजट जो है, वह देश की आम पब्लिक की दृष्टि से बहुत महत्वपूर्ण होता है। यह बहुत महत्वपूर्ण मंत्रालय है। इससे प्रति दिन करोड़ों लोगों का वास्ता पड़ता है। वर्ष 2014-15 की जो इनकी ईयर बुक है, उसके हिसाब से लगभग 82 करोड़ लोगों ने रेल से यात्रा की, इसका मतलब यह हुआ कि रोजाना लगभग 7 करोड़ व्यक्ति रेल से यात्रा करते हैं, जो कि देश की आबादी का छह या सात परसेंट है। यह बहुत महत्वपूर्ण विभाग है। यह अगर जनता को सुविधा देना चाहे, तो बहुत रिलीफ दे सकता है। अच्छी बात यह है कि मंत्री जी ने जो परम्परा चली आ रही है कि जब कोई रेल मंत्री होता था, तब उसकी कोशिश होती थी कि वह कुछ नई रेल लाइनों की घोषणा करे, कुछ नई गाड़ियों की घोषणा करे और अपना राज्य, जहां से वह आता है, वहां के लिए अधिकतम करे। इससे हटकर पुराने अधूरे कार्यों को पूरा करने की कोशिश इस बजट में की गई है, जो एक अच्छी बात है। इसके रिज़ल्ट्स भी आए हैं। मैं इसी सदन में और इस सदन में पिछले 15 वर्षों से तीन रेल लाइनों के लिए हमेशा मांग कर रहा था कि इनके लिए पूरा पैसा नहीं जा रहा है और वे बहुत दिनों से लम्बित हैं, अधूरी पड़ी हुई हैं, वे पूरी नहीं होती हैं। एक रेल लाइन गुना-इटावा थी, उस पर रेल चलनी शुरू हो गई है। एक रेल लाइन आगरा-बटेश्वर-इटावा थी, जिसका शिलान्यास अटल जी ने किया था, उस पर भी अभी गाड़ी चलनी शुरू हो गई है। एक रेल लाइन इटावा-मैनपुरी थी, जिस पर अभी गाड़ी नहीं चली है, लेकिन रेल का इंजन चल गया है। आप उसको भी जल्दी चलवा दीजिएगा। मैंने पिछले 15 साल से पार्लियामेंट के हर रेल बजट की चर्चा में इस मामले को उठाया, क्योंकि 1984-85 से इटावा-गुना माधव राव सिंधिया जी ने शुरू किया था। इसकी शुरूआत बहुत पहले अटल जी ने भी की थी और उसके बाद कलाम साहब ने इटावा-मैनपुरी का शिलान्यास किया था। इन सबको 10-10, 15-15 या 25 साल हो गए हैं। जो आपका अधूरा काम पूरा करने का लक्ष्य था कि हम नए काम शुरू न करके, जो काम अभी पड़ा हुआ है, उसी को पूरा करेंगे, इससे दोहरा लाभ हुआ है। एक तो काम हो गया और दूसरे लाइनें शुरू हो गईं। दूसरे, देर से काम पूरा होने से अधूरे काम की लागत बढ़ जाती है। जितना एस्टिमेट शुरू में होता है, उससे काफी ज्यादा एस्टिमेट बनते-बनते हो जाता है। उसमें भी रिलीफ मिलता है। यह एक अच्छा काम हुआ है। मुझे उम्मीद है कि जहां और रेलवे लाइनें भी पूरी होती हैं, उनको जल्दी पूरा किया जाएगा। मैं यहां एक बात अवश्य कहना चाहूंगा कि उत्तर प्रदेश देश का सबसे बड़ा राज्य है। हालांकि सबसे ज्यादा रेलवे ट्रैक लगभग 15 हजार किलोमीटर उत्तर प्रदेश में हैं, लेकिन अब भी उत्तर प्रदेश का बहुत सारा ऐसा हिस्सा है, जो एक्सप्रैस गाड़ी से नहीं जुड़ा है। यहां अगर आप ट्रेन से जाना चाहें, तो जहां डिस्ट्रिक्ट हैडक्वार्टर्स हैं, आप पहुंच नहीं सकते हैं। जैसे हमारे यहां एटा है। अगर हम बदायूं जाएं और वहां से लखनऊ जाना चाहें, तो बरेली से गाड़ी लेनी पड़ती है और दिल्ली आना चाहें, तो मुरादाबाद से लेनी पड़ती है। यह जो इटावा-मैनपुरी रेल लाइन है,

जब लालू प्रसाद जी रेल मंत्री थे, तब मैंने इसके लिए मांग की थी। जब मैं लोक सभा में था, उन्होंने रेल बजट पर जवाब देते हुए, यह स्पष्ट रूप से घोषणा की थी कि इटावा-मैनपुरी रेल लाइन को बदायूं, सम्भल होते हुए गजरौला से जोड़ दिया जाए, क्योंकि यह पूरा ऐसा इलाका है, जहां कोई रेल लाइन नहीं है। पूरब में माननीय मंत्री सिन्हा साहब हैं, हम लोग बलिया जाते हैं, कुछ एकाध अच्छी गाड़ी है, लेकिन आमतौर पर जो सुविधा होनी चाहिए, वह नहीं है। हमें बक्सर पर उतरना पड़ता है और बक्सर से आपके इलाके से होते हुए बलिया जाते हैं। आज़मगढ़ और बलिया के लिए कोई बेहतर रेलवे सिस्टम नहीं है। इसके लिए या तो ट्रेन्स को बढ़ाया जाए या अच्छी ट्रेन्स चलाई जाएं। आजमगढ़ के लिए जब तक कैफियत ट्रेन नहीं थी तब तक को घर से कोई सीधी ट्रेन ही नहीं थी। हम लोगां ने नीतीश जी से मांग की, तो उन्होंने कृपा करके उसको चलाया भी और हमारे यहां इटावा में उसका स्टॉपेज भी किया। जब हम आज़मगढ़ जाते थे, तो इलाहाबाद से होकर या इधर-उधर होकर जाना पड़ता था, कोई ट्रेन नहीं थी। उत्तर प्रदेश के कई हिस्से पूरब के हों, चाहे पश्चिमी के हों या मध्य उत्तर प्रदेश के हों, अभी भी ऐसे हैं, जहां रेल की सुविधाएं नहीं हैं। रेल की सुविधाएं होना इसलिए भी जरूरी है, क्योंकि इस गरीब देश में रेलवे ही एकमात्र आने-जाने का साधन है, जो बहुत सस्ता है। हम इटावा से आगरा आएं, तो रेल का किराया 25 रुपए है और यदि बस से आएं, तो 80 रुपए है। गरीब आदमी के लिए रेलवे से ज्यादा सस्ता आने-जाने का कोई दूसरा साधन नहीं है। यह इसलिए भी आवश्यक है कि जहां पर रेल की व्यवस्था नहीं है, जहां अभी रेल लाइनें नहीं पहुंची हैं, वहां रेल लाइनें पहुंचाने की कोशिश की जा रही है।

इटावा से भिंड-गुना वाली ट्रेन चलने लगी है। मैंने आज टेलीफोन से बात की, तो मुझे बताया कि साहब, बड़ा आराम हो गया है। दस रुपए का टिकट लगता है और इटावा से भिंड पहुंच जाते हैं। वहां से ग्वालियर का और रुपए किराया लगता है। अगर आपने मैनपुरी से ग्वालियर के लिए कोई ट्रेन चला दी, तो आपको काफी पैसेंजर्स मिलेंगे क्योंकि हमारे मैनपुरी के पूरे इलाके की सारी रिश्तेदारियां ग्वालियर और भिंड के आसपास हैं। हमारा पूरा राजपूताना मैनपुरी का है। उन सबकी रिश्तेदारियां भिंड और ग्वालियर के बीच में हैं। उनको इधर-उधर से घूमकर जाना पड़ता है। जैसे ही मैनपुरी की रेलवे लाइन शुरू हो जाएगी, जो कि जल्दी ही शुरू हो जाएगी, वैसे ही वे ग्वालियर के लिए सीधे जाना शुरू हो जाएंगे। यह लोगों के लिए एक बहुत ही सहूलियत की बात होगी। मैंने आपसे कहा कि उत्तर प्रदेश का जो बहुत बड़ा हिस्सा है, उसके लिए आप अपनी तरफ से कोई सर्वे करा लीजिए कि कहां ज्यादा जरूरत है। जब रेलवे के पास धन हो - मैं यह जानता हूं कि आर्थिक दिक्कत है और यह आर्थिक दिक्कत इसलिए है, क्योंकि डेमोक्रेसी में एक बहुत बड़ा रोग यह है कि आदमी कुछ जरूरी कदम भी नहीं उठता सकता कि कहीं लोग, मतदाता नाराज़ न हो जाएं। जब समय के साथ कीमतें बढ़ी, तो स्वाभाविक है कि रेलवे के रख-रखाव पर, नई लाइनें बनाने पर, नई रेलगाड़ियां, नए रेलवे स्टेशन्स बनाने पर पैसा तो ज्यादा खर्च होगा ही, लेकिन आपके जो रिसोर्सेज़ हैं, आप उनको बढ़ा नहीं रहे हैं। जो किराया बहुत दिनों से चला आ रहा है, वही है। अगर आप किराया-भाड़ा नहीं बढ़ाएंगे, तो पैसा कहां से आएगा? न तो आप नई रेलवे लाइनें बना सकते हैं, न रेलवे का चौड़ीकरण कर सकते हैं और न ही यात्रियों को सुविधाएं दे सकते हैं, लेकिन आपको कुछ कदम तो उठाना ही पड़ेगा। चीप

[श्रीमती बिमला कश्यप सूद]

पॉप्युलेरिटी की वजह से, अखबारों में हर बार यह कहने के लिए आ जाए कि कोइ किराया नहीं बढ़ रहा है, यह होता है। जब तक थोड़ा-बहुत किराया नहीं बढ़ाओगे, तब तक आपके सिसोर्सेज़ नहीं बढ़ेंगे। रिसोर्सेज़ नहीं होंगे, आपके पास पैसा नहीं होगा, तो आप बेशक कहते रहिए, पर काम कुछ नहीं हो सकता है। आपकी गाड़ियों की जो स्पीड है, अभी भी आपकी जो एक्सप्रेस गाड़िया हैं, उनकी एवरेज स्पीड पचास किलोमीटर के आसपास है और गुड्स ट्रेन्स की स्पीड 25 किलोमीटर के आसपास है। आप इस एवरेज स्पीड को कैसे बढ़ाएंगे? अगर यह स्पीड बढ़ेगी तो गाड़ियों के ज्यादा फेरे होंगे, जिससे ज्यादा किराया-भाड़ा आएगा। इससे रेलवे के पास ज्यादा पैसा आएगा। इसके लिए आप कौन-सी टेक्नोलॉजी अख्तियार करेंगे, कौन-सा तरीका अख्तियार करेंगे, इसको आप और आपके इंजीनियर बेहतर जानते हैं। आप इसको करने की कोशिश कीजिए, क्योंकि दुनिया में जो दूसरे देश हैं, वहां की रेलवे की जो एवरेज स्पीड है, वह हिंदुस्तान से बहुत ज्यादा है, जबकि दुनिया का सबसे बड़ा रेलवे नेटवर्क हिंदुस्तान के पास है।

जहां तक सुविधाओं का सवाल है, रेलवे में दो-तीन चीज़ों पर बहुत ज्यादा ध्यान देने की जरूरत है। एक तो स्टेशनों की हालत बहुत खराब है। स्टेशनों पर जो सफाई होनी चाहिए, वह सफाई नहीं मिलेगी। यहां तक कि जो फर्स्ट क्लास के वेटिंग रूम्स हैं, उन वेटिंग रूम्स में भी आदमी नहीं बैठ सकता, क्योंकि उनमें जो टॉयलेट्स हैं, उनकी बदबू, वेटिंग रूम्स तक, जहां लोग बैठे हुए होते हैं, वहां तक आती है, इसलिए लोग प्लेटफार्म पर, यदि वहां बैठने के लिए बेंचेज़ वगैरह हैं, वहां बैठते हैं, नहीं तो खड़े रहते हैं। वहां पर बैठने की बहुत दिक्कत है। दिल्ली में तो अब कुछ बेंचेज़ लग गई हैं, वरना मुझे अक्सर ऐसे ही जाना पड़ता था। कई बार तो ऐसा होता है कि जहां ट्रेन आती है, वहां खड़े रहने के लिए छाया तक भी नहीं होती है। गर्मियों में सवारियों को धूप में बहुत इंतजार करना पड़ता है, लेकिन वहां बैठने के लिए कोई व्यवस्था नहीं है, कोई बेंच नहीं है। अब कुछ बेंचेज हैं, लेकिन सारे स्टेशनों की स्थिति ऐसी नहीं है। यात्रियों को इंतजार करना पड़ता है। या तो फिर आप यह व्यवस्था कीजिए कि आपकी रेल बिल्कुल डॉट टाइम पर छूटे और उसी टाइम पर, जिस पर उसको आना हो, उस वक्त आ जाए, तो आदमी को इंतजार ही नहीं करना पड़ेगा और इससे स्टेशन पर भीड़ नहीं होगी। दूसरे देशों में स्टेशनों पर भीड़ क्यों नहीं होती है? आप पश्चिमी देशों में चले जाइए, वहां आपको एक मिंनट इतजार नहीं करना पड़ेगा। अगर 10 बजकर 5 मिनट पर ट्रेन जानी है और वह 10 बज कर 5 मिनट पर आएगी, तो आदमी 10 बजे पहुंच जाएगा। वह 5 मिनट इधर-उधर घूमेगा और गाड़ी में बैठ कर चला जाएगा। यहां पता चलता है कि अगर 10 बजे गाड़ी जानी है और वह आदमी 9 बजे पहुंच गया, लेकिन वह गाड़ी 4 बजे जा रही है। किसी को पता ही नहीं चलता है। जब आप हवाई जहाज़ में बैठते हैं, तो वे बता देते हैं कि वहां पर मौसम खराब है, इसलिए हम इतनी देर से चलेंगे, लेकिन रेलवे वाले ऐसा नहीं बताते हैं। एक बार मैंने कुछ अधिकारियों, स्टेशन मास्टरों से पूछा, तो उन्होंने कहा कि हम यह बता देंगे कि ट्रेन 4 घंटे लेट है, तो ये सवारियां पैसा वापस करके चली जाएंगी, इसलिए हम नहीं बताते हैं। लेकिन यह इसलिए बता देना चाहिए, क्योंकिं इतजार करके आदमी थक जाता है। अगर आप बता देंगे, तो रेलवे के बारे में उसकी opinion अच्छी होगी। फिर वह उसके हिसाब से आना शुरू कर देगा कि इतने बजे

गाड़ी जाएगी, तो हम घर वापस जा रहे हैं, फिर वापस लौट कर आ जाएंगे और इतने बजे चल देंगे। कब गाड़ी जाएगी, इसका कोई पता नहीं चलता है और धीरे-धीरे 15 मिनट, 20 मिंनट, एक घटा, 2 घंटे और कई बार 4 घंटे ट्रेन लेट हो जाती है। जब कोहरा पड़ता है, तब तो बहुत दिक्कत होती है। कोहरे के समय सबसे सुरक्षित यात्रा रेल की ही होती है। उस समय हवाई जहाज भी टाइम पर नहीं चलता है और रोड़ पर तो इतने एक्सीडेंट्स होते हैं, जिनका कोई शुमार नहीं। रेल ही उन दिनों सबसे सुरक्षित होती है। दूसरे देशों में तो ऐसी व्यवस्था हो गई है कि कोहरे में भी ट्रेन चल सकती है और सामने काफी दूर तक दिखाई पड़ता है। सिन्हा साहब, आप हमारे यहां वह सिस्टम लाने की कोशिश कीजिए। इसमें दिक्कत यह होती है कि मान लीजिए कि किसी का इंटरव्यू है और वह ट्रेन से जा रहा है, तो पता चला किं इटरव्यू है कल और ट्रेन पहुंच रही है परसों। किसी की शादी है, मुहूर्त है कल का, शाम के 5 बजे का और गाड़ी परसों रात में पहुंच रही है। दूल्हा नहीं पहुंचा, बारात नहीं पहुंची। ये व्यावहारिक दिक्कते हम देख चुके हैं, झेल चुके हैं। इसलिए मैं कह रहा हूं कि वह सिस्टम है। जब वह सिस्टम दुनिया में कहीं भी उपलब्ध है, तो वह हिन्दुस्तान में क्यों नहीं हो सकता है? आपका विभाग तो इतना important विभाग है, यह पैसों की इतनी व्यवस्था कर सकता है। जिसका जनरल बजट से अलग बजट पेश होता हो, यह अपने आपमें कितना महत्वपूर्ण है! कल कृषि विभाग वाले कहें कि हमारा अलग बजट होना चाहिए। मैं उस कमिटी का चेयरमैन रहा, कई बार कुछ एक्सपर्ट्स ने कहा कि इसका अलग बजट होना चाहिए। ऐसा नहीं हो सकता है, यह रेलवे का ही हो सकता है। कोहरे में रेल चल सके और normal speed पर चल सके, इसके लिए लाइट को ठीक करने की इस तरह की कोई व्यवस्था होनी चाहिए, क्योंकि कोहरे के दौरान इससे ज्यादा सुरक्षित यात्रा कोई नहीं होती है।

सर, जब से आपने catering की व्यवस्था IRCTC को दे दी है, इसमें दिक्कत हो गई है। अब तो एक्सप्रेसवे बन गया है, तो मैं शताब्दी एक्सप्रेस से कम जाता हूं, वरना मैं हमेशा या तो पूर्व एक्सप्रेस से या शताब्दी एक्सप्रेस से इटावा जाता था। जब शताब्दी एक्सप्रेस उधर से आती है, तो यहां 10-11 बजे पहुंचती है। इसमें खाना मिलता है। अगर मैं उस खाने को खा लूं, तो मैं अनिवार्य रूप से बीमार हो जाता हूं। मेरी राय यह है कि केटरिंग को निजी हाथों में देना चाहिए। अलग-अलग जगहों पर अलग-अलग किस्म के लोग होंगे, बढ़िया किस्म के लोग होंगे और वे अच्छा भोजन बना कर सप्लाई कर सकते हैं, लेकिन एक ही एजेंसी को इसका ठेका दे दिया गया है। स्टेशंस पर चाय की दिक्कत होती है। पहले आपने प्राइवेट लोगों को इसका ठेका दिया हुआ था, वे वहां पर चाय बनाते थे, लेकिन अब वे नहीं बना सकते हैं। अगर चाय पीने के लिए जाना है, तो जो प्राइवेट दुकानें स्टेशन के बाहर लगी हुई हैं, वहां से चाय मंगवाइए और अगर आपका कोई मिलने वाला आया हो, तो उसे बाहर से मंगवाकर ही चाय पिलाई जा सकती है। यह अजीब सिस्टम हो गया है। मेरे ख्याल से यह सिस्टम लालू जी लागू कर गए थे, उसी वक्त यह सिस्टम हुआ था, लेकिन यह नहीं होना चाहिए! आप इसको निजी हाथों में दीजिए, जिससे कुछ लोगों को रोज़गार भी मिलेगा और बेहतर खाने-पीने की व्यवस्था भी हो सकेगी।

लालू जी ने कुलियों को गैंगमेन बना दिया, इसलिए अब कुली रहे ही नहीं। हमारे यहां, इटावा स्टेशन पर तो एक भी कुली नहीं है, इसलिए आप कुलियों की कुछ व्यवस्था कीजिए। ऐसे बहुत से यात्री होते हैं, मान लीजिए कोई बुजुर्ग दम्पत्ति है, उसके साथ में कुछ सामान है, वे स्टेशन पर उतरते

[श्रीमती बिमला कश्यप सूद]

हैं, तो बाहर एक सामान लेकर नहीं जा सकते, जहां से उन्हें रिक्शा या गाड़ी मिल सके। वहां पर कोई कुली उपलब्ध नहीं है। आपने नये कुलियों को लाइसेंस दिए नहीं हैं, इसलिए पता चला कि कुली कोई दूसरी व्यवस्था कर रहे हैं। स्टेशंस पर उचित व्यवस्था होनी चाहिए, जिससे लोगों को राहत मिल सके।

आम तौर पर रेलवे में दो समस्याएं बहुत ज्यादा आ रही हैं। एक तो रेलों में, खास तौर से दिल्ली से कानपुर के बीच में जहरखुरानी की समस्या बहुत ज्यादा है। बहुत सारे यात्रियों को जहरीला पदार्थ खिला दिया जाता है। ये लोग यात्रियों के साथ यात्री के रूप में ही बैठ जाते हैं, उनसे घुलमिल जाते हैं, साथ में चाय पीते हैं और पता नहीं चाय में कोई चीज़ मिला देते हैं या फिर कप में ही कुछ टच कर देते हैं, दूसरा व्यक्ति उस चाय को पीयेगा और थोड़ी ही देर में बेहोश हो जाएगा और वे लोग उसको लूट कर चले जाते हैं। ऐसे में कई बार तो यात्री मर भी जाते हैं। इसके लिए जीआरपी और आरपीएफ का समन्वय होना चाहिए और हर स्टेशन पर इनकी तादाद थोड़ी और बढ़नी चाहिए। कुछ लोगों को मूवमेंट के दौरान ट्रेनों में भी रहना चाहिए, लेकिन दुर्भाग्य यह है कि राज्यों में जो Government Railway Police होती है, राज्य पुलिस में जो सबसे खराब किस्म के लोग होते हैं, वही उसमें भेज दिए जाते हैं।

रेल मंत्रालय के राज्य मंत्री (श्री मनोज सिन्हा): उसमें हमारा कोई इंटरफियरेंस नहीं होता है, राज्य सरकार ही उनको भेजती है। ...(**व्यवधान**)...

प्रो. राम गोपाल यादव: मंत्री जी ठीक कह रहे हैं, जीआरपी को राज्य सरकार ही भेजती है। मैं आपकी सरकार पर आरोप थोड़े ही लगा रहा हूं, मैं तो यह कह रहा हूं कि यह दुर्भाग्य है कि जीआरपी में जो लोग जाते हैं, वे ऐसे लोग होते हैं, जिन्हें कहीं पर चार्ज नहीं मिलता है अथवा जिनकी कोई कहने-सुनने वाला नहीं होता है और वे जीआरपी में फेंक दिए जाते हैं, इसलिए वे ढंग से ड्यूटी नहीं करते हैं। कई बार ऐसी समस्याएं भी आई हैं, जब पता चला कि जीआरपी और आरपीएफ वालों ने ही यात्रियों को लूट लिया।

यात्रियों के मन में सुरक्षा का भाव हो, आप रेलवे में इस तरह की व्यवस्था कीजिए। आरपीएफ का कोई सख्त डीजी हो, आप उसको complaint कीजिए और राज्य सरकारों को भी इसके लिए चिट्ठी लिखते रहिए। अगर जीआरपी के लोगों में उदासीनता पाई जाए, तो राज्य सरकार को, राज्य के मुख्य मंत्री को और राज्य के डीजीपी को इसके लिए चिट्ठी लिखिए कि जीआरपी के लोग ठीक तरीके से काम नहीं कर पा रहे हैं।

महोदय, आपके पास रेलवे लाइनों के आस-पास बहुत बड़ी तादाद में प्रॉपर्टी है और रेलवे लाइनों के किनारे-किनारे ही नहीं, दूर-दूर भी है। जब पुराने भाप वाले स्टीम इंजन हुआ करते थे, तो हमारे यहां इटावा में उन रेल इंजनों के लिए पानी आया करता था। वहां पर नहर से पानी आता था और बीच में एक रिज़र्वायर था। वहां जो रिज़र्वायर था, वह लगभग 2 एकड़ में रहा होगा। अब वहां पानी आना बन्द हो गया, तो वह जो 2 एकड़ वाली जमीन है, वह आज करोड़ों रुपये की जमीन है। यह मैं

आपको एक उदाहरण दे रहा हूं। उस पर लोग कब्जा कर रहे हैं। रेलवे के किनारे तो आपने कुछ घेर लिए, लेकिन रेलवे के किनारे भी, इटावा में जो मेरा अपना मकान है, उसके थोड़ी दूर पहले रेलवे की जो जमीन थी, उस पर लोगों ने कब्जा करके मकान बना लिए। हमने कम्प्लेंट की, तो एक-दो बार इनका अधिकारी वहां गया, फिर पता नहीं उसने पैसे ले लिए या क्या किया, वहां पर लोगों के मकान बन गए। अब जो रिज़र्वायर वाली वह जमीन है, वह बेशकीमती जमीन है। उस जमीन पर भी कब्जा होने वाला है। उस पर बहुत सारे लकड़ी वाले, शीशम के पेड़ आदि थे, लेकिन इस बार वहां गया, तो देखा कि उनमें से एक भी नहीं बचा है, यानी वे सब कट गए। अब उस पर भी कब्जा होने वाला है। यह तो सारे देश में हो रहा है। आप अपनी जमीन को या तो बचाइए अथवा उसका उपयोग कीजिए। अगर वह आपके काम की नहीं है, तो आप उसको बेच भी सकते हैं। इससे रेलवे को बहुत बडे पैमाने पर धन भी मिल सकता है। लेकिन धीरे-धीरे रेलवे की जो बहुत कीमती जमीन है, उस पर लोग कब्जा कर रहे हैं। जैसे भू-माफिया होते हैं, वैसे ही भू-माफिया हर जगह हैं। वे हर जगह जमीन पर कब्जा कर रहे हैं।

ट्रेनों में गरमियों में और त्यौहारों के वक्त बहुत ज्यादा भीड़ होती है। हर साल यह होता है, हर बार यह होता है। आपको पहले से ही कोई ऐसा इंतजाम करना चाहिए कि उस भीड़ की वजह से लोगों को ज्यादा दिक्कत न हो। गरमियों में कितनी गाड़ियां बढ़ानी पड़ेंगी, कितनी एक्स्ट्रा चलानी पड़ेंगी, इसका इंतजाम आपको पहले से करना चाहिए।

MR. DEPUTY CHAIRMAN: Please conclude.

प्रो. राम गोपाल यादवः सर, दो-तीन मिनट और लगेंगे। श्रीमन्, सबसे बड़ी समस्या यह है कि जो गरीब आदमी है, जो जनरल बोगी में चलते हैं, उनकी संख्या बहुत ज्यादा है, लेकिन रेलवे में उनके लिए स्थान बहुत कम है। मैंने पहले भी कई बार यह कहा है कि रेलवे में 80 फीसदी स्थान जो 20 परसेंट यात्रियों के लिए है और 20 फीसदी स्थान 80 परसेंट पैसेंजर्स के लिए है। नतीजा यह होता है कि ट्रेन में घुसना मुश्किल हो जाता है। लोग डिब्बे में भूसे की तरह भर जाते हैं। अगर आप चार बजे नयी दिल्ली स्टेशन पर जाएं, तो पूर्वा एक्सप्रेस छूटती है, तब एसी फर्स्ट क्लास का जो डिब्बा है, उसके आगे दो जनरल बोगीज़ होती हैं। वहां आरपीएफ और जीआरपी के लोग झंडा लेकर खड़े होते हैं, तब वे लाइन लगाकर उनमें लोगों को बिठाते हैं, लेकिन बहुत से लोग छूट भी जाते हैं। कभी पता चलता है कि माँ बैठ गई, लेकिन बच्चा नीचे ही रह गया और वह वहां तक पहुंच ही नहीं पा रहा है। यह सिलसिला जाने कब से चला आ रहा है। तो आप कुछ ऐसी ट्रेन्स चलाइए, जिनमें बिल्कुल जनरल बोगीज़ ही हों, जिनमें आम आदमी जा सके, जो कि रिजर्वेशन का पैसा नहीं दे सकता या रिजर्वेशन नहीं करा सकता। रिजर्वेशन में भी बड़ा भारी घपला है। एक बार मैंने आगरा से शताब्दी ट्रेन में रिजर्वेशन कराया, तो पता चला कि हमारा वेटिंग में 200 कुछ नम्बर है। मैंने सोचा कि 200 कैसे हो जाएगा? जब मैं ट्रेन में बैठा तो वह डिब्बा पूरा खाली था। तब मैंने इस बारे में पता किया। एक बार पीएसी की मीटिंग थी, उस कमेटी का मैं मेम्बर था, तो जो जनरल मैनेजर थे, उनसे मैंने पूछा कि ऐसा क्यों होता है? कई बार ऐसा होता है कि जब कम्प्यूटर में पहले से ही फीड कर देते हैं कि इतना नम्बर है, ऐसे में जो सामान्य यात्री होता है, वह घबरा जाता है कि मेरा तो नम्बर नहीं आ पाएगा। अगर वह कुछ पैसा दे आया, तो हाँ, आपका

[प्रो. राम गोपाल यादव]

कन्फर्म। तो रिजर्वेशन वाले घपले को भी देखना पड़ेगा। ...(**समय की घंटी**)... आपने उसमें अनमैंड क्रॉसिंग की बाती की है। आपने कई अनमैंड क्रॉसिंग्स बंद किए हैं। बहुत दिनों से यह दुर्घटनाओं का एक बड़ा कारण बनती जा रही हैं। हमारे एक बहुत बड़े नेता आजमगढ़ के, जौनपुर के थे। उनको मिनिस्टर का दर्जा भी प्राप्त था। उसकी इसी में डेथ हो गई क्योंकि मेन क्रॉसिंग से उनकी गाड़ी निकल रही थी तभी ट्रेन आ गई और उनकी डैथ हो गई। मैंने पढ़ा कि कई क्रॉसिंग पर कुछ न कुछ व्यवस्था ऐसी होनी चाहिए जिससे दुर्घटनाओं से बचा जा सके। इससे ऐसा भी हो सकता है कि ट्रेन दुर्घटनाग्रस्त हो जाए।

अंत में मैं आपसे केवल यह कहूंगा कि हमारे उत्तर प्रदेश की तरफ भी थोड़ी निगाह बनाए रखिएगा, आप तो उत्तर प्रदेश से ही आते हैं, प्रभु जी यहां नहीं हैं, अन्यथा मैं उनसे ही कहता। उत्तर प्रदेश की तरफ कृपा रखिएगा। जो इलाका ऐसा है जहां ट्रेन की कोई सुविधा नहीं है, जिसका मैंने जिक्र किया है, एटा है, बदायूं है, आजमगढ़ और बलिया की तरफ ऐसे इलाके हैं, जिसमें बढ़िया ट्रेन चलवाने की व्यवस्था करवा दी जाए। इटावा-मैनपुरी रेल लाइन को अगर आपने बदायूं तक बढ़ा दिया और बदायूं से सम्भल होते हुए गजरौला...., सम्भल हमारा लोक सभा क्षेत्र रहा है, तो मुझे उससे बड़ी हमदर्दी है और वहां आवश्यकता भी है। इसलिए मैं आपसे अनुरोध करुंगा, इस बारे में लालू जी ने घोषणा की थी, बजट भाषण में आप पढ़ लीजिएगा। लोक सभा मे बजट स्पीच पर जवाब देते हुए रेल मंत्री यहां घोषणा करें और उसका सर्वे तक न हो, यह बहुत ही दुखद् बात है। इन्हीं शब्दों के साथ मैं अपनी बात समाप्त करता हूं। आपको बहुत-बहुत धन्यवाद।

MR. DEPUTY CHAIRMAN: Thank you very much. Very positive suggestions! Now, Shri Bashistha Narain Singh.

श्री बशिष्ठ नारायण सिंह (बिहार): महोदय, जिस विषय पर आज सदन में चर्चा हो रही है, यह केवल इस देश के लिए ही महत्वपूर्ण नहीं है। दो बजट देश में आते हैं - एक जब वित्त मंत्री अपना बजट संसद में प्रस्तुत करते हैं और रेल मंत्री भी जब संसद में अपना बजट पेश करते हैं, तब सारे देश का ध्यान उधर चला जाता है। इस वर्ष रेल मंत्री देश को क्या-क्या देने वाले हैं, और उनके एजेंडा में क्या-क्या बाते हैं, इधर दो महत्वपूर्ण बयान आए हैं, एक बयान का अभी प्रभु जी से रिश्ता है और एक दूसरा बयान भी आया था, जो एक पूर्व रेल मंत्री का था। वे पूर्व रेल मंत्री श्री दिनेश त्रिवेदी जी थे। उन्होंने रेल मंत्री रहते हुए कुछ ऐसी बातें कही थीं, जो सारे देश में बहस का मुद्दा भी बनी थीं और मैं मानता हूं कि जो उन्होंने कहा था वह सच के नजदीक है। जो प्रभु जी ने अभी कहा है, रेल बजट प्रस्तुत करते हुए जिस ढंग से अपनी बातों को पिछले वर्ष और इस वर्ष कहा है, तो मुझको लगता है कि ज्यादा विज़न उसमें दिखाई पड़ता है और रेलवे की सही तस्वीर पेश नहीं की गई है। जब कोई आई0सी0यू0 की बात कहता है को आई0सी0यू0 तो अपने आप में महत्वपूर्ण इस रूप में होता है क आई0सी0यू0 में जब कोई रोगी चला जाता है तो दो ही स्थिति होती हैं। सम्भव है कि वह जीवित वहां से चला आए और यह भी सम्भव है कि रोगी वहां बचे ही नहीं। रेलवे आज इसी स्थिति से गुजर रही है और हमको तो इससे

भयावह तस्वीर रेलवे की दिखाई पड़ रही है। रेलवे की भयावह तस्वीर के बीच में अभी दूसरी तस्वीर दिखाने का प्रयास किया गया है। रेलवे कर्ज के दलदल में फंसती चली जाए और बुलेट ट्रेन की घोषणा भी हो जाए, तो रेल मंत्री जी ने यह बात रेलवे की आर्थिक स्थिति के आधार पर कही होगी। अभी जब रेल मंत्री जी का भाषण हुआ, तब मैं तो आश्चर्य में पड़ गया। रेल मंत्री के भाषण से रेलवे में एक प्रोजेक्ट ऐसा आया है, जिसकी बड़ी प्रशंसा की गई है, उसको ड्रीम प्रोजेक्ट भी कहा गया है, कि बुलेट ट्रेन भी इस देश में चलेगी। महोदय, इस देश में बुलेट ट्रेन भी चलेगी, यह बहुत अच्छी बात होगी, लेकिन जिस दिन बुलेट ट्रेन चलाने की बात इस देश में की गई, इसी विभाग से की गई और इस सरकार के द्वारा की गई, तो मैं पशोपेश में पड़ गया था कि भारत दो-तीन वर्षों के अंदर दुनिया के उन देशों की कतार में खड़ा होने जा रहा है, जहां व्यक्ति को, व्यक्ति के जीवन को बेहतर ढंग से जीने का सवाल है, क्या भारत उसी श्रेणी में तो नहीं चला जाएगा?

महोदय, विश्व में दो ही चुनौतियां हैं और भारत में भी वही चुनौतियां हैं। एक वर्ग ऐसा है, जो जिन्दगी को बेहतर ढंग से जीने के लिए सपना देखता है और उसी में जीने का काम करता है। इस संसार और इस देश में एक दूसरा वर्ग है, जो यह सोचता है कि जिन्दगी किस ढंग से जी जाए, वह इसी उधेड़बुन में फंसा रहता है। भारत अभी इसी क्रम में चल रहा है। जब भारत इस क्रम में चल रहा है, तो बुलेट ट्रेन की कोई आलोचना नहीं कर सकता है। सौभाग्य होगा कि इस देश में बुलेट ट्रेन भी चले, लेकिन यह भी देखना पड़ेगा कि जो पैसेंजर ट्रेन्स हैं, जो रेलवे का इन्फ्रास्ट्रक्चर है, जो रेलवे के हालात हैं, उनको पहले ठीक कर लिया जाए, तब बुलेट ट्रेन की कल्पना की जाए और बुलेट ट्रेन चलाई जाए। लेकिन यह अजीब बात है कि इसको ड्रीम प्रोजेक्ट घोषित कर दिया गया।

सूरत और मुम्बई की जिन्दगी बहुत बदल जाए, तो ओडिशा की जिन्दगी उससे पूरी नहीं बदल जाएगी। ओडिशा के लिए तो दूसरा कुछ करना पड़ेगा, बिहार के लिए तो कुछ दूसरा करना पड़ेगा। यह रेलवे चुनौतियों से भरा है। उपसभापति महोदय, रेल की पटरियां वही हैं और गाड़िया बढ़ती जा रही हैं। पटरियों पर जब बोझ बढ़ जाएगा, तब रेलवे की हालत कैसी होगी? वह सह नहीं पाएगी। एक चरमराती हुई व्यवस्था चली आ रही है और घोषणाओं का अंबार लगता चला जा रहा है। यह बड़ी ही खतरनाक तस्वीर है। यह मैंने उनकी बात कही। वर्तमान मंत्री जी ने जो कुछ कहा है, मैं मंत्री जी के प्रति बहुत अच्छी राय रखने वाला हूं। जब ये कमेटी में चेयरमैन थे, तो मैं भी उस कमेटी में मेम्बर था, तब मैंने देखा कि ये मॉनिटरिंग भी ठीक से करते हैं, ये आर्टिकुलेट भी हैं, ये सूक्ष्म चीजों की जानकारी भी लेने का प्रयास करते हैं, लेकिन इस बार जब ये मंत्री बने, तो मुझको लगा कि इनका आर्टिकुलेशन खत्म हो गया है और ये केवल visionary रह गए हैं। महोदय, जब आदमी visionary हो जाता है, तो वह कभी-कभी दार्शनिक अंदाज में बोलना शुरू करता है और जब दार्शनिक अंदाज में बोलना शुरू कर देता है, तो इस ख्याल से दार्शनिक अंदाज में बोलता है कि बात यह कह दी, दर्शन में चली जाएगी, यदि हकीकत में नहीं भी हो, तब भी काम चलेगा। आज यही हालत है। अब देखिए कि इन्होंने पिछले बजट में क्या सपना दिखाया और इस बजट में भी क्या कहा? पिछले बजट में इन्होंने पर्वतीय क्षेत्रों में रेल चलाने, सुरक्षा पर जोर, गाड़ियों की स्पीड बढ़ाने तथा यात्रियों की सुविधा जैसी बहुत सारी

[श्री बशिष्ठ नारायण सिंह]

घोषणाएं की थीं, लेकिन अभी हाल क्या है? क्या यह बढ़ी हैं? फिर इन्होंने नहले पर दहला मार देने का काम किया है। इनकी इस बार की घोषणा देखिए - मुसाफिरों के लिए वाई-फाई से लेकर टिकटिंग, बहुत सी नई पहलों का एलान करते हुए रेल मंत्री जी ने समय-पालन पर जोर दिया है। गाड़ियों में जरूरत के हिसाब से आरक्षण, समय-पालन 95 फीसदी करना, सुरक्षा रिकॉर्ड में सुधार के लिए उच्च स्तरीय तकनीक, बिना चौकीदार के फाटकों से पटरी को पार करने की समाप्ति, यात्री एवं मालगाड़ियों की औसत गति को बढ़ाना, सेमी हाई स्पीड गाड़ियां चलाना जैसी घोषणाओं को साल 2020 तक साकार करने की बात कही गई है, लेकिन इन पर भरोसा कैसे किया जा सकता है? पहले की गई घोषणाओं का पालन नहीं हुआ है और अब दूसरी अन्य घोषणाएं इन्होंने उसी स्पीड से, बल्कि स्पीड बढ़ाकर की है, तो इनका पालन वे कैसे करेंगे? अब जबकि रेलवे रुग्णवस्था में चली गई है, तो रिसोर्सेज़ क्या हैं? ये जिस सरकार के अंदर रेल मंत्री हैं, वह भारत सरकार क्या रेलवे के लिए पूरा बजटीय उपबंध कर रही है? जब तक भारत सरकार रेलवे को बचाने के लिए सामने आकर खड़ी नहीं होगी, तब तक रेलवे को प्राइवेटाइजेशन की ओर जाने से कोई रोक नहीं सकता है। खतरा तो इसी का है। देश का सबसे बड़ा उपक्रम, 13 लाख से अधिक लोगों को खपाकर काम करने की क्षमता वाला विभाग आज मरने की स्थिति में है और कहा जा रहा है कि हम बेहतर इंतजाम कर देंगे, बेहतर व्यवस्था कर देंगे। कहां से देंगे? आप डेढ़ लाख करोड़ रुपये एलआईसी से कर्ज़ ले रहे हैं। आप कर्ज़ लेने के बाद रेलवे की अच्छी व्यवस्था की बात कर रहे हैं! यदि रेलवे कर्ज़ के दलदल में फंस जाएगी तो आने वाली पीढ़ी को इसका एक-एक पैसा चुकाना पड़ेगा। वर्तमान पीढ़ी भी और आने वाली पीढ़ियां भी कर्ज़ के दलदल में फंस जाएगी, लेकिन इन बातों के ऊपर ध्यान नहीं दिया गया है। ये ड्रीम प्रोजेक्ट्स की चर्चा करते हैं। भारत सरकार को बजट का बड़ा भाग रेलवे को देना चाहिए था। विश्व की सबसे बड़ी व्यवस्था और प्राइवेट सेक्टर को चुनौती देने वाला सबसे बड़ा सेक्टर संकटग्रस्त है और भारत सरकार ने चुपचाप बैठकर इसकी जिम्मेदारी रेल मंत्री के ऊपर सौंप दी है कि इस बात की जिम्मेदारी खुद आप अर्जन कीजिए। कहां से अर्जन करेंगे? जब 92 रुपये खर्च होते हैं, तो 100 रुपये रेलवे को आते हैं। क्या आठ रुपये में ये रेलवे का मॉर्डनाइज़ेशन करेंगे? ये मॉडर्नाइज़ेशन कहां से करेंगे? क्या ये कर्ज़ लेकर मॉडर्नाइजेशन करेंगे? रेलवे ने आज भी आय का स्रोत बढ़ाने का उपाय नहीं किया है, तो खतरा मंडरा रहा है। जब आकाश में खतरा मंडराने लगता है, तो सारे लोग भयभीत और चकित हो जाते हैं।

महोदय, अगर देखा जाए तो रेलवे के कुछ मूल तत्व होते हैं, जो रेलवे कार्यालयों में लिखे रहते हैं। आप रेलवे के किसी ऑफिस में चले जाइए, वहां लिखा रहेगा - सेफ्टी, सिक्योरिटी, पंक्चुअलिटी एंड क्लीनलिनेस। इतनी बड़ी बात कह देने के बाद रेलवे के मंत्री की, रेल विभाग की इन्हीं चीजों पर परीक्षा हो सकती है। सेफ्टी, सिक्योरिटी, पंक्चुअलिटी एंड क्लीनलिनेस! आज ज़रा रेलवे की कॉलोनियों में चले जाइए, वहां का हालत आप देख लीजिए कि भारत का स्वच्छता अभियान किस कदर वहां पर पहुंच गया है? रेलवे की पटरियों पर चले जाइए, राजधानी को छोड़कर अन्य ट्रेनों में चले जाइए और देख लीजिए कि भारत के स्वच्छता अभियान का रेलवे विभाग में कितना असर हुआ है। ये सारी चीजें हैं और ऐसा नहीं है कि इस विभाग को इन चीज़ों की जानकारी नहीं है।

3.00 P.M .

महोदय, रेलवे ने कई कमिटियां बिठाई हैं। रेलवे में काकोदकर कमिटी, मित्तल कमिटी, सैम पित्रोदा कमिटी, श्रीधरन कमेटी और विवेक देबरॉय की कमिटीज़ बनी हैं। ये सारी कमिटियां इन बातों के लिए बनी थी कि रेलवे के रिसोर्सेज़ कैसे बढ़ सकते हैं, रेलवे की सुरक्षा कैसे बढ़ सकती है, रेलवे का आधुनिकीकरण कैसे हो सकता है, लेकिन क्या रेल मंत्री और इस विभाग ने उनके ऊपर ध्यान देने का काम किया है? मैं मानता हूं कि आज रेलवे के पास जो चुनौती है, उसको रेलवे विभाग को ही नहीं, बल्कि भारत सरकार को पूर्णतः जिम्मेवारी लेना चाहिए। ...(**समय की घंटी**)... उपसभापति महोदय, थोड़ी देर तक उदार हो जाइए, तो मेरा काम चल जाएगा।

सर, अभी तो मैं बिहार पर भी नहीं आया हूं। मैं इतना ही कहना चाहता हूं कि रेलवे के संबंध में मंत्री जी को दो-तीन बातों का जवाब categorically देना पड़ेगा। एक बात तो यह है कि कोई भी मंत्री, यदि वह रेल मंत्री के पद पर है और उस पद पर रहते हुए वह कोई घोषणा करता है तो वह घोषणा सरकार की होती है, उस व्यक्ति की नहीं होती है, इसलिए आज तक पूर्व रेल मंत्रियों ने जितनी घोषणाएं की थीं, उनके विषय में आपका क्या कहना है? यह सरकार कोई नीति formulate करे कि कितनी योजनाओं को आप मानते हैं और उनके लिए राशि भी बताने की कोशिश करें कि कितनी राशि उन मंत्रियों की घोषणाओं को पूरा करने में लगेगी? अगर आप ऐसा करेंगे तो हमें लगता है कि रेलवे विभाग की एक अच्छी तस्वीर दिखायी पड़ सकती है। महोदय, हम पटना से आते हैं, अब तो 'राजधानी' भी लेट हो रही है, जिसके कारण बड़ी दिक्कत हो गयी है, कोई punctuality नहीं है और cleanliness का तो जवाब ही नहीं है।

उपसभापति महोदय, अगर आप पेयजल के विषय में देखेंगे तो पेयजल और खान-पान के संबंध में तो रेलवे के contractor अभी जेल की सजा भुगत चुके हैं, यानी सिस्टम में दोष है। आज 'रेल नीर' कहीं नहीं मिल रहा है, बल्कि 'रेल नीर' के बदले बड़े-बड़े contractor 5 रुपए, 7 रुपए में जो पानी की बोतल बनाते हैं, उसी को देते हैं। उनको रेलवे देता है, या देते हैं, जिसका नाम 'रेल नीर' होता है। ...(समय की घंटी)... यह तस्वीर है।

श्रीमती जया बच्चन (उत्तर प्रदेश): सर, उन्हें बोलने दीजिए।

श्री बशिष्ठ नारायण सिंह: महोदय, मैं इन बातों को इसलिए कह रहा हूं...

श्री उपसभापति: कृपया समाप्त कीजिए।

श्री बशिष्ठ नारायण सिंह: सर, मैं इन बातों की तरफ इसलिए इशारा करना चाहता था कि यह जो सदन है, केवल इसमें वाहवाही लेने से क्या हो सकता है? सत्य को रखने का साहस जो करता है, वही चुनौतियों का मुकाबला कर सकता है। चुनौतियों का मुकाबला करने का संकल्प मैं सरकार में नहीं देखता हूं, केवल दावे करते जाना और दावे के बाद चुप्पी लगा लेना, यह हो रहा है।

[श्री बशिष्ठ नारायण सिंह]

महोदय, जब मैं बिहार पर आता हूं तो वहां से लालू जी भी मंत्री हुए, नीतीश कुमार जी भी मंत्री हुए। उन दोनों मंत्रियों ने जो घोषणाएं कीं, उन घोषणाओं के लिए कितनी राशि दी गई है? एक ऐसी योजना जरूर हुई है, जो दवियावा-बिहारशरीफ रेल लाइन चालू हो गयी है लेकिन हरनौत रेल कारखाने में नए कोच बनाने का काम नहीं हो रहा, वहां पुराने कोच की करम्मत हो रही है। लालू यादव जी ने जिन योजनाओं की घोषण की - चूंकि आपका आदेश है कि मैं बैठ जाऊं, मुझे अभी बहुत सी बातें करनी थीं। मैं मंत्री जी से इस बात के लिए आग्रह करूंगा कि जो योजनाएं बिहार में चली हैं, उनको पूरा करने का काम करें।

महोदय, एक बात कहकर मैं अपनी बात समाप्त करूंगा। हम लोगों को जो सुविधा मिली है कि दो व्यक्ति फर्स्ट क्लास में जाते हैं और एक व्यक्ति companion के रूप में जाता है तो companion को जो सीट मिलती है, वह पांच कोच के बाद मिलती है। इसमें सुधार करने की जरूरत है। बहुत सी ऐसी बातें हैं, मैं कहता हूं कि उन कमेटियों के विषय में रेल मंत्री जी स्पष्ट रूप से बताने की कोशिश करें कि उन कमेटियों का हश्र क्या हुआ, जिनका गठन रेलवे में सुधार के लिए किया गया था? पूर्व मंत्रियों ने जो घोषणा की थी, उनके संबंध में रेल मंत्री क्या करेंगे तथा रेलवे की जो सम्पत्ति है, उसकी सुरक्षा के लिए क्या करेंगे? इन सारी बातों का जवाब मंत्री जी को हाउस में देना चाहिए। ...(**समय की घंटी**)... सर, बिहार के संबंध में मेरे कुछ प्रश्न रह गए हैं। धन्यवाद।

SHRI RITABRATA BANERJEE (West Bengal): Thank you, Sir.

At the outset, first point I want to make is that Rail is a public transport and the public transport must have public characteristics. Public transport cannot be sustained without Budgetary allocation and support. This has been the worldwide experience. But, unfortunately, in the last three years, there has been a paradigm shift from the fundamental conception of Indian Railways being a public transport. Looking at railways as essentially, commercial entity is fundamentally wrong. Now, having hiked the passenger and freight charges several times prior to the Budget, it was only natural that further hikes in the Budget were not announced. The people of India were hoping that the budget will address the issues of expanding railway connectivity and take substantive measures for improving passenger amenities. On both these counts, the Budget was very disappointing. Most importantly, given the alarming rise in rail accidents, it was hoped that better measures for ensuring safety standards and financial allocations for enhancing safety measures would be taken up. Unfortunately, the Budget does not generate any greater confidence amongst the Indian people for whom the railways constitute the most important link in the country's connectivity and therefore its unity.

[THE VICE-CHAIRMAN (SHRI SUDHANSHU SHEKHAR ROY) *in the Chair]*

The most worrisome aspect of the Budget concerns the financial health of the railways. Last year's performance has been much below the anticipated earnings by the railways. Both freight and passenger earnings have significantly dropped and the gap between the Budget Estimates and the Revised Estimates of Railway revenue is around a massive Rs. 17,000 crores. Further, the railways require around Rs. 32,000 crores to fulfill the obligations and recommendations of the 7th Pay Commission. This means, the railways are starting the new financial year with a shortfall of nearly Rs. 50,000 crores. This shortfall, the hon. Railway Minister hopes, will be bridged and surplus funds would be available for improving the railways through a massive dose of PPP and by selling the assets currently held by the Indian railways. The PPP model has globally proved to be a failure in improving the railways all across the world. Selling assets is like selling family silver to meet the day-to-day expenditure. This makes neither economic nor common sense. What has been the experience of FDI and PPP in other infrastructure sectors like airport and seaports? The cost of the consumer has, basically, grown manifolds.

The hon. Railway Minister praised the railway workers as the mainstay of the Indian Railways. This, however, appears to be a mere lip service. Most of the services have already been privatised and the remaining few are also to enter the PPP mode. The workers discharging these services do not have any protection and in some cases are not even paid the stipulated minimum wages. This does not augur well for the future health of the Indian railways.

My party, the CPI(M), has all along demanded that the Indian Railways must maintain its role in providing better services to the people as its foremost objective and not be reduced into a mere accounting exercise balancing its revenue and expenditure.

Given the fiscal constraints and the overall economic slowdown in the Indian economy under this Government is, however, will not be forthcoming. The consequent increased burdens on the people, the privatization of its assets and the abdication of the responsibility towards its workforce together mount a further attack on the Indian people, who are crying for relief.

Developing infrastructure and filling up of the necessary manpower was a dire necessity, but it has been forgotten. Sir, 3 lakh vacant posts are mainly concerning maintenance and safety standards. Regarding safety, there is a failure. The credibility of the Railways has been zero. Commissions were set up. But, through these Commissions, nothing has come out. Employment could have been generated by filling up these posts. But, nothing is done in this regard.

[Shri Ritabrata Banerjee]

Financial efficiency of the Railways is dependent of freight traffic. Industrial development is also directly proportional to this traffic. Over the years, Indian rail has been lagging behind in competition with the road traffic.

Resource mobilisation segments like port connectivity, mines connectivity, power plants connectivity are eyed by the PPP and the FDI because commercial returns are there in these sectors. Once this section goes into the private hands things will become more untenable. Consolidation and expansion needs to be the slogan of the day. And, unfortunately, in this Budget Plan expenditure is almost negligible.

Now, if we compare overselves with the Peoples Republic of China, China's yearly outlay is US $ 116 billion and ours is US $ 10-12 billion, roughly. Freight traffic is three times as ours. And, most interestingly, the point with which I had started, the public transport must have a public characteristic. You must not look at the public transport as a commercial entity. If you look into the Railway in China, it is run by the China Railway Corporation. It is the national railway operator of the Peoples Republic of China under the Ministry of Transport and everything is under the Government control.

Now, as a Bengali, I was very elated to listen to the earlier Rail Budget speeches. I mention that in 2009-10 Railway Budget Speech, 2010-11 Railways Budget Speech elated me, because there were so many announcements for my State. I thought that these announcements will definitely prove well for West Bengal.

Sir, I have heard in those Rail Budget Speeches that 522 hospitals and diagnostic centres will be created by the Railways, 50 Central Schools will be created by the Railways, 10 residential schools in the style of Navodaya Vidyalayas will be created by the Railways. In the Rail Budget Speeches, Sir, I have heard that 13 multi-specialty hospitals and 16 factories will come up in West Bengal. Sir, now I would like to know this from the Railways Minister. What is the experience? What about the Shalimar auto hub that was proposed in those Rail Budget? What about the Kisan Vision Yojana at Singur? What about the Metro coach factory at Noapara? What about the Rail coach factory at Kanchrapara? What about the Rail axel factory at New Jalpaigudi? What about the factories at Jelingham and Haldia? What about the Rail Wagon Factory at Kulti? What about the coach factory and power plant at Purulia? Factories at Adra, Tindharia, Budge Budge and Cooch Behar were promised. Sir, people may say, 'I am not able to see these factories.' But, my experience is, nowhere in West Bengal, I have been able to see these factories. So, I definitely want the Railways Minister, when he will be replying, to throw light on these. A majority of these places which I have already mentioned are basically cattle grazing pastures.

Last Friday, I had a question and the Minister of State in the Ministry of Railways, Manojji is here; he replied to me when I had asked about the establishment of a medical college which was proposed in the Rail Budget of 2009-10, the Rail Ministry had said that it could not be announced though it was announced because the Medical Council of India does not permit creation of a medical college under the PPP mode.

Sir, as I am a Bengali, earlier too I have mentioned in this House that the best expressions of mine are always to Tagore. Whatever expressions I can have, whatever expression that is best is expressed to Tagore. Incidentally, in an All India Congress Committee Session, many, many years ago, Tagore was present and recited a five stanza poem. Incidentally, the first stanza of the poem happens to be our National Anthem. On 24th January, 1950, we have adopted the first stanza of the poem as the National Anthem. The rest of the four stanzas are not very widely circulated. ...*(Time-bell rings)*... Sir, I crave your indulgence; I will take a maximum of a minute more. But, the rest of those, the four stanzas, are not very widely circulated. Those are as equally emphatic as the first stanza. The third stanza is basically not Bengali but Sanskritised Bengali. So, it is easy for everybody to understand. Tagore says in the four stanzas:

Ghora timira ghana Nibira nishite
Peedita moorchhita deshe
Jagrata chhila tava avichala mangala,
Nata nayane animeshe
Duhswapne aatanke rokshhaa karile
Anke snehamayee tumi Maataaa

The loving Mother, Mother India of the suffering India, will protect everybody. Ultimately, the people will come out from this darkness. This Budget, basically, is a Budget for profit maximization of the few. Ultimately, the people, the suffering people will come out. Tagore had voiced that in the last stanza of the five stanza emphatic poem. Tagore says,

Raatri prabhatila udila rabichhavi
Poorva udayagiri bhaale
Gaahe vihangama punya samirana,
Nava jeevana-rasa dhaale
Tava karunaaruna-ragey,
Nidrita Bhaarata jaage
Tava charane nata Maata

I urge upon the Government, with the words of Tagore, that let all of us bow our heads not to the corporates but to the suffering millions who constitute the real India. With this, Sir, I conclude. Thank you.

श्री दिलीप कुमार तिर्की : माननीय उपसभाध्यक्ष महोदय, रेलवे को सबसे ज्यादा आय देने वाले राज्यों में से ओडिशा भी एक है, लेकिन इसके बावजूद भी रेल मैप में ओडिशा पिछड़ा हुआ है। आज भी ओडिशा में ट्राइबल आबादी वाले सात जिले ऐसे हैं, जो रेल नेटवर्क से बाहर हैं। हालांकि मैं माननीय रेल मंत्री, श्री प्रभु जी का ओडिशा की जनता और अपनी पार्टी की ओर से धन्यवाद करना चाहूंगा, क्योंकि इस बार के रेल बजट में ओडिशा की तरफ थोड़ा ध्यान दिया गया है। इसके लिए मैं श्री मनोज सिन्हा जी को भी धन्यवाद देना चाहूंगा। ओडिशा के सात जिलों में से दो ट्राइबल जिलों के लिए इस बजट में योजना सैंक्शन की गई है, लेकिन ब्रीफली मैं ओडिशा की कुछ जायज़ मांगों की चर्चा करना चाहूंगा।

सबसे पहले तो ओडिशा में रेलवे के जो चालू प्रोजेक्ट्स हैं, उन्हें जल्द से जल्द पूरा किया जाना चाहिए। इसके लिए राज्य सरकार केन्द्र के साथ पूरा सहयोग कर रही है। मेरा केन्द्र सरकार से आग्रह है कि चालू प्रोजेक्ट्स के लिए फंड की कमी न होने दी जाए।

भुवनेश्वर और कटक को ट्विन सिटी के रूप में विकसित किया जा रहा है। 2021 तक इन दोनों शहरों की जनसंख्या 2 करोड़ 70 लाख से ज्यादा होने जा रही है, इसके लिए वहां मास रैपिड ट्रांज़िट सिस्टम की प्लानिंग की जानी चाहिए। मेरा आग्रह है कि रेल मंत्री जी इस मांग पर सहानुभूति से विचार करें।

महोदय, मेरी एक छोटी सी मांग और है, 2012-13 के बजट में दिल्ली से कनेक्ट करने के लिए अम्बिकापुर-सुन्दरगढ़-झारसुगुढा रेलवे लाइन के लिए सर्वे का प्रस्ताव किया गया था, लेकिन लगता है कि इसे ठंडे बस्ते में डाल दिया गया है। महोदय, यह इलाका पिछड़ा हुआ है और मेरा अनुरोध है कि कम से कम झारसुगुड़ा से सुन्दरगढ़ का क्षेत्र लगभग 30 किलोमीटर का है, वहां पर रेलवे लाइन बिछाने की मंजूरी दी जाए। इससे इस इलाके के हजारों ट्राइबल लोगों को यात्रा करने में बहुत सुविधा होगी।

मेरा एक सुझाव और भी है। आज East Coast Railway का विस्तार करने की जरूरत है। इसका विस्तार करते हुए रायगढ़ा, जाजपुर-क्योंझर रोड और राउरकेला में नये डिविज़नल हेडक्वार्टर बनाए जाने की जरूरत है।

माननीय मंत्री जी से मेरा अनुरोध है कि 12 साल से कम के बच्चों के लिए रेल टिकट पर कंसेशन खत्म कर दिया गया है, उसे फिर से बहाल किया जाए, क्योंकि इसके लिए जनता में थोड़ी नाराज़गी भी है।

महोदय, मैं एक सुझाव और देना चाहूंगा जैसे टैक्सी बुकिंग के लिए एक मोबाइल एप्लिकेशन है, जिससे टैक्सी की बुकिंग के बार तुरन्त ही वह घर पर पहुंच जाती है, वैसे ही कुली की बुकिंग के लिए

भी एक मोबाइल एप्लिकेशन बनाया जाए, ताकि जो बुजुर्ग लोग हैं अथवा अन्य लोग हैं, कुली उनके केबिन तक ही पहुंच जाएं।

हमारे जितने भी मेम्बर्स ऑफ पार्लियामेंट हैं, उनके रिटायर होने के बाद उन पर उतना ध्यान नहीं दिया जाता है। उनको भी रेलवे में स्पेशल रिज़र्वेशन के लिए कोटा दिया जाए। इन्हीं सुझावों के साथ मैं अपनी बात समाप्त करता हूं, धन्यवाद।

THE VICE-CHAIRMAN (SHRI SUKHENDU SEKHAR ROY): Shri CM. Ramesh; not present. Shri Praful Patel; not present. Shri Tiruchi Siva.

SHRI TIRUCHI SIVA (Tamil Nadu): Thank you, Vice-Chairman, Sir. Sir, the Railway Budget has been hailed as a pragmatic one by many, for not having increased the passenger fares and the freight rates any higher, but has assured more. In fact, Sir, the Railway Budget has been a routine exercise and not really meant to execute anything within a time-frame. Sir, this is not an evasive comment. Mr. Sadananda Gowda, when he was the Minister in 2014, has read out, "out of 676 projects in 30 years, only 327 have been completed in 30 years. After spending the original estimate of Rs. 1,52,000 crores, the Railway Board now needs Rs. 1,82,000 crores to complete the rest. Only one out of the 99 lines sanctioned, not announced, in the last ten years has been completed." Sir, the Railway Budget always assures more. It gives promises. It makes us to feel that something has been said or will be done, but nothing comes out in reality. In 30 years, only 50 per cent of those projects have been completed, and in ten years, out of the 99 new lines sanctioned, only one has been completed. So, I won't deviate from the usual procedure of giving some proposals to the Minister with much hope on the floor of the House, and they will be studiously taking note of it and will come on the Press the next day, but nothing will come out of that. So I want to say, 'what could be done'.Sir, the Railway Board is doing everything. I don't want to blame the Ministers. Ministers may come and go, but the Railway Board is always there. It is only they who do it. They are very, very clever; they know how to do things. For example, in a certain country, if the Railways want to increase the fare, they will say that for taking you from point 'A' to point 'B', the fare is hiked this much and you will be charged this much. But here they never say that. They say that the fares have not been increased, but, on the other hand, 'safety surcharge' is being collected from the passengers. So also the development surcharge is also collected very wisely. In turn, it is being extracted from the passengers. They call them passengers. They never call them customers. For example, the PSUs, the banks are also PSUs, they call all those who are holding the accounts in banks as customers. But the Railways call them as passengers like any other one. So, they extract from the passengers in some other name, like safety surcharge or development surcharge, but they don't say that it is a fare hike.

[Shri Tiruchi Siva]

Sir, I would like to say that when Shri Lalu Prasad Yadav was the Minister of Railways, if you are going from Delhi to Chandigarh, and returning from Chandigarh to Delhi, if you make a booking from here to Chandigarh, for example, if the fare is Rs.200/-, they will charge Rs.200/-. If you are booking for a return ticket from Chandigarh to Delhi, they will charge Rs.220/-. No one knows why? This was not the brainchild of Shri Lalu Prasad Yadav who was the Minister. It was done by the Railway Board. Later, after some resistance, it was taken away. So, all these things are done by the Railway Board. So, I request the Minister - whoever may be in charge — I have much confidence and I repose my confidence on the incumbent Railway Minister, who, like many others have mentioned, is very efficient. But what can he do? They cannot jump over the high walls of the Railway Board. See, first of all, they have to revamp many things. Sir, all these things are not with malice to anyone or with grudge against any particular person. The Railways has been assuring a lot, but nothing has been seen. So, I would like to recollect one of Lord Tennyson's poem 'Lotos-Eaters'. He writes, "They landed in an afternoon where it seemed always an afternoon." In Europe, it is an afternoon, it is a very pleasant thing, that is different. "They landed in an afternoon, where it always seemed to be an afternoon." So, Sir, any pilot project launched by the Railways is always a pilot project. It has never turned out into reality. Sir, I would like to say as to which are the favourite pilot projects. Safety devices like GPS-guided Signalling; Train Activated Warning System; Anti-Collision Devices and Fool-Proofing . Signalling, Advanced Warning Systems; bio-toilets; all these are pilot projects. The Dedicated Freight Corridors; Dedicated Passenger Train Corridors; Railway Safety Authority; Rail Tariff Authority; Branded Food in Pantry Cars; Fire Extinguishers in every Coach will all find a mention. All these find a mention in all the Railway Budgets, but we are all expecting very eagerly.

So also, Sir, the Railway was employing 17 lakh employees two decades ago. But now they have only 12 lakh employees. The railway lines' length has been increased, the trains have been increased, the coaches have been increased, there are more double lining. But why is there a reduction only in the employees? No one knows because the vacancies are not filled. As per the Railway information, Sir, in five days, four Railway employees pass away. Those vacancies are not at all filled, and never are they considering compassionate grounds to be filled in. So, these are the few things which we want to proceed.

Sir, another very, very important thing is that the Railway Minister has announced e-tendering in contracts. They say that this will abolish corruption. Let me quote, Sir, the Report of the CAG. In a Report tabled in Parliament on 12th February, 2014, the

CAG said, "The Railways lost revenue of Rs.2,487 crores". Mr. Minister, kindly take it into consideration. Sir, e-tendering will not put a full stop to corruption. There are many other things. According to its audit conducted between May, 2008 and March, 2012, the loss was due to the lapses in implementation under the dual pricing system introduced in May-July, 2008. The freight rate for transporting iron-ore for non-domestic consumption was more than three times the fixed rate to transport iron-ore for domestic consumption. But without getting prescribed documents, the consignment was classified under domestic consumption category. So, for domestic consumption, the freight rate is less, whereas for non-domestic consumption it is more.Whereas, in the case of non-domestic consumption, it is more. And, the non-domestic consumption of oil has been treated as domestic consumption. As a result, the Railways have incurred a loss of Rs. 2,487 crores. Similarly, the Eastern Railways has purchased 298 acres of land for around 140 crores of rupees, without any clear-cut plan on utilization. The report also reveals 65 per cent of locomotive failures within three months of periodic overhauling. Why is it so? Whenever coaches or locomotives go for maintenance, the required spare parts are not being provided. Only seventy per cent spare parts are provided. How do they manage with the rest? They take out those spare parts from the other coaches or other locomotive which comes for overhauling and use them. So, adequate spare parts are not being provided at the time of overhauling. Earlier, the overhauling was being done every six months. Now, it is done after nine months. Overhauling is not done properly. The railway engines as well as coaches are not maintained. The overload work taxes the employees. All these things have to be considered.

Further, the Central Vigilance Commission has said that there was an increase of 82 per cent in the corruption cases in the year 2014, as compared to 2013. Most of these corruption cases pertained to the Railways. ...*(Time-bell rings)*... Please give me two more minutes to complete.

The CBI had filed a charge-sheet in the case of Rail Neer Case. The cheaper water bottles were being sold in place of Rail Neer. It was a multi-crore-rupees scam. It is very, very pertinent. Sixty-five per cent of the beverages are being maintained by the private parties. Because of this, many scams are going on. As a result, the Railways are losing a lot of money.

Now, I come to another important point, that is, the operating ratio. The 'operating ratio' is the ratio of the working expenditure to revenue earned from traffic. Therefore, a higher ratio indicates a poorer ability to generate surplus, which can be used for capital investment, such as, laying new lines and deploying more coaches.

[Shri Tiruchi Siva]

Sir, in 2015-16, the operating ratio increased from 88.5 per cent to 90.5 per cent of the budget estimate. The operating ratio for 2016-17 is projected to increase to 92 per cent. So, your revenue and expenditure are not matching. And, if the operating ratio increases, it will not signify a healthy functioning of the Railways. There are a lot of figures, relating to the Railways, which can be quoted and which will make many eyebrows raised. But, everything has conveniently been swept under the carpet by the excellent speech of the Railway Minister.

I would like to make just one submission again to the hon. Railway Minister. The Ministry must first establish the accountability at all levels. You have to work with the unions; deflate the bloated bureaucracy; and, above all, rid the Railway Board of the number of employees. Nowhere, in any part of the world, a Board of Management consists only of its employees, as it is in the case of Indian Railways. So, the Minister must realize his responsibility and he has to serve what the people expect from the Railways.

Thank you very much.

डा. प्रदीप कुमार बालमुचू (झारखंड): धन्यवाद उपसभाध्यक्ष महोदय, रेल भारत की प्रगति का हृदय है और साथ ही यह भारतीय अर्थव्यवस्था की बुनियाद है, जहां प्रतिदिन करीब 12,617 गाड़ियों पर करीब 23 मिलियन यात्री सफर करते हैं और 7440 माल गाड़ियों की बदौलत करीब-करीब 3 मिलियन टन माल ढोया जाता है। यह अत्यंत महत्वपूर्ण विभाग सरकार का है मगर यह सरकार उस विभाग को पूरी तरह से चलाने में अक्षम रही है। अगर हम देखें तो पिछले बजट में कुछ विचार आए थे। इस साल कुछ और नए विचार दे दिए गए, मगर जमीन पर कोई भी विचार उतर नहीं पाया, जिसके चलते देश की जनता की रेल के प्रति, रेलवे में सुविधाओं के प्रति जो आकांक्षाएं थीं, उनको भारतवासी शायद प्राप्त नहीं कर सके। आज अगर हम देखें, तो यह करीब 1.21 लाख करोड़ का बजट है। उसमें करीब 15,744 करोड़ रुपये राजस्व की कमी होने का अंदाज़ है। अगर चालू वित्त वर्ष को लें, तो इसका लक्ष्य पहले 1.82 लाख करोड़ रुपए रखा गया था, मगर कहीं न कहीं लक्ष्य की प्राप्ति नहीं हो सकने के कारण इसे घटा कर पुनः 1.6 लाख करोड़ रुपए कर दिया गया। अगर हम माल ढुलाई की बात करें, तो उसमें भी रेवेन्यू 1980 में करीब 62 परसेंट था और 2012 में यह घट कर 36 परसेंट हो गया। यह बहुत ही चिंता का विषय है। यह रेलवे की मोनोपली है। इसके बावजूद भी रेल यात्रियों से प्राप्त रेवेन्यू में कमी आ रही है, माल ढुलाई से जो रेवेन्यू आता है, उसमें कमी आ रही है, इसलिए यह बहुत ही चिंता का विषय है। अगर competition की बात होती, तो समझ में आती है कि चलिए competition है, इसलिए ऐसा है, मगर रेलवे की तो मोनेपली है। इसके बाद भी यात्री यहां से भाग रहे हैं, आखिर वे क्यों भाग रहे हैं? अगर माल ढुलाई की बात करें, तो लोगों के पास इसके अलावा एक-दो और ऑप्शन्स हैं, उनके एक रोड़ है और दूसरा समुद्री जहाज है। फिर भी सबसे ज्यादा माल की ढुलाई रेल के द्वारा ही होती है, क्योंकि यह सस्ता भी है, लेकिन इसके बावजूद आप रेवेन्यू की दृष्टि से देखें, दोनों यानी यात्री किराया या माल ढुलाई से प्राप्त रेवेन्यू में लगातार कमी होती जा रही है।

अगर 2015-16 की बात करें, तो यात्री किराये में करीब 50,175 करोड़ रुपये आमदनी का अनुमान था और फिर उसी साल माल भाड़ा यानी 2015-16 में करीब 1.21 करोड़ रुपए आमदनी का अनुमान था। इसके बावजूद भी इसमें फिर कमी आ गई। आज माननीय मंत्री जी को इस बात की चिंता करनी चाहिए और देश के लिए भी यह चिंता का विषय है कि आखिर कैसे हम रेल को और अधिक सुविधाजनक तथा सस्ता बनाएं।

अगर परिचालन की बात करें और ऑपरेटिंग रेश्यो की बात करें, तो 2013-14 में यह 93.6 परसेंट था, 2014-15 में यह फिर घट कर 91.8 परसेंट हा गया और 2015-16 में 88.5 परसेंट की बात कही गई। अभी इस साल यानी 2016-17 के बजट में 92 परसेंट का प्रोजेक्शन किया गया है। माननीय मंत्री जी, यह बहुत चिंता का विषय है। अगर हम इसको नहीं बढ़ाएंगे, अगर हम ऑपरेटिंग रेश्यो नहीं बढ़ाएंगे, तो हम कभी भी इस रेल को ठीक नहीं कर सकेंगे, चाहे आज जितनी भी कोशिश कर लीजिए। इसके लिए बहुत सारे उपाय हैं। एक उपाय से कुछ होने वाला नहीं है। अगर आप हिस्ट्री देखें, तो पाएंगे कि 1963-64 में यह रेश्यो 74.7 परसेंट था। आखिर क्या कारण था कि उस ज़माने में यानी 1963-64 में 74.7 परसेंट तक अचीव कर लिया गया? अगर उस समय हो सकता था, तो आज क्यों नहीं हो सकता है? कहीं न कहीं हममें कमी है, जिसके चलते हम इसको अचीव नहीं कर पा रहे हैं। जब तक हम इसको अचीव नहीं करेंगे, तब तक हमारी रेल सुदृढ़ नहीं हो सकती है।

बजट में नई रेल लाइनों की बात कही गई। मंत्री जी ने अपने बजट भाषण में कहा कि हमने 2016-17 में करीब 2,500 किलोमीटर नई रेल लाइन या रेल लाइनों की दोहरीकरण करने का लक्ष्य रखा है। अगले साल यानी 2017-18 में उसको बढ़ा कर 2,800 किलोमीटर करने का लक्ष्य है। अगर हम दूसरे देशों में इसकी तुलना करें, अगर हम चीन की बात करें, तो चीन में प्रति वर्ष दस हजार किलोमीटर नई रेल लाइनें बिछाई जा रही हैं। उनका अगला लक्ष्य उसको करीब 30 हजार किलोमीटर प्रति वर्ष करने का है। इसलिए हमें उन चीज़ों को देखना पड़ेगा कि आखिर दूसरे देश, हमारे पड़ोसी देश किस तरह से काम कर रहे हैं, वे किस तरह से रेलवे का विकास कर रहे हैं, वे किस तरह से रेलवे का एक्सटेंशन कर रहे हैं।

आपको याद होगा कि पिछले वर्ष फाइनेंशियल डिसिप्लिन के नाम से सरकार ने रेलवे को प्राइवेट पार्टीज़ को देने की प्लानिंग की थी। अगर हम आज के दिन में भी देखें तो प्राइवेट पार्टीज़ रेलवे में नहीं आ रही हैं, जबकि उनकी मोनोपली है, उसके बावजूद वे नहीं आ रही हैं। आखिर क्या कारण हैं? कारण बड़ा साफ है कि योजनाएं सिर्फ कागज पर हैं। बाहर जो इन्वेस्टर्स हैं, उनको इस बात का विश्वास नहीं है कि वे इन्वेस्ट करेंगे तो फायदा होगा। यह चीज़ जमीन पर नहीं उतर ही है, जबकि आप तो उनको बुला रहे हैं, प्राइवेट पार्टीज़ को न्यौता दे रहे हैं। इसके लिए आपका करीब एक साल तक प्रयास रहा, मगर उसके बाद भी कोई आदमी सामने नहीं आया।

हमें याद है कि यूपीए-I में लालू जी के समय छः फ्रेट कॉरिडोर्स की घोषणा की गई थी, जिनमें से दो पर काम चल रहा है। उसके अलावा, नई दिल्ली और चेन्नई कॉरिडोर को भी स्वीकृति मिल गई है और अब उस पर भी काम शुरू होने की उम्मीद है, लेकिन बाकी तीन के बारे में सरकार कह रही है कि हम शुरू करेंगे, हम शुरू करेंगे। असलियत यह है कि यह सरकार उनको इसलिए शुरू नहीं कर

[डा. प्रदीप कुमार बालमुचू]

सकती, क्योंकि यह प्राइवेट पार्टियों को खोज रही है, बड़े-बड़े इन्वेस्टर्स को खोज रही है, लेकिन इन्वेस्टर्स को विश्वास नहीं है, जिसके चलते लोग सामने नहीं आ रहे हैं वे कॉरिडोर्स नहीं बन पा रहे हैं। अगर हम आज इन पर काम नहीं करेंगे, हम माल की ढुलाई को नहीं देखेंगे, तो हमारी रेल का फाइनेंशियल स्वास्थ्य कभी भी अच्छा नहीं हो सकता है।

मंत्री जी अपने पिछले बजट भाषण में कहा था कि जो स्टेशन 10 हजार करोड़ रुपये का रेवेन्यू देते हैं, वैसे 400 स्टेशंस चिन्हित किए गए हैं और हम उनका विकास करेंगे, उनको आगे बढ़ाएंगे। आज एक साल बीत गया, लेकिन आप देख लीजिए कि क्या उन 400 स्टेशंस में से किसी भी स्टेशन का जीर्णोद्धार हुआ, उनका विकास हुआ? जो रेवेन्यू दे रहे थे, वे वैसे के वैसे ही हैं। वे अभी भी 10 हज़ार करोड़ रुपये से ज्यादा का रेवेन्यू दे रहे हैं। यह आपकी पॉलिसी थी, आपने कहा था, हमने नहीं कहा था, मगर उसके बावजूद आप उस पर खरे नहीं उतरे। आज जिन 400 स्टेशंस की बात मैंने कही, उनमें से किसी भी स्टेशन पर कुछ नहीं हुआ।

आपने हमसफर, तेजस और उदय जैसी नई ट्रेनों की घोषणा की है, मगर आपने यह नहीं बताया कि वे ट्रेनें कब शुरू होंगी, कहां से शुरू होंगी और कैसे चलेंगी? इसका कोई जिक्र नहीं किया, इसे vague रखा गया। यह कहा गया कि हम नई ट्रेन शुरू कर रहे हैं, मगर कहां से शुरू करेंगे, इसका जिक्र मंत्री जी ने नहीं किया।

सर, आपको याद होगा किं मत्री जी ने पिछले बजट में सफाई पर फोकस किया था। तब टॉयलेट्स की बात कही गई थी, सफाई की बात कही गई थी और स्टेशंस पर सफाई की बात कही गई थी, यानी हम यह कह सकते हैं कि पूरा बजट सफाई पर केन्द्रित था। आज हम एक साल के बाद देख लें कि सफाई में कितनी बढ़ोतरी हुई है। अगर आप आज भी राजधानी में चल रहे हैं, तो उसमें भी चूहे घूम रहे हैं, इधर से उधर दौड़ रहे हैं और उसमें कॉकरोच भी चल रहे हैं। अगर कम्पलेंट की जाती है, तो कहा जाता है कि ये चूहे तो यार्ड से ही चले आते हैं। अगर यार्ड से ही चूहे चले आते हैं, तो फिर आपकी क्या जिम्मेदारी है? हम लोग तो ट्रेन में चलते हैं और देखते हैं कि लोगों को कितनी तकलीफ हो रही है। राजधानी जैसी ट्रेन की यह हालत है और बाकी की जो एक्सप्रेस एवं लोकल ट्रेनें हैं, उनके वॉशरूम में भी आप नहीं जा सकते। मंत्री जी सफाई-सफाई की बहुत बातें करते हैं। मंत्री जी को ट्रेन में थोड़ा घूमना चाहिए। जो लोकल ट्रेंस हैं, उनमें जाकर इन्हें देखना चाहिए, जो एक्सप्रेस ट्रेंस हैं, उनमें घूमना चाहिए, तब जाकर पता चलेगा कि सफाई का सचमुच में क्या हाल है।

महोदय, हम झारखंड से आते हैं और झारखंड में रेलवे के दो डिवीज़स हैं - चक्रधरपुर और धनबाद। ये दोनों डिवीज़स मिलकर रेलवे को सबसे ज्यादा रेवेन्यू देते हैं, लेकिन सुविधा के नाम पर इस राज्य को कुछ भी नहीं मिल रहा है। हमारी बहुत ही चिर-प्रतीक्षित मांग थी कि पुरुषोत्तम एक्सप्रेस घाटशिला स्टेशन पर रुके। पोलिटिकल लोगों ने, बिहार के लोगों ने अपने यहां 15-15 किलोमीटर पर उसे रुकवा लिया। जब हम लोगों को देने की बात होती है तो यह कहा जाता है कि इसकी दूरी बहुत कम है। लेकिन आपने तो 15-15 किलोमीटर पर ट्रेन रुकवा दी! हम लोगों की मांग है कि पुरुषोत्तम

एक्सप्रेस को कम से कम घाटशिला में रोका जाए। उसी तरह से वेल्लोर के लिए कोई सुपरफास्ट ट्रेन नहीं है।

महोदय, आपको पता है कि वेल्लोर एक ऐसी जगह है, जहां बीमार लोग जाते हैं, वहां के लिए ट्रेन की सबको जरूरत पड़ती है। हमारे यहां से, रांची से, जमशेदपुर से, धनबाद से कोई ऐसी ट्रेन नहीं है, जो वेल्लोर को जाती हो। एक एल्लेपी ट्रेन चलती है, जो लोकल ट्रेन के बराबर है। अगर उसमें कोई पेशेंट जाए तो वह आधे रास्ते में ही मर जाएगा। हम लोगों की बहुत पुरानी मांग है कि वहां के लिए कम से कम एक सुपरफास्ट ट्रेन चलायी जाए, ताकि जो लोग बीमार हैं, कम से कम उन्हें वह सुविधा मिल सके। उसी तरह से बेंगलुरू के लिए ट्रेन चलती है। बेंगलूरू बहुत बड़ा आईटी का क्षेत्र है, बहुत से लोग वहां काम करते हैं, बहुत से बच्चे वहां पढ़ने के लिए जाते हैं। बेंगलूरू के लिए जमशेदपुर से केवल दो दिन और रांची से केवल तीन दिन ट्रेन चलती है। हम लोगों ने यह निवेदन किया था कि आप कम से कम इसकी frequency बढ़ाइए, कम से कम इसके फेरे बढ़ाइए, उसका परिचालन बढ़ाइए। सर, हम लोग तीन साल से यह बात कह रहे हैं, इस संबंध में डिमांड कर रहे हैं कि जो ट्रेन वहां के लिए चलती है, उसकी frequency तो आप बढ़ा ही सकते हैं, उसमें आपको क्या दिक्कत है? आप उसे भी अब तक नहीं बढ़ा पाए हैं।

सर, मैं 'राजधानी' की बात करूं, तो 'राजधानी' भी हमारे यहां से सिर्फ चार दिन चलती है। सब जगह पर 'राजधानी' हर दिन चलती है, उस ट्रेन में सब लोग चढ़ते हैं। हम लोग लगातार इस संबंध में कहते रहे है। हमारे लोक सभा के साथी भी वहां डिमांड कर रहे हैं, सत्ता के लोग भी डिमांड कर रहे हैं, लेकिन इस सबके बावजूद भी 'राजधानी' अब तक सात दिन नहीं चली। हमारे यहां से हैदराबाद के लिए कोई ट्रेन ही नहीं है। हम लोगों ने मांग की थी कि कम से कम हैदराबाद के लिए, जो बच्चे वहां पर पढ़ते हैं, जो नौजवान वहां नौकरी करते हैं, उनके लिए ट्रेन दी जाए, ताकि उनको वहां जाने की सुविधा हो। उसी तरह से पुणे की बात है, वहां के लिए कोई ट्रेन नहीं है। ये जो तीन-चार जगहें हैं, पुणे है, हैदराबाद है, बेंगलूरू है, इन जगहों की बात जो मैंने कही, वह इसलिए कही कि हमारे यहां पर रोजगार नहीं है। हमारा राज्य बहुत धनी है, वहां बहुत से माइन्स और मिनरल्स हैं, लेकिन वहां पर नौकरी नहीं है। नौकरी करने के लिए लोग बाहर जाते हैं, पुणे या मुम्बई जाते हैं। वहां जाने के लिए कम से कम यह सुविधा हम लोगों को दी जाए। सर, झारखंड आपको सबसे ज्यादा revenue देता है। इसलिए हम आपके माध्यम से निवेदन करना चाहते हैं कि सरकार कम से कम इस आरे ध्यान दे, ताकि झारखंड के लोग, जो सबसे ज्यादा revenue देते हैं, उनको लाभ मिल सके, धन्यवाद।

महंत शम्भुप्रसादजी तुंदिया (गुजरात): आदरणीय उपसभाध्यक्ष महोदय, अप्रैल 2014 में पहली बार मैं इस पवित्र सदन में आया था। तब से लेकर, आज पहली बार मुझे बोलने का अवसर प्राप्त हुआ है। मैं आपका और अपनी पार्टी का बहुत आभारी हूं कि मुझे अपनी बात रखने का अवसर दिया गया है।

सर, सबसे पहले मैं यह बात कहना चाहूंगा कि विश्वरत्न, महामानव, बोधिसत्व एवं दलित उद्धारक बाबा साहेब अम्बेडकर को मैं शत-शत नमन करता हूं कि उन्होंने हमें संवैधानिक रूप से अपनी बात रखने का अधिकार इस सदन के माध्यम से दिया है। सर, मैं बाबा साहेब अम्बेडकर के संदर्भ में एक शेर कहना चाहता हूं कि:

[डा. प्रदीप कुमार बालमुचू]

"ऐ बाबा भीम आप दलितों में पैदा न होते,
तो दलितों का गुज़ारा और सम्मान कैसे होता?
यूं ही डूब जाती दलितों की नैया,
अगर इस नैया को मझधार में आपने संवारा न होता।"

सर, माननीय रेल मंत्री सुरेश प्रभु जी ने जो बजट रखा है, मैं उसके समर्थन में खड़ा हुआ हूं। इसके कई कारण भी हैं। सबसे पहले मैं यह कहना चाहता हूं कि इस बार के रेल बजट में महिलाओं, बुजुर्गों, दिव्यांग व्यक्ति, युवा और छात्र तथा गरीबों के लिए खासकर बहुत ही अच्छे प्रावधान किए गए हैं। इस उपलब्ध में मैं आदरणीय सुरेश जी को हार्दिक बधाई देता हूं। बजट में महिलाओं के लिए प्रत्येक आरक्षित कोटे में 33 फीसदी सीटें आरक्षित की गई हैं, महिला सुरक्षा के लिए हेल्पलाइन 182 पूरे देश में 24 घंटे चलाने की बात की गयी है और महिलाओं के लिए बीच की सीटों का आरक्षण किया गया है। यह पैसा "निर्भया" फंड से आबंटित किया गया है। बुजुर्गों के लिए, वरिष्ठ नागरिकों के लिए 50 प्रतिशत लोअर बर्थ कोटा रखा गया। प्रत्येक ट्रेन में 120 सीटें उपलब्ध कराई गई हैं। उसमें पहले से ऑनलाइन व्हीलचेयर की बुकिंग कराने की भी व्यवस्था की गई है। "दिव्यांग" लोगों के लिए प्रथम श्रेणी के 11 स्टेशन्स पर विशेष व्यवस्था की गई है, जिसमें अलग से टॉयलेट व्यवस्था, टिंकट पजीकरण की व्यवस्था है। इसके साथ ही 4,500 से अधिक कोचेस में 17,000 बायो टॉयलेट्स की व्यवस्था की गई है, जिसके अंतर्गत डिब्रूगड़ राजधानी में पहला बायो वैक्यूम टॉयलेट शुरू भी हो गया है। इस साल से युवा छात्रों के लिए लगभग 100 स्टेशन्स पर वाई-फाई की सुविधा शुरू होने की बात कही गई है। आने वाले दो सालों में कुल 400 स्टेशन्स पर वाई-फाई की सुविधा उपलब्ध कराई जाएगी। छात्रों और युवाओं के लिए रेलवे में इंटर्नशिप दिए जाने की भी बात कही गई है। इसकी बात भी कही गई है कि युवाओं के "स्वयं सहायता समूह" से उनका सामान खरीदा जाएगा। चार नई ट्रेनों का एलान किया गया है। गरीबों के लिंए "अत्योदय एक्सप्रेस" दी गई है, "हमसफर एक्सप्रेस" "उदय एक्सप्रेस" की बात भी कही गई है। मैं इसके लिए आदरणीय रेल मंत्री जी का बहुत ही आभारी हूं।

सर, मैं गुजरात से आता हूं। मैं जिस राज्य से आता हूं, उस राज्य में कुल 5,123 किलोमीटर का रेल रूट है, जिसमें चार डिवीज़न आते हैं। एक अहमदाबाद, दूसरा बड़ौदा, तीसरा राजकोट और चौथा भावनगर का डिवीज़न है। इन चारों डिवीज़न्स में अहमदाबाद का 1,529 किलोमीटर का डिवीज़न है, बड़ौदा का 1,295 किलोमीटर है, राजकोट का 598 किलोमीटर है और भावनगर का 1,326 किलोमीटर है। सर, मैं सदन के माध्यम से गुजरात के बारे में एक बात कहना चाहता हूं कि गुजरात के किलोमीटर के दो ऐसे रूट्स हैं, जो जब से गुजरात महाराष्ट्र से अलग हुआ है, तब से वे रूट उसमें चल रहे हैं। मेरी आदरणीय मंत्री जी से रिक्वेस्ट है कि उस रूट को गुजरात में ही सम्मिलित करें। एक वह रूट, जो 284 किलोमीटर का गुजरात से सटा हुआ इलाका है, जो मुंबई डिवीज़न में है, यह बरसों से चल रहा है, और दूसरा, जो 98 किलोमीटर का रतलाम डिवीज़न में जो है, यह जो मुंबई और रतलाम डिवीज़न वाला दो रूट है, उसको गुजरात के संलग्न डिवीज़न में जोड़ने की मैं आपसे विनम्र विनती करता हूं।

आदरणीय उपसभाध्यक्ष जी, गुज़रात में करीबन 2,000 से ज्यादा अनमैन्ड फाटक हैं। इनके कारण आए दिन अकस्मात् दुर्घटनाएं होती रहती हैं। इस बजट में अनमैन्ड फाटकों की समस्या के निवारण का प्रावधान किया गया है। मेरी आदरणीय मंत्री जी से विनती है कि अनमैंड फाटकों की समस्या के निवारण का जो काम वे पूरे भारतवर्ष में करने वाले हैं, वह काम गुजरात से शुरू करें, क्योंकि गुजरात भारत का मॉडल स्टेट है। ऐसी मेरी उनसे विनम्र विनती है।

आदरणीय उपसभाध्यक्ष जी, मुझे यह कहते हुए हर्ष हो रहा है कि इस साल के बजट में गुजरात को 3,503 करोड़ रुपये का प्रावधान किया गया है, जिसके तहत वलसाड-धर्मपुर-बछही, कुल 66 किलोमीटर की नई रेल लाइन का काम शुरू किया गया है। देलवाडा, कोडीनार, वोरावड की 91 किलोमीटर की नई रेल लाइन मंजूर की गई है। मैं अहमदाबाद जिले के जिस क्षेत्र से आता हूं, वह दोलेरा क्षेत्र है। वहां के लिए एक नई रेल लाइन का प्रावधान किया गया है। भीमनाथ दोलेरा की 28 किलोमीटर की नई रेल लाइन का काम मंजूर किया गया है। सर, इसमें डभोल-चांडे-राजपीपला का 37 किलोमीटर की नई रेल लाइन का काम भी दिया गया है। सर, नौसारी-कनखउ रूट पर 38 किलोमीटर का गेज कंवर्जन का काम भी दिया गया है। आदरणीय उपसभाध्यक्ष जी, इस बजट में गुजरात के लिए बहुत ही बड़े साइज़ के आठ ओवरब्रिज मंजूर किए गए हैं और 37 रोड्स पर अंडरब्रिज की सैंक्शन भी दी गई है, जिसके लिए मैं माननीय मंत्री जी का आभार व्यक्त करता हूं।

आदरणीय उपसभाध्यक्ष जी, गुजरात की रेलवे को इलेक्ट्रिफिकेशन का नया काम मिला है। आदरणीय मंत्री जी ने बहुत ही बड़ा दिल रखते हुए गुजरात की रेलवे को अच्छा तोहफा प्रदान किया है। सामिख्यारी, गांधीधाम, कंडला और मुंद्रा में 63 किलोमीटर के विद्युतीकरण के नये काम को सैंक्शन दी गई है। राजकोट, सिक्का और ओखा में 2,65 किलोमीटर के नये विद्युतीकरण के काम को सैंक्शन दी गई है। चूंकि अहमदाबाद एक बहुत बड़ा सिटी बन गया है, मेगा सिटी बन गया है, इसलिए जैसे मुम्बई में लोकल ट्रेन चलती है, वैसे ही अहमदाबाद सिटी में लोकल ट्रेन की व्यवस्था के लिए स्टेट गवर्नमेंट के साथ पार्टनरशिप में सबअर्बन रेलवे सिस्टम का काम sanction करने की बात भी इस बजट में की गई है।

उपसभाध्यक्ष जी, अहमदाबाद एक बहुत बड़ी आबादी वाला शहर है। इस शहर को देश के मुख्य शहरों में गिना जाता है। वहां भी भीड़-भाड़ बहुत ज्यादा होती जा रही है। जैसे गुजरात देश का एक मॉडल स्टेट है, वैसे ही अहमदाबाद, जो एक उभरता हुआ नगर है, वह भी गुजरात का एक मॉडल शहर है। वहां की रेल व्यवस्था में कालूपुर के स्टेशन पर बहुत ही भीड़ रहती है, क्योंकि वहां की एक ही तरफ से entry दी जाती है। इस शहर का यह हिस्सा ऐसा है कि कालूपुर स्टेशन जाते समय लोगों को बहुत ही ट्रैफिक की समस्या से गुजरना पड़ता है। कई बार ऐसी घटनाएं घटती हैं कि उनकी ट्रेन छूट जाती है। इसलिए आपके और सदन के माध्यम से माननीय रेल मंत्री जी से मेरी यह विनती है कि कालूपुर का जो रेलवे स्टेशन है, वहां entry के लिए एक दूसरे गेट की सुविधा दी जानी चाहिए, जो सरसपुर की साइड से आए। इससे गुजरात के दूसरे छोर से अहमदाबाद की ओर आने वाले जितने भी यात्री हैं, उनकी कठिनाइयां दूर होंगी। इसलिए मेरी माननीय मंत्री जी से वह विनती है कि कालूपुर स्टेशन में दूसरी तरफ से भी entry कराई जानी चाहिए।

[डा. प्रदीप कुमार बालमुचू]

सर, दूसरी बात यह है कि अहमदाबाद में जो साबरमती स्टेशन है, ...(**समय की घंटी**)... उसको भी टर्मिनस स्टेशन बनाने की आवश्यकता है। सर, यह मेरी maiden speech है, मैं एकाध मिनट और बोलना चाहूंगा। अहमदाबाद में जैसे कालूपुर स्टेशन है, वैसे ही एक स्टेशन साबरमती है। जब हम सभी सांसद लोग आते-जाते हैं, तो साबरमती स्टेशन से ही ट्रेन में बैठना हमें अच्छा लगता है और वह सरल भी रहता है, क्योंकि वहां ट्रैफिक की समस्या कम रहती है। साबरमती स्टेशन शहर के एक कोने में बाहर की ओर है, साबरमती का इस तरह का विस्तार है। आपके माध्यम से माननीय मंत्री जी से मेरी यह विनती है कि साबरमती स्टेशन को टर्मिनस स्टेशन के रूप में विकसित करने की बहुत ही आवश्यकता है, इसलिए आप साबरमती स्टेशन को टर्मिनस स्टेशन के रूप में विकसित करने के लिए इस बजट के माध्यम से प्रावधान दें।

सर, अंत में मैं एक बात कहना चाहूंगा कि वडोदरा में रेल यूनिवर्सिटी बनाने की जो घोषणा की गई है, अहमदाबाद और मुम्बई के बीच हाई-स्पीड कॉरिडोर बनाने की जो बात की गई है और धार्मिक स्थानों के स्टेशनों में रिजर्वेशन के लिए जो सारनाथ को भी शामिल किया गया है, इसके कारण मैं रेल मंत्री जी को बहुत ही हार्दिक बधाई देते हुए, इस बजट को सम्मान देते हुए अपना समर्थन करता हूं। संसदीय कार्य राज्य मंत्री, नक़वी जी, पहले आपने मुझे समय नहीं दिया था, फिर आपने मुझे बोलने का अवसर दिया, इसलिए मैं आपका भी धन्यवाद करता हूं।

SHRI D. RAJA (Tamil Nadu): Sir, the Railway Minister has given a number of long-term goals, whether it is Bullet Train or other ideas. Obviously, they will take time to mature and become reality. But two years have passed since they came to power. There should have been some visible changes in the Railways, but such changes are not seen.

To begin with, Sir, I represent Tamil Nadu in this House. So, I begin with Tamil Nadu. There is a gauge conversion programme from Thiruvarur to Koraikudi *via* Thiruthuraipoondi. There is an inordinate delay in completing this project. Why? What is the problem in completing this work? My Party, several other organisations and also the local people have conducted a number of campaigns and agitations for this project, but still, it is pending. An inordinate delay is there. That is number one.

Number two, Sir, we have the Integral Coach Factory in Chennai. In fact, it is a pride not only for the Railways but also for the entire nation.Sir, I have been arguing that the ICF must be allowed to function to the optimum capacity so that it can help the Railways to expand. In fact, it can help the Indian Railways to have collaboration with other countries also. It is not being done. The third point is that apprentices from the ICF are not being properly utilized. The Government should take note of this.

Sir, Nilgiri Mountain Railways has been accorded internationally-recognized

heritage status by UNESCO, which is again a pride not only for the Nilgiri District in Tamil Nadu but also for the entire nation. Sir, Ooty attracts nearly two lakh foreign tourists every year. To cater to their needs, chartered trains can be introduced. Railways can think of new innovative ways and to ensure regular service of NMR during monsoon season, protective retaining walls should be constructed, and, it is possible, at places vulnerable to land slide because Nilgiri is a hill track. There has been a vacant Goods Shed at Mettupalayam. This can be converted into dormitory and it can help the Railways to earn revenue.

Sir, in Kerala, there is a demand for a new rail line from Thalassery to Mysore. Even when Mr. Sadananda Gowda was looking after Railways, it was proposed to him and he was positive to this idea. Now, there is a proposal of an airport at Kannur in Kerala. If that emerges as a reality, then, this railway line can be very profitable and viable, and, the Ministry will have to address these issues.

Having said that, Sir, I must also point out that the Government should not think of allowing private players to have a critical role in the railways. Even in a country like Britain, there is a demand for nationalization of railways, and, our Government should not give an impression that the railways or the critical, crucial functions of railways are handed over to the private players. That should not be the approach.

Sir, the Railway Minister has dealt at length with some electronic innovations. It is good; we should go for new technology. But the vast majority of our people either do not have access to internet or they do not know how to use internet. Even if they know how to use internet, they need credit cards to buy tickets. The Railway Minister could have made buying tickets an easier work by making it simplified. The only thing the Minister did is to increase the cancellation fee. That is the only thing the Minister has done. You should re-think on this issue. Sir, a large number of our people, who use railways are poor people and are middle-class people. Yet, the Railway Minister has not given any assurance or has not shown any positive view for having more retiring rooms. After all, they are the citizens, they are our people. They are poor people. Making retiring rooms available to them is not a big problem. What it needs is some political will and sympathy for poor and ordinary people of this country. What do the people need? They want decent, dignified retiring rooms or waiting rooms. The Railway Minister can think about it and the Ministry can address this issue.

Sir, now I come to the issue of railway accidents. When railway accidents take place, there comes the issue of providing relief at accident sites. The railway accidents take place for various reasons, either due to human error or some other technical problem. But once an accident takes place, the relief team should rush there.

[Shri D. Raja]

4.00 P.M.

And there are problems in sending the relief teams to the accident sites. The Ministry will really have to work out some mechanism about how to address this issue.

Then, Sir, everybody is talking about Swachh Bharat, constructing latrines in urban areas, rural areas, etc. All right. But what about the railway stations? Are we having adequate number of toilets? After all, they are our people. They go and stay at railway stations, waiting for the trains. Trains are late and they have to wait for hours together. They need decent toilets, Sir. ...*(Time-bell rings)*... Railways have properties, Railways have places and Railways can do this. It is again a question of some innovative thinking and having some political will to have sympathy for our fellow citizens. Railways should do this, Sir.

Then, Sir, one more issue is about the railway hospitals. There are railway hospitals which can be upgraded and multi-specialty ones can be introduced. In fact, there can be access even for the common people to have some medical service in railway hospitals. Why can't the Ministry think of such things?

Finally, Sir, I come to the point of catering. Many people have spoken about catering. Even in this Budget, the Minister has declared that management of catering in the Railways will be handed over to the IRCTC in a phased manner. In this regard, Sir, I would like to share some of the issues. As per the catering policy of 2012, the reservation policy existed for major catering units such as mobile units, vegetarian or non-vegetarian refreshment rooms. That policy was withdrawn. Why? ...*(Time-bell rings)*...

Sir, I am finishing.

THE VICE-CHAIRMAN (SHRI SUKHENDU SEKHAR ROY): Sorry, your time is over.

SHRI D. RAJA: Sir, I am finishing in one minute.

So, that policy was withdrawn for reasons best known to the then Board members, and this immensely helped the cartel of gangs, operating in railway system for years together. Sir, the Railway Board will have to address this question. The point of contention is, when the SC/ST are eligible to participate in tendering process for catering stalls in the last ten years or so, without any complaints, why should they be deprived of participating in the major units by way of anti-reservation policy? Hence, it is imminent that the policy was promulgated by none other than ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI SUKHENDU SEKHAR ROY): Thank you, Mr. Raja. I am afraid, nothing will go on record. Now, Shri Praveen Rashtrapal.

SHRI D. RAJA: *

SHRI PRAVEEN RASHTRAPAL (Gujarat): Thank you very much, Mr. Vice-Chairman, Sir. I take this opportunity to point out certain things about Indian Railways. As my brother from Gujarat started with a shayari, I also thought I must also tell one shayari of Sahir Ludhianvi. He was from Punjab and left Punjab for cinema industry in Bombay. But after some time, he was to go to Agra by train. He wanted to meet one of his girl friends who was studying with him. So, he requested her that he was coming to Agra and you meet me somewhere. Then, naturally, that friend said that you could meet me near Taj Mahal Hotel, तो साहिर साहब ने क्या जवाब दियाः

"मेरे महबूब, कहीं और मिला कर मुझसे,
बज़्म-ए-शाही में ग़रीबों का गुज़र क्या मानी..
ये चमनज़ार ये जमुना का किनारा, ये महल...
इक शहँशाह ने दौलत का सहारा लेकर,
हम ग़रीबों की मुहब्बत का उड़ाया है मज़ाक।"

तो फिर उस महिला ने पूछा कि मैं कहाँ मिलूँ? तब उन्होंने कहा कि मैं रेल से आ तो रहा हूं। तुम रेलवे स्टेशन के रिटायरिंग रूम में मुझे मिलना।

इन बातों के साथ मुझे रेलवे के बारे में यह बताना है कि रेलवे में हाइएस्ट इम्प्लॉयज़ को इम्प्लॉयमेंट मिलती है। हमारे नेशनल कमिशन फॉर शैड्यूल्ड कास्ट्स के साहब यहां बैठे हुए हैं। उनके हिसाब से highest backlog vacancies are also in Railways. If I am not making a mistake, 42,000 backlog vacancies are there in Indian Railways. So, I am requesting the hon. MoS of Railways that he should verify the facts. In fact, I have also written a letter to hon. Railway Minister Mr. Prabhu to give me the exact number of backlog vacancies in Railways. His answer is, he is looking into the matter. This is not a proper reply. तीन महीने हो गए, अभी तक उन्होंने मेरे पत्र का उत्तर नहीं दिया है। He may please be requested to give the exact number of backlog vacancies in Indian Railways.

यह जो रेलवे का एडमिनिस्ट्रेशन है, वह जोन्स और डिवीज़न्स में बांटा गया है - ईस्ट जोन, वेस्ट जोन, नॉर्थ जोन, साउथ जोन। जो डिवीजंस हैं, वे शहरों के नाम पर हैं, जैसे राजकोट डिवीज़न है, भावनगर डिवीज़न है, मुम्बई डिवीज़न है। अभी हमारा गुजरात स्टेट से जब तक मामला है, राजस्थान और गुजरात जुड़े हुए हैं, तो इतना बड़ा इलाका है लेकिन जो हमारा जोनल ऑफिस है, वह मुम्बई में है। मैं सवाल पूछता हूं कि गुजरात राज्य और राजस्थान में जो रेल चल रही है, उसके

*Not recorded.

[Shri Praveen Rashtrapal]

कारोबार के लिए अगर कोई प्रॉब्लम है तो क्या गुजरात और राजस्थान के नागरिकों को या और कोई व्यापारी वर्ग के लोगों को मुम्बई जाना चाहिए? Why that office cannot be in Gujarat itself or Rajasthan, यह मेरा पहला सवाल है और मैं रिक्वेस्ट करता हूं कि zonal office of Gujarat and Rajasthan may be shifted to somewhere in Gujarat or Rajasthan.

ऐसे ही जो डिवीज़न का सवाल है, उसमें भी मुम्बई शहर में दो डिवीज़ंस के ऑफिस हैं। साउथ का ऑफिस भी वहां है और वैस्ट जोन का ऑफिस है। यह गलत तरीका है, उसे सही करना चाहिए।

गुजरात स्टेट में सबसे ज्यादा मीटर गेज रेल लाइंस हैं। मैं इस मौके पर रिक्वेस्ट करता हूं कि गुजरात में मीटर गेज के कंवर्जन का काम चल रहा है, वह जल्दी से पूरा किया जाए। हमारे गुजरात में पाटन शहर है, जो सोलंकी जी ने बनाया था। वह पाटन शहर राजकोट से एक नदी पार करके उस बाजू चले जाओ तो राजस्थान आ जाता है। तो गुजरात में पाटन और वहां पर भिलड़ी, वह पाटन-भिलड़ी रेल लाइन अगर बन जाए तो वह काम हो सकता है। कितने सालों से वह प्रोजेक्ट शुरू किया गया है लेकिन वह अभी तक पूरा नहीं हुआ है। तो मैं माननीय मंत्री जी से विनती करता हूं कि पाटन-भिलड़ी रेल लाइन के बारे में जल्दी से डिसीजन लिया जाए।

ऐसे ही अहमदाबाद शहर है, लेकिन वहां पर रेलवे स्टेशन एक भी नहीं है। अहमदाबाद शहर के आजू-बाजू और पूरे ईस्ट के अंदर अहमदाबाद रेलवे स्टेशन एक है, कालूपुर रेलवे स्टेशन है, मणिनगर रेलवे स्टेशन है, असारवा रेलवे स्टेशन है, साबरमती रेलवे स्टेशन है, गांधी ग्राम रेलवे स्टेशन है। ये सभी शहर अहमदाबाद के अंदर ही हैं। तो मुम्बई से जो भी ट्रेन्स आती हैं, तो मेन स्टेशन आने से पहले एक स्टेशन आता है, वह स्टेशन है मणिनगर, वहां पर मुम्बई की सभी ट्रेनों का हाल्ट देना चाहिए, ताकि 5 मिनट के अंदर 50 per cent of the passengers can get down at Maninagar and go to their residential area. ऐसे ही नॉर्थ से जो ट्रेनें आती हैं, दिल्ली और पूरे नॉर्थ इंडिया से, उसमें जब अहमदाबाद शहर नजदीक आता है तो उससे पहले साबरमती रेलवे स्टेशन है, अगर वहां पर गाड़ी को रोक दिया जाए तो वहां भी 50 per cent of the passengers can get gown and go to their nearest station.

एक दूसरी बात जो हमारी साथी ने बताई, रेल मंत्री ने कोई स्टेटमेंट दिया था, उसकी वजह से प्रेस में ऐसा आया है कि Railway is likely to go to privatisation. It is very risky and we do not accept it. Central Governent के दो डिपार्टमेंट हैं, पूरे ज़माने से Railway and P&T are known as Service Departments and their full monopoly should be with the Central Government because it is associated with the social problem of the Railways. मैं ऐसी कम्युनिटी से आता हूं जो आज से पचासों साल पहले अनटचेबल माने जाते थे। Railways is the only transport industry. जिसने देश को युनाइटेड किया। जब एक आदमी रेल में बैठता है, तो वह untouchability भूल जाता है। जब एक ही डिब्बे में सभी को बैठने का अधिकार मिलता था। पहले ऐसा नहीं था, बस में भी बैठने नहीं दिया जाता था। Railways cannot be privatised. रेलवे का privatisation हम किसी भी हालत में बरदाश्त नहीं करेंगे। मैंने अभी बताया कि अहमदाबाद के अगल-बगल में जो पांच स्टेशन्स हैं, इन सभी स्टेशनों का भी उद्धार होना चाहिए। यह नहीं होना चाहिए कि

सिर्फ अहमदाबाद स्टेशन को साफ रखा जाए, अहमदाबाद स्टेशन पर ही रोशनी की जाए, विंटर के लिए पूरा कवर किया जाए, रेनी सीज़न के लिए पूरा कवर किया जाए और बाकी के जो छोटे स्टेशन्स हैं, जैसे गांधीग्राम स्टेशन है, मणिनगर स्टेशन है, साबरमती स्टेशन है, वहां आप साफ-सफाई नहीं करेंगे, तो यह अन्याय होगा।

सर, एक बहुत बड़ी समस्या है और वह यह है कि रेलवे प्लेटफॉर्म पर टॉयलेट ब्लॉक्स का प्रबंध नहीं करती है। अहमदाबाद रेलवे स्टेशन पर दस प्लेटफार्म हैं, लेकिन वहां टॉयलेट ब्लॉक सिर्फ एक ही प्लेटफार्म पर है और वह भी at the end of the platform है। मैंने पूछा कि इसको बीच में क्यों नहीं रखते हैं? इसके उत्तर में बताया गया कि इससे गंदगी होगी। सर, गंदगी कैसे होगी? मुम्बई में जो लोकल ट्रेन्स होती हैं, हर एक लोकल ट्रेन के प्लेटफार्म के लिए बीच में टॉयलेट ब्लॉक होता है not at the end of the platform. मेरी यह रिक्वेस्ट है कि यह बहुत छोटी बात है, लेकिन बहुत ही महत्व की है। एक आदमी प्लेटफॉर्म नम्बर 5 पर खड़ा है ...(**व्यवधान**)... मेरा यह अनुरोध है कि इस पर ध्यान दिया जाए।

इन सारी बातों के साथ मैं यह भी कहना चाहता हूं कि एक ज़माने में हमारे साथी, जॉर्ज फर्नांडीज़ ने रेलवे की बहुत बड़ी हड़ताल की थी। हमने उसमें हिस्सा लिया था। वह रेलवे की हड़ताल कोई वेज अर्नर के लिए नहीं थी, बल्कि रेलवे में काम करने वाले कर्मचारियों की सुविधाओं को लेकर थी, चाहे विंटर हो, समर हो या रेनी सीज़न हो, वे खुले में काम करते थे, लेकिन उनको न तो छाता मिलता था, न गर्म कपड़े मिलते थे, न शूज़ मिलते थे, न क्रॉसिंग पर पूरा मकान मिलता था। उनके लिए इन सारी सुविधाओं की मांग के लिए हड़ताल की गयी थी। उस हड़ताल में यह बात भी रखी गई थी कि रेलवे कर्मचारी की विडोज़ को रेलवे मे ही job provide करना चाहिए। उनको दूसरे आदमी या इंडस्ट्रीज़ के पास जाने का मौका नहीं देना चाहिए। इन सारी बातों का ध्यान रखा जाए, इतना ही मुझे कहना है। जय हिन्द!

श्री मेघराज जैन (मध्य प्रदेश): आदरणीय उपसभाध्यक्ष जी, मैं संसद में पेश वित्तीय वर्ष 2016-17 के रेल बजट का समर्थन करने के लिए खड़ा हुआ हूं।

(MR. DEPUTY CHAIRMAN *in the Chair)*

महोदय, माननीय रेल मंत्री जी का यह बजट लीक को तोड़ने वाला है। इसमें रेल का राजनीतिक उपयोग कम और इसे जनोपयोगी व ग्राहकों के प्रति जवाबदेह बनाने पर ज्यादा जोर दिया है। इस बजट में यात्रियों खासकर गरीबों, महिलाओं तथा बुजुर्गों के लिए सुविधाओं तथा रियायतों की नई सौगात दी गई है, जिससे ऐसा प्रतीत होता है कि सरकार ने वाकई में पैसे की नहीं, बल्कि पैसेंजर की चिंता की है।

नई रेलगाड़ियों के परिचालन के संबंध में कई घोषणाएं की गई हैं, जिनमें अन्त्योदय एक्सप्रेस है, जो गरीबों के लिए कम किराए की गाड़ी है। हमसफर ट्रेन, जो मध्यम वर्ग के लिए तृतीय एसी की ट्रेन है, तेजस है, तेज रफ्तार वाली यानी 130 किलोमीटर प्रति घंटे की स्पीड से चलने वाली ट्रेन है तथा उदय है, जो व्यस्ततम मार्गों पर अधिकतम यात्री के सफर के लिए डबल डेकर ट्रेन है। ऐसी नई ट्रेनें चलाने की घोषणा माननीय मंत्री जी ने अपने बजट में की है।

[श्री मेघराज जैन]

रेलों तथा रेलवे स्टेशनों पर खान-पान व्यवस्था के संबंध में भी कई घोषणाएं की गई हैं, जिनमें आधुनिक मशीनों से युक्त 10 नए बेस किचनों को स्थापित करना, रेलवे स्टेशनों पर प्लेटफॉर्मों के प्रत्येक स्टाल पर दुग्ध उत्पादनों और आवश्यक दवाओं की विक्रय की व्यवस्था करना, ई-केटरिंग सेवाओं को 45 बड़े स्टेशनों से बढ़ा कर 'ए-वन' और 'ए' श्रेणी के 408 स्टेशनों पर विस्तार करना, खान-पान सेवाओं की गुणवत्ता को जांचने के लिए थर्ड पार्टी ऑडिट करना तथा बच्चों तथा शिशुओं के लिए गर्म पानी, गर्म दूध एवं शिशु आहार की उपलब्धता कराना है। यह एक विशेष बात है कि अगर थर्ड पार्टी जांच करेगी, तो उससे लोगों को खान-पान की चीजें अच्छी मिल सकेंगी। कॉमर्शियल लाइसेंस - स्टेशनों पर स्थानीय लोगों को कॉमर्शियल लाइसेंस दिया जाएगा, जिसमें महिलाएं, दिव्यांग, एससी, एसटी एवं अन्य पिछड़े वर्ग के लोगों को प्राथमिकता दी जाएगी, जो कि समय की आवश्यकता है, क्योंकि उन लोगों को इससे काम मिलेगा।

महिलाओं की सुरक्षा - महिलाओं को रेल कोचों के बीच के हिस्से में आरक्षण दिया जाएगा और केटरिंग व्यवसाय में उनको 33 प्रतिशत आरक्षण मिलेगा। वरिष्ठ लोगें के लिए कोटे को बढ़ाया गया है, उनको प्रत्येक ट्रेन में 120 बर्थ दी जाएगी। हवाई यात्रा की तर्ज पर रेलवे में भी बुकिंग के समय यात्रियों को बीमे का विकल्प मिलेगा, जो कि रेल मंत्रालय ने एक अच्छा कदम उठाया है। रेलवे यात्रियों को आर्थिक फायदा, यात्रियों को ठहरने की सहूलियत और विश्रामालयों से रेलवे की आय में बढ़ोत्तरी के लिए घंटे के हिसाब से रिटायरिंग रूम की बुकिंग कर सकेंगे। इसके साथ-साथ सभी सुविधाओं का डिजिटीकरण होगा।

रेल लाइनों का विस्तार पिछले छः वर्षों में 4.3 किलोमीटर प्रतिदिन की औसत से हुआ है, जिसे वर्ष 2017-18 में 13 किलोमीटर प्रतिदिन और वर्ष 2018-19 में 19 किलोमीटर प्रति दिन करने का लक्ष्य रखा गया है। अगले वर्ष 2800 किलोमीटर रेल पथ चालू करने की रेल मंत्रालय की योजना है, जिससे यात्रियों को बहुत सुविधा होगी और नई गाड़ियों को चलाने में भी सुविधा होगी।

रिसाइकलिंग बेस्ड स्लीपर - पर्यावरण हितैषी प्लास्टिक कचरे का निस्तारण संभव है। अब ठोस प्लास्टिक से निर्मित स्लीपर्स बनाए जाएंगे, क्योंकि आज के जो स्लीपर्स हैं, वे जंग लगने से सड़ जाते हैं। लोहे व सीमेंट से बने स्लीपर्स टूट जाते हैं और लकड़ी से बने स्लीपर्स गल जाते हैं। उनके स्थान पर अब प्लास्टिक के स्लीपर्स लगाए जाएंगे, जिनमें आवाज़ भी कम होगी और उनका रख-रखाव भी आसान होगा, जिससे रेलवे का खर्चा कम होगा।

ऊर्जा के क्षेत्र में यह प्रस्ताव आया है कि भारतीय रेल 1000 मेगावॉट बिजली सौर ऊर्जा से बनाएगी, जो वास्तव में रेल का खर्चा कम करेगी और पर्यावरण की दृष्टि से भी हमारे लिए लाभदायक होगी। रेल की जमीन पर बागवानी - रेलवे के आस-पास जो जमीन पड़ी है, उस पर बागवानी होगी। उससे गाँवों के अंदर रोजगार बढ़ेगा और रेलवे को भी आमदनी होगी। रेलवे में बिना चौकीदार वाले जो 1000 लेवल क्रॉसिंग्स हैं, वे पिछले वर्ष बन्द किए गए हैं और 820 रोड ओवरब्रिज तथा रोड अंडरब्रिज बनाने का काम पूरा किया गया है। इसी प्रकार, 1,500 आरओबी तथा आरयूबी का कार्य प्रगति पर है।

बजट में देश के तीन नए रेल कॉरिडोर्स, उत्तरी-दक्षिणी (दिल्ली से चेन्नई), पूर्वी-पश्चिमी (खड़गपुर से मुम्बई) तथा पूर्वी समुद्री तट (खड़गपुर से विजयवाड़ा) बनाने की बात कही गई है, जिससे माल को जल्दी पहुंचाने में सुगमता होगी, लागत में कमी आएगी तथा रेलवे को मुनाफा होगा। वास्तव में, यह आज के समय की आवश्यकता है, जिसको रेल मंत्री जी ने बजट में प्राथमिकता दी है।

मैंने गत वर्ष रेलवे पर बोलते समय अपने भाषण में एक बात कही थी कि दिल्ली का सराय रोहिल्ला स्टेशन antique और बाबा आदम के ज़माने का स्टेशन है। अभी जब मैं उस स्टेशन पर गया तो मुझे यह देखकर बहुत ही सुखद आश्चर्य हुआ कि उस पूरे स्टेशन का कायाकल्प हो गया है और आज वह एक आधुनिक स्टेशन के रूप में हमारे सामने है। उसके लिए मैं रेल मंत्री जी की भूरि-भूरि प्रशंसा करता हूं। मैं उनका आभार मानता हूं कि उन्होंने गुजरात एवं राजस्थान जाने वाले यात्रियों की सुविधा के लिए यह एक बहुत बड़ा काम किया है।

रेल बजट में मध्य प्रदेश के लिए काफी कुछ किया गया है। हमारी जो मांगें थीं, उनमें इंदौर के रेलवे स्टेशन का विस्तार किया जाना, प्लेटफॉर्मों का विस्तार किया जाना, छोटा उदयपुर होकर इंदौर-दाहोद और इंदौर-खंडवा रेल लाइंस का निर्माण किया जाना शामिल था। इन सभी रेल लाइनों के लिए इस बजट में पैसा रखा गया है, पर मेरा यह आग्रह है कि इंदौर-दाहोद लाइन के लिए जो 100 करोड़ रुपए रखे गए हैं, उसको और बढ़ाया जाता तो बहुत अच्छा होता। उससे हमारे इलाके में, जो कि वनवासी क्षेत्र का इलाका है, वहां ज्यादा लाभ होता।

मैं कुछ और बातों के लिए आपसे निवेदन करना चाहता हूं। इंदौर-हावड़ा के बीच चलने वाली गाड़ी संख्या 22911 करीब 1736 किलोमीटर तक 32 घंटे चलने वाली ट्रेन है, लेकिन उसके अंदर पैन्ट्री कार नहीं है। उसमें पैन्ट्री कार न होने से यात्रियों को चाय तक मिलना दूभर हो जाता है और उस ट्रेन में बहुत परेशानी होती है। मेरा निवेदन है कि इतनी लम्बी दूरी तक चलने वाली गाड़ी में पैन्ट्री कार होनी चाहिए। इसी प्रकार, जबलपुर से वेरावल के बीच जो गाड़ी चलती है, वह 1570 किलोमीटर की दूरी तय करती है और करीब 28 घंटे की उसकी रनिंग है। वह गाड़ी जबलपुर से दोपहर में चलती है और दूसरे दिन शाम को वेरावल पहुंचती है, लेकिन उसमें भी पैन्ट्री कार नहीं है। इसलिए उसके बारे में भी चिन्ता करनी चाहिए, ताकि यात्रियों को जो परेशानी होती है, वह ठीक हो जाए। आदरणीय रेल मंत्री जी, राजस्थान सम्पर्क क्रांति दिल्ली से बीकानेर के लिए तीन दिन चलती है। उसमें एक मारवाड़ मुंडवा स्टेशन है, मैं हर महीने वहां पर जाता हूं। वहां जाने के लिए हमें नागौर उतरना पड़ता है और वहां से फिर 20-22 किलोमीटर चलकर आना पड़ता है। मारवाड़ मुंडवा नगर पालिका का केन्द्र है, अच्छा स्टेशन है, वहां काफी यात्रियों को परेशानी होती है। अगर आप दो मिनट के लिए वहां ट्रेन को रोकें और उसे सात दिन चलाएं तो ज्यादा अच्छा होगा।

दिल्ली-जोधपुर, मंडौर एक्सप्रेस प्रतिदिन चलती है। सम्पर्क क्रांति तीन दिन चलती है, इसमें भी आधे डिब्बे बीकानेर जाते हैं और आधे डिब्बे जोधपुर जाते हैं, जबकि जोधपुर के लिए मंडौर एक्सप्रेस रोज़ चलती है। उसमें भी अगर तीन-चार डिब्बे बीकानेर की तरफ जाने के लिए कर दिए जाएं तो नागौर और मुंडवा के यात्रियों को बहुत सुविधा होगी। इसी प्रकार से मध्य प्रदेश में राजगढ़ जिले का

[श्री मेघराज जैन]

सारंगपुर रेलवे स्टेशन है, वहां पर केवल दो ट्रेनें रुकती हैं, जब कि वह बहुत बड़ा व्यापार का केन्द्र है। इंदौर-ग्वालियर इंटरसिटी और देहरादून-उज्जैन वहां पर सप्ताह में दो दिन के लिए चलती है। अगर उसका स्टॉपेज वापस सहारनपुर में कर दिया जाए, तो वहां के लोगों को, व्यापारियों को उससे बहुत फायदा होगा।

महोदय, माननीय रेल मंत्री जी ने जो बजट प्रस्तुत किया है, मैं उसका समर्थन करता हूं। मैंने जो मांग रखी है, मैं निवेदन करता हूं कि उस मांग पर आप ध्यान देंगे। एक-दो बार मैंने बजट पर बोलते समय बोला था कि मुझे पांच स्टेशंस पर पीने के पानी की मशीनें लगवानी हैं। वे मशीनें रेल विभाग खुद लगा रहा है इसलिए मैं वह मशीनें नहीं लगा पाया। मेरे पास 25 लाख रुपये का बजट अभी भी सुरक्षित रखा हुआ है। मैं रेल मंत्री जी से निवेदन करना चाहता हूं कि जिस तरह से सब सांसदों को गांव गोद दिया जाता है, उसी तरह से एक-एक स्टेशन सब सांसदों को गोद दे दें, ताकि हम उस स्टेशन पर छोटे-मोटे काम, जैसे कुर्सियां लगाने का काम, छोटे शेड्ज़ लगाने का काम कर सकें, ऐसा मैं निवेदन करता हूं। इसके अतिरिक्त मैं उनसे यह भी प्रार्थना करता हूं कि इस संबंध में रेलवे अधिकारी हम सांसदों से सम्पर्क करें, ताकि यह काम पूरा हो सके, धन्यवाद।

MR. DEPUTY CHAIRMAN: Thank very much, Jain Saheb. Next Mr. CM. Ramesh. Absent.

SHRI PRAFUL PATEL (Maharashtra): Mr. Deputy Chairman, Sir, thank you. I rise to speak on the Railway Budget, of course, without being political about it, I must say that my friend, Mr. Suresh Prabhu, is truly a fine person. He has the ability to turn around the Railways, and make a difference which we all seek. But I still have some apprehensions also. Of course, the Budget is in the right direction. There are no new announcements. There is no populism. Even last year he tried to keep the Budget focussed in terms of achieving the targets rather than just simply go on expanding the scope of targets. I think it is a matter of great importance and caution that we do not overstretch our commitments because there are so many projects, so many railway lines, including in my erstwhile constituency which I represented in the Lok Sabha, where projects have started 20 years ago and still they have not seen the light of the day. Part of it is done and the balance is not completed. This is the story of most of the projects. I think, it is important that prioritisation is done and completion of projects is timely rather than having just half-baked and unfinished projects.

I have also a word of caution. There is a mention in the Finance Minister's speech that the Government is going to have a Capex of ₹1,25,000 crores by the Railways in the current fiscal; and ₹ 1,000 crores for the road sector. While I have also been in the Infrastructure Ministry , and I have no doubt that the Railways is a far bigger, far more

well-equipped organisation, but to absorb ₹1,25,000 crores of capital expenditure in one single financial year is a humungous task, and it is a huge challenge. I wish you well, but I have my doubts about it. And doubts are not because of the intention but because of our own systems. The capacity of our systems is first to take decisions, to give the clearances, then, there are ten other issues which are involved. Therefore, as a statement of intent that you will be spending 'x' amount of money is a good thing. But I do not know how much of that will be actually spent. But none the less, I compliment you and I wish you well. Even if 50 per cent of the money is spent, I think, it will go a long way in improving the overall infrastructure of the Railways.

I think, one more thing as a matter of advice and caution, is that while we are very happy to see that bullet trains are coming into the country, I am not one of those who will start criticising why should there be a bullet train and why so much money should be spent. Of course, at some stage, somewhere a beginning has to be made. And why not, if it is being made? You are getting good financial assistance from Japan on very favourable terms by JICA. I think it is a good step. But, at the same time, why not look at increasing the speed of our overall Railway network by only 20 KMs an hour? I am not even saying you increase it by 50 KMs an hour from high speed which is an average of 110 KMs an hour. You can even if you go up to 130 KMs an hour, our certain tracks are good for that. If need be certainly with less Capex you can increase the overall efficiency of the Railways. Rationalise some of the major trains with certain stoppage also. Even I know, as a Lok Sabha MP, I have always been asking यह स्टॉप होना चाहिए, वह स्टॉप होना चाहिए, इधर भी रोको, उधर भी रोको almost grinding the high speed trains to become locals. But, at the same time, a few trains मैं यह नहीं कहूंगा, क्योंकि वह भी एक महत्वपूर्ण हिस्सा है कि सांसद मांगें, चाहे लोक सभा के हों, चाहे राज्य सभा के हों, अगर वे कुछ सुविधाएं मांगते हैं तो उसमें कोई गलत बात नहीं है, क्योंकि कहीं-कहीं उचित भी होता है, लेकिन उसके साथ-साथ चंद ट्रेन्स में, जैसे हमने राजधानी में किया, पर वह राजधानी अब कितनी राजधानी रह गई है, मुझे मालूम नहीं है, शताब्दी कितनी शताब्दी रह गई है, मुझे मालूम नहीं है। मैं केवल इतना ही कहना चाहता हूं कि चंद ट्रेन्स को, अगर हमने उनके बारे में सोचा, तो हम सही में, जेन्विन हाई स्पीड कोरिडोर अपने आप क्रिएट कर सकते हैं। वैसे देखा जाए तो अगर यहां से आगरा जाना है तो हम तीन घंटे के बजाय डेढ़ घंटे में भी पहुंच सकते हैं, जयपुर दो घंटे में और चंडीगढ़ भी डेढ़, दो घंटे में पहुंच सकते हैं। without really doing much. अगर उसके बारे में सोचा जाए तो उसका कुछ न कुछ रास्ता निकल सकता है।

One more thing which I feel and I have been saying Mr. Deputy Chairman, when I was in the Ministry of Civil Aviation, since my friend, Mahesh Sharmaji is also sitting here —I always believed and I tried my best to achieve some success but mostly being unsuccessful — is to try to integrate rail network with our airport infrastructure. Your land

[Shri Praful Patel]

in London. You land in Frankfurt; and you land in major cities of the world, you go to the basement, then, you go 100 or 200 or 300 KMs by the Railway network. I am saying this because I tried. I broke my head and finally I thought if I continue with my obstinacy neither will the airport be ready nor will the railway network come. So, I thought that let's choose the lesser of the two evils and then get ready, at least, with the present. Even in the case of Delhi Metro, which you see going to the airport - I am not saying this, but I would like to state my own experience — there was so much resistance. This is not viable. That is not viable. This won't happen. That won't happen. I said everything can't be looked at in the paradigm of viability in certain things. I am not trying to say that. Most of our projects in our country are viable. Why are we talking of one in isolation? How many can really be justified if you really want to go on the basis of viability? But the fact is that certain things and certain conveniences are important. That is why this Delhi Metro came with great difficulty. If that was not there, can you imagine how in isolation we were to live? But the point I was making is, suppose you landed in Delhi and you got off and had been to the basement and then you want to go to Agra or Jaipur or Chandigarh or Kanpur or Lucknow wherever you would have had train taking you in the Indian Railway network, it would have decongested airports, railway stations, given passengers seamless connectivity.All these things are possible. It is not that it is not possible. Somewhere we have to make a beginning. There was so much resistance at that time—'how will we bring railways to Delhi Airport?' 'this problem', 'that problem'. If you want to have no problems and only solutions, I don't think life itself is so simple. You will have a problem every day. Even coming to Parliament and going back, you will encounter some difficulty of traffic or something else. The point is, you have to make a beginning. Somewhere, it has to be made. If that would have happened, we would never have talked of a second airport in Delhi because of people being able to reach somewhere nearby. I don't mean to say that it is not necessary. I am just trying to give an example to say that this was important. Why can connectivity be not done? Therefore, while we concentrate on all these things, eventually, India as a large country—whether it is Delhi, Mumbai, Kolkata, Chennai, Hyderabad, or Bengaluru—its major metros should have this kind of an inter-modal connectivity which will help us to make travel easier, safer and seamless. That is how you will also gain. You will gain more money, make more revenues. That is how the Indian Railways should also design itself for the future.

Sir, there are lots of things. At the end of the day, everybody wants to see that the Indian Railways be in a good financial position. Now, we have the pressures of the Seventh Pay Commission. We have other compulsions too of finding the money. We have

to see how that money is not only going to be found but also to see how it is going to pay for itself. At the end of the day, Sureshji, I was complimenting you that if at all somebody can turn around the Indian Railways, it is you. I said that while you were not listening. Now that you have come half-way, I am repeating it for you.

MR. DEPUTY CHAIRMAN: That is why he came! He knew that you were complimenting him!

SHRI PRAFUL PATEL: We have a mutual admiration society! We are old friends. But, no; I said genuinely. It is not something I would say for everybody. But for him, certainly!

SHRI JAIRAM RAMESH (Andhra Pradesh): What about me?

SHRI PRAFUL PATEL: No, you are my dearest friend. I stated it on record.

MR. DEPUTY CHAIRMAN: But friends are not always complimented.

SHRI PRAFUL PATEL: Sir, we understand each other very well-eyes, sign, body language, everything. Sir, I said a few things; I don't want to repeat them. I am sure, your colleagues and the records will state. Otherwise, Mr. Deputy Chairman, will keep ringing the bell.

I would like to make only one limited point again. The inter-modal connectivity has to be done in this country whether we like it or not. At some stage, you make a beginning. As much as you want to make a beginning with high-speed trains, which I compliment and I support, you must have an inter-modal connectivity. I feel that there is no inter-modal connectivity in Indian Railways *vis-a-vis* air and rail. Air is as important as rail in an aspirational growing modern society. Today, if you go to an airport and see the kind of crowds, they are almost the same. The profile of even the flyer is almost becoming the same as that of the Indian Railways. So, we have to ensure inter-modal connectivity. Simply adding a metro line going there is not enough. You actually should have a major rail network emanating from the airport and joining your main network. That is something which is very important. That is what I wanted to say. Otherwise, Sir, we can keep on talking many things.

Sir, on the cleanliness, the kind of food, I have had many discussions with Mr. Prabhu. I don't want to say it again because he is aware of what I am saying. Sir, the most important thing is, I repeat, how you will spend that money. You will find the money. I know that you have found an innovative way with the LIC and other funding which you have proposed. It is a novel idea; it is a great idea. Your money is going to be

[Shri Praful Patel]

found at a reasonable rate. I told you about the ability of the Indian Railways to be able to spend the kind of money. It is an issue which you should be looking at very closely.

Finally, Sir, there are suburban networks in Mumbai and in many other cities, wherever there are—Delhi does not have one. Chennai has and other cities have. I think, the time has come to revisit it. I come from Mumbai. I know. He is also from Mumbai. We see millions of people going there. What has changed, Sir? If you ask somebodywhohasbeentravellingfor40,50yearsagoandtoday,hewouldtellyouthat there is no difference.lt is just the same local, the same dabba and the same kind of people hanging out. Why cannot we change that? I mean, okay; we have got more frequencies. But, is that just the solution? What was fifty years ago is the same today! In what way have we progressed — one compartment here and one compartment there and tried to make a little air conditioning here and little bit there. That is not a solution. Can we imagine? The Metros have changed the way people travel. Why cannot the suburban network also move in that direction? Why can't it be? We have suburban network in Kolkata, Mumbai, Chennai and many cities have it. This should change. कब तक हम सोचते रहेंगे कि हम यह करेंगे, वह करेंगे? यह करना बहुत जरूरी है। I urge and request you to please look at it in this direction. It is very important.

Sir, there is issue of port connectivity, freight corridors and all that. When we were in the Government, I remember - My fried Jairamji was also there, Ghulam Nabi Azad Sahab was also there, Oscarji was also there for sometime — we had discussed the issue of coal evacuation. If there are only some few thousand kilometers of rail corridors unconnected or the lines have not been properly planned and if we are able to execute those 2,000 or 3,000 kms. of rail lines to evacuate coal, I think, the availability of coal, which is already there and is unfortunately not being able to be provided to the State Boards or to the IPPs because of the poor evacuation, the shortage of coal could have been addressed. So, I think, a few soft targets can be looked into. See, instead of going into the entire thing - of course, it is a holistic plan, you please go ahead with it; it should be done - simultaneously, the soft or 'low hanging fruit' as you would like to call should be achieved and that will certainly change the way people perceive the Railways.

Sir, you have given me enough time. I don't want to go beyond that, because I said a few things in repetition. Nonetheless, I would like to mention one thing to the hon. Railway Minister. We had a conversation on the Railway Stations upgradation. I also gave my little experience how we went through the airport sector. It is possible. महेश शर्मा जी, आपको भी यह मालूम है Mumbai and Delhi went into joint ventures - of course, Tapanda and others were angry at that time.

SHRI TAPAN KUMAR SEN (West Bengal): Even today. You have handed over the commercial business to them.

SHRI PRAFUL PATEL: No, no. Listen to me. It is okay. The fact is that airports also improved. But, that money gave enough money to build all the airports across India without resorting to single rupee borrowing and not only borrowing the AAI has got thousands of crores at its disposal to build even more. So, the limited point I am making is that not a single employee lost his job, not a single employee was displaced. The airports came up. People are happy and everything is happy. So, it is a win-win for all. If you ask me, there may be some areas where we may have not been able to meet the aspirations of some people. But, at the same time, it was a win-win situation. So, modernization of 400 stations is a good move. It is a good idea. Ultimately, India is big and Railways is the biggest provider of transportation. So, 400 stations are fine. But, even if you make 20-30 stations, to begin with, and change the mind set that itself will be a fantastic beginning and you have the way to go ahead. I have also told you one thing that if you handover say New Delhi Railway Station for development who will take the second tier of railway stations around Delhi such as Hapur or Meerut or जो छोटे स्टेशंस होते हैं, उनको डेवलप करने के लिए फिर कोई मौका नहीं मिलेगा। So, you should give it in a cluster. If you want to develop one New Delhi, you will have to ask the developer to develop five smaller stations along with the big one so that other five smaller stations will be developed. Otherwise, only the big one will get developed and the छोटे स्टेशंस के लिए आपके पास कोई भी सेंसिबल और अच्छा रेशनल या स्ट्राँग बिडर नहीं आएगा। So, you should actually go in for a good consortium. And, RFQ conditions should be more stringent.Rather than just inviting anybody and everybody to come and participate in building a railway station, it should be done in a clustered approach, where one big station also carries the responsibility of developing four smaller stations. Then only will your smaller stations, across the country develop. With these words, I thank you very much, Sir. Sir, I thought I was making some sense, that is why I extended my conversation.

MR. DEPUTY CHAIRMAN: Very, very valid point. I appreciate that point. Shri Ramdas Athawale; not present. Shri Narendra Budania.

श्री नरेन्द्र बुढ़ानिया (राजस्थान): उपसभापति जी, रेल मंत्री जी ने जो बजट पेश किया है, उसमें उम्मीद तो उनसे बहुत थी, क्योंकि लम्बे समय से उनसे पहचान है और उनके काम-काज को देख कर ऐसा लगा कि वे इस देश के लिए बहुत ही शानदार बजट पेश करेंगे, जो देश की जनता की आशाओं के अनुरूप होगा, लेकिन मुझे यह कहते हुए बड़ा अफसोस है कि उन्होंने एक बहुत ही निराशाजनक बजट पेश किया है।

[**उपसभाध्यक्ष (श्री टी.के. रंगराजन)** *पीठासीन हुए*]

मैं इसके बारे में बहुत कुछ बोलना चाहता था, लेकिन मैं राजस्थान से आता हूं, इसलिए मैं सिर्फ राजस्थान के ऊपर फोकस करूंगा। राजस्थान के लिए मुझे यह कहते हुए बहुत ही निराशा हो रही है कि राजस्थान से लोक सभा के 25 सांसद आते हैं। वे पच्चीस के पच्चीस सांसद आपकी ही पार्टी के हैं। राजस्थान की जनता ने आपको कितना दिया है, लेकिन आप अपनी छाती पर हाथ रख कर सोचिए कि आपने राजस्थान को क्या दिया है। आप राजस्थान को एकदम से भूल गए हैं, जो कि आपको भूलना नहीं चाहिए था। हमारी सबसे इम्पोर्टेंट जो डूंगरपुर-रतलाम लाइन है, आपने उसके बारे में कुछ नहीं बोला। आपने भीलवाड़ा कोच फैक्टरी के बारे में कुछ नहीं बोला। आपने जयपुर-चुरु ब्रॉडगेज, जो कई महीनों से कटी हुई है, वहां जिला मुख्यालय है, इसके कारण बहुत से लोग कटे हुए हैं, उसके बारे में भी आपने कुछ नहीं बोला।

जो चीज़ राजस्थान के लिए होनी चाहिए थी, उससे आपने राजस्थान को उपेक्षित रखा है। आपने घोषणाएं तो की हैं, लेकिन मुझे आपकी घोषणाएं सुन कर बड़ा अचम्भा हुआ। आपने कुछ रेल लाइनों के सर्वे की घोषणाएं की हैं। मैं जब लोक सभा में 1996 में था, तो 1997 में सरदार शहर से हनुमानगढ़ के लिए सर्वे की घोषणा हुई थी। वह एक बहुत ही इम्पोर्टेंट रेल लाइन थी। मुझे पूरा भरोसा था कि इस लाइन को बनने से हमारे बॉर्डर एरिया को भी फायदा होगा, क्योंकि वह बॉर्डर से लगा हुआ इलाका है। राजस्थान का यह क्षेत्र जो है, यह विकास से नेग्लेक्टेड है। शायद लोगों की यह कल्पना थी, लोगों का यह सपना था कि हनुमानगढ़ के सरदार शहर से जुड़ने से उनकी आस्थाएँ पूरी होंगी। वहां के किसानों ने भी ऐसा सपना देखा था। 1997 के बाद कई बार घोषणा हुई, रिपीट हुई, लेकिन इस बजट में मैंने देखा कि सरदार शहर से हनुमानगढ़ की बजाए सरदार शहर से सूरतगढ़ के लिए एक नये सर्वे की बात की गई है। इधर हनुमानगढ़ है और उधर पास में सूरतगढ़ है। तो नये सिरे से आपने उसे घुमाकर पेश कर दिया। सरदार शहर से हनुमानगढ़ का जो रेल सर्वे है...

श्री सुरेश प्रभुः राजस्थान के लिए 2013-14 में 585 करोड़ का प्रोविजन था, पिछले साल यह 2,511 हुआ और इस साल 2,802 करोड़ हो गया है।

श्री नरेन्द्र बुढ़ानियाः मंत्री जी, मैंने यह बात कही कि राजस्थान ने आपको 25 सांसद दिए हैं। वहां की जनता ने आपके लिए यह एक ऐतिहासिक काम किया। तो क्या आप यह कह सकते हैं कि राजस्थान के लिए आपने ऐतिहासिक कदम उठाए हैं? आप हमारे मित्र हैं। हमने कई बार आपके मुँह पर भी आपके काम की बड़ाई की है। आपने जो अच्छे काम किए हैं, उनके बारे में मैंने आपके मुँह पर भी बड़ाई की है, लेकिन आज मुझे जो बात महसूस हो रही है, ...(**व्यवधान**)... आज दिल से तो नहीं कर सकता, क्योंकि मुझे तकलीफ हो रही है कि जिस स्टेट से मैं आया हूं, उस स्टेट ने इनको 25 एमपीज़ दिए हैं, लेकिन राजस्थान की तरफ इनका ध्यान नहीं है। आप बताइए कि आप जयपुर को इलेक्ट्रिक ट्रेन से क्यों नहीं जोड़ते हैं? जयपुर एक प्रसिद्ध पर्यटन स्थल है, हिन्दुस्तान का सबसे महत्वपूर्ण स्टेट है। उसको आपने बिजली की ट्रेन से नहीं जोड़ा है? आपको यह काम करना चाहिए था, लेकिन आपने नहीं किया। चलिए, आपने एक घटना बताई सरदार शहर से हनुमानगढ़ की। मैं आपको एक और

घटना बतलाता हूं। चुरु-तारागढ़ी का सर्वे हुआ था 1999 में। आपके रेलवे बोर्ड के डी.आर.एम., जी.आर.एम. सब लोग वहां पहुंचे और वे दो रेल लाइन के टुकड़े भी ले गए थे। वहां पर उन्होंने सर्वे का शिलान्यास किया। आज 16 साल बाद फिर आपने घुमाकर घोषणा की है, सरदार शहर, तालागढ़ी और सादुलपुर के बारे में। तो बार-बार ये घोषणाएं हो रही हैं। मुझे तो मालूम है कि मैं 30 साल से देख रहा हूं कि यह सर्वे की घोषणा कहां तक पूरी हो रही है। यह जनता को भुलाने का काम छोड़िए, आप इन कामों को पूरा करिए। आपसे जनता का विश्वास उठ चुका है। बार-बार ये झूठी घोषणाएं होती हैं, तो मैं समझता हूं कि यह अच्छी बात नहीं है। मैं एक-दो मांगें और आपके सामने रखना चाहता हूं।

आपके यहां से बीकानेर-हरिद्वार रेल चलती है। पहले यह बीच में चलती थी फिर बंद हो गई। हमने रिक्वेस्ट की कि यह बहुत महत्वपूर्ण ट्रेन है, हमारे यहां से हजारों-हजार लोग हरिद्वार जाते हैं। तो वे वहां कैसे जाएं? अगर वे रोड से जाएं तो रोजाना पांच-दस लोगों का एक्सीडेंट हो जाता है। तो फिर सप्ताह में एक दिन चलाइए। मुझे बताइए आधा राजस्थान कवर होता है बीकानेर से, आपके कई स्टेट्स कवर होते हैं। तो हरिद्वार के लिए आप कम से कम रोजाना गाड़ी चलाइए। आपकी गाड़ी फुल होती है, आपको फायदा होगा, जनता को फायदा होगा। जनता हरिद्वार में जाकर आपके गुणगान करेगी और आपको धन्यवाद देगी। तो मैं यह चाहता हूं कि आप इस ट्रेन को रोजाना चलवाएं।

जैसलमेर से हावड़ा गाड़ी चलती है, जो बहुत महत्वपूर्ण ट्रेन है। वह भी सप्ताह में एक दिन चलती है। तो उसके भी फेरे आप बढ़ाने का काम करिए। लोग उम्मीद रखते हैं आपसे। आपने एक नई गाड़ी भगत की कोठी से गुवाहाटी तक चलाई है। वह भी रोजाना एक दिन ही है। यह कामाख्या एक्सप्रेस के नाम से है। आपने इसका नाम कामाख्या दिया है तो इसका फेरा एक तो मत रखिए, कम से कम एक दो फेरे तो करिए। हमारे असम में, नॉर्थ-ईस्ट में हमारे राजस्थान के हजारों-हजार लोग रहते हैं, विशेष तौर से बीकानेर, चुरू, सीकर, झुंझनू, नागौर, जोधपुर इस एरिया के बहुत लोग वहां रहते हैं। मेरा आपसे निवेदन है कि इसके भी फेरे बढ़ाइए। मैं एक और निवेदन करना चाहता हूं। चुरू पार्लियामेंटरी कंस्टीट्युएंसी है, जहां से मैं भी तीन बार लोक सभा का मेम्बर रहा हूं। चुरू से पांच बार लगातार बी.जे.पी. वहां से जीतती आ रही है। जो सांसद जीतकर आते हैं, वे राजगढ़ के रहने वाले हैं। मैं यह नहीं कहता कि वे लोक सभा में बोले हैं कि नहीं बोले हैं या आवाज़ उठाई है कि नहीं उठाई है, लेकिन जिस गांव ने आपको 5 बार सांसद दिया है, तो उनकी मांगों पर भी ध्यान दिया जाना चाहिए। वहां राजगढ़-पिलानी रोड़ के अंदर एक ऐसी क्रॉसिंग है, जो 12 घंटे के अंदर, 8 घंटे, 9 घंटे बंद रहती है। उस क्रॉसिंग के बाद कॉलेज, डिग्री कॉलेज, जिले का बहुत बड़ा सरकारी औषधालय है, वहां पर लड़कियों के स्कूल हैं। सारे का सारा उस रेलवे के पार है। अब आप अंदाजा लगाइए कि वहां के लोग आपसे कितने दुखी होंगे। अब की बार भी अगर नहीं बनाया तो वहां की जनता आपको नकार देगी। आपने हाईवेज़ बनाने का निर्णय लिया है तथा जो ओवर ब्रिज भी हैं। यह काम हाईवे से छोटा भी नहीं है, हाईवे से ज्यादा बड़ा है। इसलिए पुरजोर शब्दों में मांग करता हूं कि सादलपुर, राजगढ़-पिलानी रोड के ऊपर जो बहुत ही ऐतिहासिक जगह है पिलानी, उस रोड के ऊपर ओवर ब्रिज बनाने का काम करें, तो मुझे बहुत खुशी होगी।

[श्री नरेन्द्र बुढ़ानिया]

महोदय, मैं अंत में मंत्री जी को याद दिलाना चाहता हूं कि मैंने आपके सामने छोटे से काम की बात रखी है। आपने घोषणा की कि हम अच्छे स्टेशन बनाएंगे, अच्छे स्टेशनों का विकास करेंगे। दिल्ली कैंट से हम लोग चढ़ते हैं और मैं समझता हूं कि उस स्टेशन से कम से कम 50 सांसद चढ़ते होंगे। यह इतना महत्वपूर्ण स्टेशन है। उसमें जो रिनोवेशन का काम चल रहा है, तो मैंने देखा कि यह रेलवे स्टेशन तो पहले से भी खराब हो रहा है। इससे तो पहले ही अच्छा था। अब तो बहुत घटिया माल लगाते हैं। मैंने आते ही सबसे पहले आपको इस संबंध में चिट्ठी लिखी। इस पर आपका जवाब तो आया, लेकिन उस पर कार्रवाई कुछ नहीं हुई। उस पर वहां पर लीपापोती हो गई होगी। मैं आपके ऊपर कोई इल्ज़ाम बिल्कुल नहीं लगाना चाहता हूं, आप पर कोई शक नहीं करना चाहता हूं, लेकिन मैं आपको कहना चाहता हूं, आग्रह करना चाहता हूं कि स्टेशनों पर जो इस प्रकार के काम हो रहे हैं, उन पर आपकी नज़र रहनी चाहिए। ये जो कॉंट्रेक्ट और ठेके होते हैं, ये लोग नीचे के लेवल पर इस प्रकार के काम कर जाते हैं, जिसका आपको अंत तक पता नहीं लगता है, इसलिए इस पर आपका ध्यान रहना चाहिए।

मैंने पहले दो छोटी-छोटी मांगों को लेकर आपको चिट्ठी लिखी थी। एक बार एक डेलिगेशन मुझसे मिलने के लिए आया और कहा कि साहब, हम ढाही में रहते हैं, ये कांग्रेस की ढाहियों की बात करती है और बीजेपी भी ढाहियों की बात करती है। हमारे ढाही से होते हुए एक ट्रेन जाती है, लेकिन वह वहां पर रुकती नहीं है। हमारे बच्चे कहते हैं कि अगर यह हमारे यहां रुकती नहीं है, तो क्या यह सिर्फ दिखाने के लिए चलती है? इस पर मैंने उनको आश्वासन दिया, वे जिस भावना से आए थे, मैंने उनसे कहा कि सुरेश प्रभु जी मेरे दोस्त हैं, मैं उनसे व्यक्तिगत रूप से निवेदन करूंगा कि ढाही के लोगों के लिए आप वहां हॉल्ट तो बना दीजिए। अगर आप वहां पर हॉल्ट बनाइएगा, तो मैं आपको विश्वास दिलाता हूं ...(**व्यवधान**)... अगर स्टेशन बनाएंगे, तो बहुत अच्छी बात है। वहां पर गाड़ी रुकेगी, तो मैं यह कहूंगा कि सुरेश प्रभु जी ने आपकी बात मान ली। अंत में मैं यही कहते हुए कि आपने 2016-17 के लिए बजट पेश किया है, लेकन बजट को देख कर ऐसा लगता है कि आपने 2021-22 का बजट पेश किया है, इसके लिए मैं आपको शुभकामनाएं देता हूं। धन्यवाद।

THE VICE-CHAIRMAN (SHRI T.K. RANGARAJAN): Now, Mr. Rangasayee. You have ten minutes.

SHRI RANGASAYEE RAMAKRISHNA (Karnataka.): Sir, the Modi Sarkar has rightly understood that the task, now, is to transform India. And, in this task, they have realized that the long-standing gap is in infrastructure. So, he has chosen two very competent foot-soldiers -Mr. Nitin Jairam Gadkari for the surface transport, and Mr. Suresh Prabhu for the railway transport.

The last year's Railway Budget as well as this year's too show that Mr. Prabhu has realized that the usual beaten track method of announcing tracks here, tracks there and routes here, routes there - and, most of them remain incomplete - should be abandoned and he should concentrate on capital deepening and providing the necessary infrastructure.

In the beginning, I would like to suggest one thing to the hon. Railway Minister. As Mr. Praful Patel rightly mentioned just now, you need a Transport Coordination Authority and it should be a multi-modal authority. Today, by natural instinct, people prefer to travel short distances by road transport. And, for travelling long distances, people would always weigh the value of travelling for two days on a train or to take a flight. So, I think, there should be a multimodal transport authority which should allocate the sectors and investments between rail, road and aviation.

Most of the objectives of the Railways require substantial capital deepening in the required direction. In several countries, the passenger fares are either higher or almost equal to freight rates. India has one of the lowest ratio of passenger fare to freight rate, which is about 0.3. Broadly, freight traffic cross subsidises passenger fare. This has been one of the main reasons behind railways losing their share of total freight traffic from 89 per cent to 30 per cent over the last 60 years. While this is the state of affairs in earnings, the expenditure budget reveals that human resources takes a lion's share of expenditure - 37 per cent is spent on staff wages and salaries, 19 per cent on pension fund and 21 per cent on fuel. Consequently, very little is left for capital expenses and the operating ratio also remains high at 92 per cent. Even appropriation to Depreciation Reserve Fund (DRF) remains rather low. Under provisioning of DRF has resulted in neglect of track renewals and procurement of rolling stock.

Despite all these constraints, Shri Prabhu has budgeted a sharp increase in capital investment. This year proposed investment would be roughly double of the average of the previous year, standing at Rs.1.21 lakh crores. It may be recalled that soon after assuming office, he had negotiated an LIC loan of Rs.1.5 lakh crores spread over five years. Shri Prabhu has an ambitious plan of commissioning of broad gauge lines of 7 kilometres per day during the current year, going up to 13 kilometres and 19 kilometres per day in the next years as compared to 4.3 in the last six years. The outlay for track electrification also will be augmented by almost 50 per cent.

Sir, I have a suggestion for the Railway Minister. Investment in infrastructure will necessarily have to be spread over a long period of repayment. All infrastructure investments have long gestation periods and you cannot depend on domestic savings for meeting that expenditure. Huge pension liabilities of the Indian railways will necessarily get phased out over the next 30 years, due to replacement by the NPS, and, therefore, this will facilitate repayment without tears. I, therefore, suggest that Shri Prabhu should tap institutional finance sources in overseas markets which will lend to a sovereign department like Indian Railways for long periods of 30 years and more. This will facilitate a major capital investment in the Indian Railways.

[Shri Rangasayee Ramakrishna]

5.00 P.M.

At the same time, it is a welcome initiative, already announced by the Railway Minister in his Budget, that he would start on a hitherto untapped source of monetization of railway assets. Railways have huge tracts of land available adjacent to rail network. These tracts can be leased out to promote horticulture and tree plantation, commercial exploitation of vacant land and space rights in railway buildings.

There is one suggestion which I would venture to give to Mr. Prabhu. Indian Railways is a unique model where the Government is both in the business of running the railways and also in manufacturing of engines, coaches and the rolling stock. I feel that Airlines don't build aircraft, the shipping companies don't build ships. I don't know why we should be in both the businesses. I feel that we should progressively quit the business of equipping the Indian Railways by disinvesting in various wagons, engines and coach factories. And if that happens, I think the flavour of the type of coaches which we need in modern days will change. If metros can work on rolling stocks purchased from private sector, so can the Indian Railways. I would even venture to add that we should privatise all these railway hospitals and railway schools and all and use those resources for the main task of running the railways.

Let us now focus on the business of more efficient railway operations. It is unfortunate that the two dedicated freight corridors announced during the UPA rule have not yet become realities.

Maximum gross load carried on IR is 5,400 tonnes. In China, South Africa, Brazil and Australia, it ranges from 20,000 to 37,000 tonnes. With the speedy commissioning of DFCs, we hope to achieve 12,000 tonnes. It is absurd that it took nearly five years in the UPA Government even for the staff to be put in position for the two dedicated freight corridors which have yet to see the light of the day. Passenger trains in a huge sub-continent like ours have to be operated at much higher speed. In fact, train journey will be welcome only if they cater to overnight travel, not two nights and three nights. For this, we need to augment rail speed, at least, to 150 kilometres per hour. This will be possible only if there are dedicated freight corridors and the passenger track does not get clogged by the freight trains. It is a welcome announcement that Shri Prabhu has announced three more dedicated freight corridors. ...(Time-bell rings)...

Coming to passenger amenities, I have one suggestion. The IRCTC can be redesignated as Indian Railways Amenities Corporation, and the entire gamut of station amenities ranging from station redevelopment, provisioning of escalators and lifts for

which I have been crusading for quite some time can be managed by this Amenities Corporation. You don't have coolies, and people have to carry luggage on steps and then bring down. I think, you will have to use the PPP model for providing escalators in an augmented manner. Then, this Amenities Corporation can also provide provisioning of smooth platform surfaces. Mostly, the platform surfaces are so rough that reaching the train itself is a big arduous task. It can also provide for battery-operated buggies for transporting the children and elderly across long platforms, such bio toilets that platforms conform to the Swachh Bharat objectives and quality catering facilities. All these can be managed by an Amenities Corporation. There will be more flexibility and many of them can be operated on PPP model without straining good revenues. ...*(Time-bell rings)*...

I will give you one example, Sir. You go to Japan in Osaka town. Below the railway station, there is a huge world of catering houses and various malls and what not. So, if you think big, you can straightway redevelop railways stations in India also. ...*(Time-bell rings)*...

THE VICE-CHAIRMAN (SHRI T.K. RANGARAJAN): Please conclude. The time is over.

SHRI RANGASAYEE RAMAKRISHNA: Just one minute, Sir. I wanted to give one suggestion because in the COPU, we were examining the CSR activities. I find that some of the cash-rich corporations of the Railways are spending CSR on unrelated activities. I have been stressing from time to time on this topic of providing escalators so that the coolie problem can also be resolved. I find it would be more appropriate if these units could be directed to concentrate on railway-related public services like provisioning of escalators and battery-operated buggies and the like. Thank you, Sir.

श्री राम कुमार कश्यप (हरियाणा): उपसभाध्यक्ष महोदय, सदन में दो दिन से रेल बजट पर चर्चा हो रही है। आपने मुझे इस चर्चा में भाग लेने का मौका दिया, इसके लिए मैं आपका धन्यवाद करता हूं। सर, रेल विभाग भारत सरकार का एक बहुत ही महत्वपूर्ण विभाग है। यह इतना महत्वपूर्ण है कि वर्ष 1924 से इसका अलग से बजट पेश होता है।

सर, प्रायः नयी रेलगाड़ियां चलाने, रेलमार्गों का विस्तार करने, ट्रेनों के फेरे और दूरी बढ़ाने की घोषणाएं हर रेल बजट का अहम हिस्सा होती हैं, परन्तु इस साल बजट में मंत्री जी ने इस प्रकार की कोई घोषणा नहीं की। इस मायने में यह बजट फीका नज़र आता है, परन्तु मंत्री जी ने बजट में यात्री किराया और माल भाड़ा बढ़ाने का काम नहीं किया, यह एक बहुत ही स्वागत योग्य कदम है। ऐसा भी नहीं है किं मत्री जी ने बजट में कुछ भी न किया हो। आपने चार नयी तरह की ट्रेनें चलाने, 1,600 किलोमीटर लाइनों का विद्युतीकरण करने, दिव्यांगों के लिए रेलवे स्टेशनों पर शौचालय, बुजुर्गों के लिए निचली बर्थ पर 50 परसेंट आरक्षण, युवाओं के लिए ऑनलाइन भर्ती जैसी कई आकर्षक घोषणाएं

[श्री राम कुमार कश्यप]

की हैं। जिनसे इन वर्गों को काफी सुविधाएं मिलेंगी। आपने चार नई ट्रेनें चलाई हैं, उनमें हमसफर, तेजस, उदय व अंत्योदय होंगी, लेकिन ये कब और कहां से कहां तक चलेंगी, इसका बजट में उल्लेख होता, तो ज्यादा अच्छा होता।

उपसभाध्यक्ष महोदय, ट्रेनों को समय पर चलाने का लक्ष्य हो या मानवरहित क्रासिंग्स खत्म करने की बात हो अथवा सबको तत्काल कंफर्म टिकट देने की बात हो, इन सभी के लिए आपने 2020 का लक्ष्य निर्धारित किया है। जब हम किसानों की बात करते हैं, तो आपने उनकी आमदनी को डबल करने का लक्ष्य भी 2020 रखा है। माननीय मंत्री जी, आपकी सरकार का समय 2019 तक है और आप 2020 की बात करते हैं। आपका इरादा कहीं सरकार को 2020 तक बढ़ाने का तो नहीं है? मैं चाहूंगा कि आप इस लक्ष्य को 2020 की जगह 2019 करेंगे, तो ज्यादा अच्छा होगा। माननीय मंत्री जी, आपने किसी को भी निराश नहीं किया है। आम यात्रीजन को तो बजट से इतना ही सरोकार होता है कि किराया न बढ़े, माल भाड़ा न बढ़े और सुविधाओं में बढ़ोत्तरी हो। आप इन कामों को कर ही रहे हैं।

उपसभाध्यक्ष महोदय, माननीय मंत्री जी ने रेलवे की आमदनी बढ़ाने के लिए रेल पटरियों के आसपास की भूमि को वृक्षारोपण और बागवानी के लिए पट्टे पर देने की घोषणा की है। यह वास्तव में आपका सराहनीय कदम है। इससे रेलवे की कितनी आमदनी बढ़ेगी, यह तो समय ही बताएगा, परन्तु मैं यह कह सकता हूं कि वृक्षारोपण और बागवानी का काम करने से हमारा पर्यावरण शुद्ध होगा, जो कि हमारे नागरिकों की सेहत के लिए बहुत जरूरी है।

उपसभाध्यक्ष महोदय, मैं आपके माध्यम से माननीय रेल मंत्री जी के सामने दो मांगें रखना चाहूंगा। मैं कुरुक्षेत्र, हरियाणा का निवासी हूं। माननीय मंत्री जी भी हरियाणा से चुनकर आए हैं। आप जानते हैं कि कुरुक्षेत्र एक धार्मिक और ऐतिहासिक जगह है। वहां पर पांडवों और कौरवों की लड़ाई हुई, भगवान कृष्ण ने यहां पर गीता का उपदेश दिया और यहां पर एक ब्रह्म सरोवर तालाब है, जो कि एशिया का सबसे बड़ा तालाब है। यहां पर सूर्यग्रहण के मौके पर बहुत बड़ा मेला लगता है और एक साथ 12 लाख पर्यटक यहां पर स्नान करते हैं। इसलिए यहां पर देश और विदेश से बहुत पर्यटक आते हैं। यहां पर कई गाड़ियों का ठहराव न होने के कारण यात्रियों को बहुत असुविधा होती है। इसीलिए मैं आपसे मांग करता हूं कि जो पूजा एक्सप्रेस ट्रेन है, स्वर्ण शताब्दी ट्रेन है, सम्पर्क क्रांति ट्रेन है, अगर आप इनका ठहराव कुरुक्षेत्र में करवा देंगे, तो मैं यह मानकर चलता हूं कि जो देश-विदेश से आने वाले पर्यटक हैं, उनको इससे बहुत सुविधा होगी और पर्यटकों की संख्या में बढ़ोत्तरी होगी।

उपसभाध्यक्ष महोदय, मेरी दूसरी मांग है कि ट्रेन नम्बर 54511 अप अम्बाला कैंट से नांगल डेम तक वाया चंडीगढ़ होती हुई जाती है। इसका वहां से चलने का टाइम सुबह 7.35 बजे का है। जो कुरुक्षेत्र के आसपास के यात्री हैं या कर्मचारी हैं, उनको बस से या अन्य साधन से इस ट्रेन को पकड़ने के लिए अम्बाला कैंट जाना पड़ता है, क्योंकि कुरुक्षेत्र से कोई ट्रेन नहीं है। इसीलिए मेरा आपसे अनुरोध है कि आप इस ट्रेन को अम्बाला कैंट की जगह कुरुक्षेत्र से सुबह 6.30 बजे चलाने का काम करेंगे, तो जो कर्मचारी चंडीगढ़ जाते हैं या जो यात्री कुरुक्षेत्र से जाते हैं, उनको बहुत फायदा होगा। मुझे माननीय मंत्री से इस बारे में बहुत उम्मीदें हैं। आप बहुत बढ़िया मंत्री हैं। यह आम चर्चा है कि आप सबका मान-सम्मान करते हैं। आप हरियाणा से भी संबंध रखते हैं, इसलिए आपका नैतिक कर्तव्य भी

बनता है और कुरुक्षेत्र एक धार्मिक शहर भी है, इसलिए जो मेरी दो मांगें हैं, इनको आप जरूर पूरा करेंगे।

अंत में, मैं माननीय मंत्री जी को दो-तीन सुझाव भी देना चाहूंगा। आपके रेलवे के जो प्रोडक्टस हैं, इनको पूरा होने में काफी समय लग जाता है। जो इन प्रोजेक्ट्स पर ठेकेदार काम करते हैं, उनकी समय पर पेमेंट नहीं होती है। जब ठेकेदारों को पेमेंट नहीं मिलती है, तो फिर वे लेबर को पेमेंट नहीं करते हैं, इसलिए प्रोजेक्ट्स अधर में लटके रह जाते हैं। इसलिए मैं आपसे रिक्वेस्ट करूंगा कि जो ठेकेदारों की पेमेंट है, आप उसे समय से दिलवाने का काम करेंगे, तो सभी प्रोजेक्ट्स भी टाइम से पूरे हो जाएंगे।

इसके बाद मैं स्क्रैप की बात करता हूं। स्क्रैप की बोली लगाने में कई-कई साल लग जाते हैं, क्योंकि उसमें बोली से पहले इन्क्वायरी होती है और इन्क्वायरी को होते-होते कई साल लग जाते हैं और इतने में स्क्रैप जंग खा जाता है। इससे उसकी क्वॉलिटी भी खत्म हो जाती है। मेरा आपसे अनुरोध है कि आप स्क्रैप की बोली का काम टाइम से करवाने की कृपा करें। इससे आपके रेल विभाग को आमदनी भी ज्यादा होगी।

उपसभाध्यक्ष महोदय, मैं माननीय मंत्री जी को बताना चाहता हूं कि प्रायः ट्रेनें लेट चलती हैं। अभी राम गोपाल यादव जी कह रहे थे कि विदेशों में ट्रेनें टाइम से चलती हैं। अगर विदेशों में ट्रेन लेट हो जाए, तो वहां पर हैरानी होती है, परन्तु हमारे देश में उलटा है। हमारे यहां अगर ट्रेन टाइम पर आ जाए, तो यहां पर हैरानगी होती है। यदि हमें विदेशी प्रणाली पर चलना है, तो हमें यह प्रयास करना होगा कि हमारी ट्रेनें जल्दी चलें। आपने इसके लिए 2020 का टारगेट रखा। मंत्री जी, आपने यह 2020 का बहुत लम्बा समय रखा है। इसलिए इसको पहले करने का काम करें। हमारी ट्रेनें समय पर चलें, तो यह बहुत बड़ी बात होगी। जब हमारी ट्रेन लेट हो जाती है, तो बोर्ड पर लिख दिया जाता है कि ट्रेन इतने घंटे लेट हो गई। मंत्री जी, मैं आपसे यह कहना चाहूंगा कि ट्रेन क्यों लेट हुई है, उसका क्या कारण है? आप उसको भी बोर्ड पर लिखने का काम करें कि ट्रेन इसलिए लेट हुई है। ट्रेन किस कारण से लेट होती है, इसकी भी जवाबदेही होनी चाहिए। यह सब स्पष्ट होना चाहिए। मेरा आप से यही निवेदन है। मैं अंत में अपनी बात समाप्त करते हुए, आपको धन्यवाद देता हूं। मैं मंत्री जी, आपसे यह उम्मीद करता हूं कि मैंने कुरुक्षेत्र के लिए जो अपनी मांग रखी है, आप उसे पूरा करने का काम करेंगे, जय हिन्द, जय भारत।

श्री मोहम्मद अली खान (आन्ध्र प्रदेश)ः सर, मैं आपका बहुत ही ममनून और मशकूर हूं कि आपने मुझे इस रेलवे के 2016-17 के बजट के लिए बोलने का मौका दिया। वजीरे रेलवे, प्रभु साहब एक काफी तजुर्बेकार मंत्री हैं, लेकिन NDA सरकार के 2014 में जीतकर आने के बाद, अवाम को जिस तरीके से सारे हिन्दुस्तान के अंदर यह उम्मीदें दिलाई गई थीं कि हिन्दुस्तान की हर तरक्की के लिए मसावाना तौर पर इंसाफ किया जाएगा, लेकिन आज़ादी के बाद से रेलवे ही एक ऐसा महकमा है, जिससे न केवल हिंदुस्तान के अंदर अपने नेटवर्क को आगे बढ़ाया बल्कि गैर मुमालिक के अंदर भी अपना एक नुमाया काम अंजाम दिया। मैं इसके लिए रेलवे बोर्ड एम्प्लाइज, इसमें जो मजदूर काम करते हैं, एहलेकार काम करते हैं, मैं उनको अपनी तरफ से और अपनी पार्टी की तरफ से मुबारकबाद दूंगा। लेकिन मुझे अफसोस के साथ कहना पड़ता है कि 2016-17 का बजट वजीरे मौसूफ़ ने पेश किया

[श्री मोहम्मद अली खान]

है, यह हिन्दुस्तान की अवाम के लिए मायूसी का नतीजा जाहिर होता है। इसलिए भी यह मायूसी है कि जिन बातों को 2014-15 में दोहराया गया था, उन बातों को 2016-17 में नजरअंदाज कर दिया गया। जो लोग बुलेट ट्रेन की बात करते हैं, मैं और मेरी पार्टी बुलेट ट्रेन के खिलाफ नहीं हैं। लेकिन हम आपसे एक बात की दरख्वास्त करेंगे, मैं वजीरे मौसूफ़ से गुज़ारिश करूंगा कि बुलेट ट्रेन तो आप लाइए, लेकिन जिस पटरी के ऊपर आजादी के बाद से आज तक चाहे लोकल ट्रेन हो, चाहे पैसेंजर ट्रेन हो, चाहे एक्सप्रैस ट्रेन हो, चाहे शताब्दी या कोई भी ट्रेन चल रही है, उसे चलती रहने दो, उसकी पटरियों का जो हाल है, आपको पहले उनको दुरुस्त करना चाहिए था। लेकिन मैं अफसोस के साथ कहता हूं कि हिन्दुस्तान के अंदर जितने भी महकमे हैं, जितने भी इंजीनियरिंग सेक्शन हैं, उनके अंदर जो मसावाना तौर पर रेलवे के इंजीनियरों को आपने नाराज किया है, उनकी तरक्की की राहों के अंदर आपने किया, तो फिर मैं आपसे पूछने की जुर्रत कर सकता हूं कि किस तरीके से आप रेलवे को मजबूती से सबसे आगे बढ़ाएंगे? एक तरफ तो आपने रेल किराया नहीं बढ़ाया, लेकिन दूसरी तरफ आपने एक 'तत्काल' स्कीम बीच में ऐसी रखी, जिससे पैसे वालों के लिए रेलवे का एक ओपन दरवाजा आपने खोल दिया। गरीबों का तबका कम से कम किराए के अंदर ज्यादा से ज्यादा सफर करता था, लेकिन वह तत्काल स्कीम के अंदर मायूसी का शिकार होकर हफ्तों अपना सफर जारी नहीं रख सकता। मुझसे पहले इस रेल बजट के अंदर हमारे सीनियर क़ाइद अहमद पटेल ने इस बहस का जो इब्तिदा किया था, मैं उसको सपोर्ट करते हुए, मैं अपने हल्के आन्ध्र प्रदेश तक अपने आपको महदूद करूंगा।

†[جناب محمد علی خان (اندھراپردیش): سر، میں آپ کا بہت ہی ممنون و مشکور ہوں کہ آپ نے مجھے اس ریلوے کے 17-2016 کے بجٹ کے لیے بولنے کا موقع دیا۔ وزیرریلوے پربھو صاحب ایک کافی تجربہ کار منتری ہیں، لیکن این۔ڈی۔اے کی سرکار کے 2014میں جیت کر آنے کے بعد عوام کے جس طریقے سے سارے ہندستان کے اندر یہ امیدیں دلائی گئی تھیں کہ ہندوستان کی ہر ترقی کے لئے مساویانہ طور پر انصاف کیا جائےگا، لیکن آزادی کے بعد سے ریلوے ہی ایک ایسا محکمہ ہے، جس نے نہ صرف ہندوستان کے اندر اپنے نیٹ ورک کو آگے بڑھایا بلکہ غیر ممالک کے اندر بھی اپنا ایک نمایاں کام انجام دیا۔ میں اس کے لیے ریلوے بورڈ ایمپلائز، اس میں جو مزدور کام کرتے ہیں، اہلکار کام کرتے ہیں، میں ان کو اپنی طرف سے اور اپنی پارٹی کی طرف سے مبارکباد دونگا۔ لیکن مجھے افسوس کے ساتھ کہنا پڑتا ہے کہ 17-2016 کا بجٹ وزیرموصوف نے پیش کیا ہے، یہ ہندوستان کی عوام کے لیے مایوسی کانتیجہ ظاہر ہوتا ہے۔ اس لیے بھی یہ مایوسی ہے کہ جن باتوں کو 15-2014 میں دوہرایا گیا تھا، ان باتوں کو 17-2016 میں نظر انداز کردیا گیا۔ جو لوگ بلیٹ ٹرین کی بات کرتے ہیں، میں اور میری پارٹی بلیٹ ٹرین کے خلاف نہیں ہے۔ لیکن ہم آپ سے ایک بات کی درخواست کریں گے، میں وزیرموصوف سے گزارش کرونگا کہ بلیٹ ٹرین تو آپ لایئے لیکن جس پٹری کے اوپر آزادی کے بعد سے آج تک چاہے لوکل ٹرین ہو، چاہے پیسنجر ٹرین ہو، چاہے ایکسپریس ٹرین ہو، چاہے شتابدی یا کوئی بھی ٹرین چلتی رہنے دو، اس کی پٹریوں کا جو حال ہے، آپ کو پہلے ان کو درست کرنا چاہیئے تھا۔ لیکن میں افسوس کے ساتھ کہتا ہوں کہ ہندوستان کے اندر جتنے بھی محکمے ہیں، جتنے بھی انجینئرسیکشن ہیں، ان کے اندر جو مساویانہ طور پر ریلوے کے انجینئروں کو آپ نے ناراض کیا ہے، ان کی ترقی کی راہوں کے اندر آپ نے کیا، تو پھر میں آپ سے پوچھنے کی جرأت کرسکتا ہوں کہ کس طریقے سے آپ ریلوے کو مضبوطی سے سب سے آگے بڑھائیں گے؟ ایک طرف تو آپ نے ریل کرایا نہیں بڑھایا، لیکن دوسری طرف آپ نے ایک "تتکال" اسکیم بیچ میں ایسی رکھی، جس سے پیسے والوں کے لیے ریلوے کا ایک اوپن دروازہ کھول دیا۔ غریبوں کا طبقہ کم سے کم کرائے کے اندر زیادہ سے زیادہ سفر کرتا تھا، لیکن وہ تتکال اسکیم کے اندر مایوسی کا شکار ہوکر ہفتوں اپنا سفر جاری نہیں رکھ سکتا۔ مجھ سے پہلے اس ریل بجٹ کے اندر ہمارے سینئر قائد احمد پٹیل نے اس بحث کی جو ابتدا کی تھی، میں اس کو سپورٹ کرتے ہوئے، میں اپنے حلقہ آندھراپردیش تک اپنے آپکو محدود کرونگا۔]

†Transliteration in Urdu Script.

Sir, first of all, I would like to state that an emotional and long-pending demand of the people of Andhra Pradesh has not been fulfilled by creating a new railway zone either in Visakhapatnam or some other area post-bifurcation as promised in the Andhra Pradesh Reorganisation Act. Sir, the Dedicated Freight Corridor which connects East Coast Corridor from Kharagpur to Vijayawada may be taken up under Public Private Partnership mode.

Sir, Tirupati, which is the abode of Lord Venkateswara Swamy, or we call it as Balaji Temple, has to be brought under the ambit of proposed railway tourism circuit in view of its huge importance of pilgrimage attracting national and international tourists with the increased amenities at Tirupati Railway Station by modernising it on top priority.

There is a need to take up a third line between Kazipet and Vijayawada in view of its huge passenger demand and to avoid congestion.

Sir, the Ring Rail Network may be initiated in the new capital Amaravati with the surrounding areas of Guntur, Tenali, Mangalagiri, Narsaraopet and Chilakalaluripeta also.

Survey for the 67-kilometre line between Vijayawada and Guntur *via* Amaravati has to be initiated expeditiously.

I am sorry to say that the allocation of Rs.100 crore for the Vijayawada Metro Rail Project is not enough and there is need to allocate more. Sir, there is a great demand for Vishakhapatnam Metro Rail Project and work may be expedited without any further delay.

The CCTVs may also be installed in coaches to ensure that the safety of the passengers, especially women and children, is prioritized.

There is a need to take up another railway line from Kottavalasa to Kirondol in view of its huge tourism potential in Araku.

Then, Sir, issues relating to works of several lines, including Vijayawada-Nidadavole-Jaggayyapet-Vishnupuram, Kakinada-Pithapuram and Obulavaripalle-Krishnapatnam have not made much progress despite State Government agreeing to bear 50 per cent costs on development of the lines, as also doubling works on Guntur-Tenali route.

Sir, Andhra Pradesh and Telangana States are hoping for several new railway lines, introduction of new trains between densely-populated towns, stoppages, etc., but there is no mention about that in the Budget. In both the States, Telangana and Andhra Pradesh, there are many incomplete railway line projects which are waiting for funds from the

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Centre. There is about 1,200-kilometre rail line sanctioned in Telangana and nearly 1,600-kilometre line sanctioned in Andhra Pradesh region, which are said to be pending for the last ten years, which is a pitiable condition. Double-lining and electrification projects, with an estimated cost of Rs.295 crore, are pending in Telangana.

In Andhra Pradesh, a total of 1,297 kilometres of new line projects are pending, which were sanctioned at a cost of Rs.8,860 crore, and line-doubling projects sanctioned at a cost of Rs.1,504 crore are pending.

Sir, there are pending railway line projects in Telangana, which include Mellacheruvu-Janpahad (2006-07), Peddapalli-Karimnagar-Nizambad (1993-94), Munirabad-Mahboobnagar-Deverakadra-Krishna (1997-98), Manoharabad-Kottapalli (2006-07), Bhadrachalam Road-Sattupalli (2011-12), Akkanapet-Medak (2012-13), Kondapalli-Kothagudem (2013-14), Manuguru-Ramagundam (2013-14).

There are also pending railway line projects in Andhra Pradesh, which include Nandyal-Yerraguntla (1996-97), Kadapa-Bangarpet (2008-09), Kotipalli-Narsapur (2000-01), Macherla-Nalgonda (1997-98), Kakinada-Pithapuram (1999-2000), Guduru-Dugarajapatnam (2011-12), and Bhadrachalam Road-Kovvur (2012-13).

सर, और कई ऐसे प्रोजेक्ट्स हैं, जो तेलंगाना और आंध्र प्रदेश में आज तक इम्प्लिमेंट नहीं हुए। मैं वज़ीर-ए-मौसुफ से दरख्वास्त करूंगा कि जितने भी प्रोजेक्ट्स तेलंगाना और आन्ध्र प्रदेश के अंदर हैं, आप उनको जल्द से जल्द कंप्लीट करने की कोशिश कीजिए। मैं लास्ट में अपनी तक़रीर को खत्म करने से पहले एक बार फिर वज़ीर-ए-मौसुफ से दरख्वास्त करूंगा कि जिन बातों को लेकर एनडीए सरकार के जो-जो इक्तिदार में आया था, उसके बाद रेलवे की ऐसी गत बनाने की जो कोशिश हो रही है, आप इसको प्राइवेटाइज़ेशन की तरफ लेकर जा रहे हैं, उस बारे में मैं आपसे जानने की कोशिश करूंगा कि अगर इस रेलवे डिपार्टमेंट का प्राइवेटाइजेशन हो जाता है तो आज़ादी के बाद से जो एम्प्लॉइज़ इसमें काम कर रहे हैं, जो मजदूर इसमें काम कर रहे हैं, लेबर सैक्शन के लोग उसमें काम कर रहे हैं, उनके भविष्य का क्या होगा? उनकी नौकरियों का क्या होगा, उनके आने वाले बच्चों का क्या होगा? इसलिए मैं आपसे दरख्वास्त करूंगा कि प्राइवेटाइजेशन की तरफ जाने से पहले क्या आप उनकी तरफ नजर डालिए।

सर, रेलवे के अन्दर 80 हजार जूनियर इंजीर्नियस काम करते हैं। आपने उनकी तरक्की के लिए आज तक नहीं सोचा। मैं यह कहना चाहता हूं कि आपने जो वादा किया था, मैं वजीर-ए-मौसूफ से यह ख्वाहिश करूंगा कि जो इंजीर्नियस की बात है, जो मजदूरों की बात है, प्लेटफॉर्म्स के ऊपर जो काम करते हैं, कैटरिंग के अन्दर जो काम करते हैं, जो फूड मिलता है, उसकी बात है, जिस पर आवाम की सेहत का दारोमदार है, उसकी तरफ तवज्जों देने की आपने कोई बात नहीं की। आप बुलेट ट्रेन की बात करते हैं, आप बुलेट ट्रेन चलाइए, हमको कोई ऐतराज़ नहीं है, लेकिन हिन्दुस्तान में रेलवे की पटरियों पर जो ट्रेनें चल रही हैं, उनको सुधारने के लिए आपने क्या कोशिश की है, इसमें आपने कुछ

नहीं बताया। हमें अफसोस के साथ कहना पड़ता है कि आपने 2016-17 का जो बजट रखा है, वह हिन्दुस्तान की आवाम के लिए मायूसी का बजट है, इसलिए मैं इसकी मुखलिफत करूंगा। इसके साथ ही मैं आपसे इजाजत लेता हूं। जय हिन्द।

†[سر، اور کئی ایسے پروجیکٹس ہیں، جو تلنگانہ اور آندھراپردیش میں آج تک امپلی میلٹ نہیں ہوئے۔ میں وزیر موصوف سے درخواست کرونگا کہ جتنے بھی پروجیکٹس تلنگانہ اور آندھراپردیش کے اندر ہیں، آپ ان کو جلد سے جلد کمپلیٹ کرنے کی کوشش کیجئے۔ میں لاسٹ میں اپنی تقریر ختم کرنے سے پہلے ایک بار پھر وزیر موصوف سے درخواست کرونگا کہ جن باتوں کو لیکر این ڈی اے سرکار کے جو جو اقتدار میں آیا تھا، اس کےبعد ریلوے کی ایسی گٹ بنانے کی جو کوشش ہورہی ہے، آپ اس کو پرائیوٹائزیشن کی طرف لیکر جارہے ہیں، اس بارے میں میں آپ سے جاننے کی کوشش کرونگا کہ اگر اس ریلوے ڈیپارٹمنٹ کا پرائیوٹائزیشن ہوجاتا ہے تو آزادی کے بعد سے جو ایمپلائز اس میں کام کررہے ہیں، جو مزدور اس میں کام کررہے ہیں، لیبر سیکشن کے لوگ اس میں کام کررہے ہیں، ان کے مستقبل کا کیا ہوگا؟

ان کی نوکریوں کا کیا ہوگا، ان کے آنے والے بچوں کا کیا ہوگا؟ اس لئے میں آپ سے درخواست کروں گا کہ پرائیویٹائزیشن کی طرف جانے سے پہلے آپ ان کی طرف نظر ڈالئیے۔

سر، ریلوے کے اندر 80 ہزار جونئیر انجینئیرس کام کرتے ہیں۔ آپ نے ان کی ترقی کے لئے آج تک نہیں سوچا۔ میں یہ کہنا چاہتا ہوں کہ آپ نے جو وعدہ کیا تھا، میں وزیر موصوف سے یہ خواہش کروں گا کہ جو انجینئیرس کی بات ہے، جو مزدوروں کی بات ہے، پلیٹ فارم کے اوپر جو کام کرتے ہیں، کیٹرنگ کے اندر جو کام کرتے ہیں، جو فوڈ ملتا ہے، اس کی بات ہے، جس پر عوام کی صحت کا دارومدار ہے، اس کی طرف توجہ دینے کی آپ نے کوئی بات نہیں کی۔ آپ بلیٹ ٹرین کی بات کرتے ہیں، آپ بلیٹ ٹرین چلائیے، ہم کو کوئی اعتراض نہیں ہے، لیکن ہندوستان میں ریلوے کی پٹریوں جو ٹرینیں رہی ہیں، ان کو سدھارنے کے لئے آپ نے کیا کوششیں کی ہیں، اس میں آپ نے کچھ نہیں بتایا، ہمیں افسوس کے ساتھ کہنا پڑتا ہے کہ آپ نے 2016-17 کا جو بجٹ رکھا ہے، وہ ہندوستان کی عوام کے لئے مایوسی کا بجٹ ہے۔ اسی لئے میں اس کی مخالفت کروں گا اس کے ساتھ ہی میں آپ اجازت لیتا ہوں۔ جے ہند۔]

THE VICE-CHAIRMAN (SHRI T.K. RANGARAJAN): Thank you. Now, Shri Lal Sinh Vadodia; not present. Next is Mr. Balwinder Singh Bhunder. You have eight minutes time.

श्री बलविंदर सिंह भुंडर (पंजाब): चेयरमैन साहब, माननीय मिनिस्टर साहब ने यह जो 2016-17 के लिए रेलवे बजट पेश किया है, जो देश के लगातार 60 साल का इतिहास है, उसके मुताबिक यह बजट बहुत अच्छा है। हम नुक्ताचीनी करना जानते हैं, लेकिन जो अच्छी बात है, उसको कहना नहीं जानते हैं। जैसे हमारे देश में एक नया स्लोगन है कि 'हमें हक चाहिए', लेकिन ड्यूटी करना कोई नहीं जानता। सर, इस देश में तरक्की का जो सबसे महत्वपूर्ण स्रोत है, वह रेलवे है। अगर रेलवे की तरक्की होती है, तो इंडस्ट्री भी ज्यादा प्रफुल्लित होती और किसान की खेती में भी ज्यादा तरक्की होती, लेकिन 60 साल से हर साल पॉपुलर स्लोगन तो आए हैं, लेकिन रेलवे पीछे चली जा रही है। कुछ लोग कहते हैं कि बजट ठीक नहीं है, निराशाजनक है। ठीक है, जब कोई अच्छी बात करता है, तो वह किसी को पसंद नहीं आती है, क्योंकि वह थोड़ी सी कड़वी होती है। अगर हम किराया बढ़ा देते हैं, तो कहते हैं कि किराया बढ़ गया, गरीब क्या करेंगे, लेकिन देश में इन्फ्लेशन कहां तक चली गई, यह हम नहीं जानते हैं। अगर तरक्की करनी है, तो देश को कोई साधन जरूर चाहिए। इसलिए मैं मिनिस्टर साहब का धन्यवाद करना चाहता हूं कि आपने जो बजट पेश किया है, उसमें आपने बैलेंस्ड सोच को पेश किया है। अगर हम इसमे कमी निकालें, वह तो सब निकाल ही रहे हैं, तो यह अच्छी बात नहीं है।

†Transliteration in Urdu script.

[श्री बलविंदर सिंह भुंडर]

सर, अगर हम इसमें अच्छी बातें देखें, तो इसमें 5-6 मेन प्वाइंट्स हैं। जैसे जो ब्रॉड गेज लाइन है, जो रेलवे की तरक्की के लिए सबसे महत्वपूर्ण है, इन्होंने काफी स्पीड बढ़ाई है। पहले यह 4.7 किलोमीटर per day थी, अब उसको 7 किलोमीटर per day तक increase किया है और आने वाले दो सालों में वे इसको 19 किलोमीटर per day तक ले जाना चाहते हैं। यह बहुत अच्छी बात है। रेलवे के कॉरीडोर के जो कॉन्ट्रेक्ट्स थे, जो पिछले 5-6 सालों में सिर्फ 13 हजार करोड़ के हुए थे, अब इन्होंने एक साल में 24 हजार करोड़ के कर दिए हैं। ऐसे ही electrification है। वह पहले 1,600 किलोमीटर थी, अब 2,000 किलोमीटर पर ले गए हैं और ये और आगे जाना चाहते हैं। इन्होंने जो सबसे अच्छी बात की है, वह यह है कि रेलवे की जो vacant land पड़ी है, उसके लिए इन्होंने propose किया है कि हम इसके लिए encourage करेंगे कि वहां कोल्ड स्टोरेज और वेयरहाउसिंग का प्रबन्ध किया जाए। यह सबसे अच्छी बात है। अगर रेलवे स्टेशंस पर हम किसी तरीके से बड़े-बड़े warehousing या गोदाम बना दें, cold stores बना दें, तो यह देश की इंडस्ट्री के लिए भी अच्छी बात होगी और देश के किसानों के लिए तो यह सबसे अच्छी बात होगी। इस काम को हमें पूरे जोर से करना चाहिए।

ऐसे ही जो unmanned railway crossings हैं, अगर आप उस काम को 2020 तक कंप्लीट करना चाहते हैं और उनके थ्रू रेलवे के सिस्टम को क्लीन करना चाहते हैं तो उनको कवर करने की स्पीड को बढ़ाइए।

सर, मैं बजट की अच्छी बातों की तारीफ भी करना चाहता हूं। हम लगातार पंजाब के लिए कहते रहते थे, लेकिन हमने बजट में कभी पंजाब का नाम नहीं सुना था। पिछले छः सालों में पंजाब के लिए सिर्फ 224 करोड़ रुपये दिए थे, लेकिन पिछले एक साल में इन्होंने पंजाब को 1,014 करोड़ रुपये देने का प्रबंध किया है, इसके लिए मैं इनका स्वागत करता हूं। एक चीज़ इन्होंने सबसे अच्छी की है, वह यह है कि देश के जो 12 main stations हैं, उनको ये beautify करने जा रहे हैं। उनमें एक स्टेशन तो हुजूर साहेब है, जो महाराष्ट्र में है, जिसे 'नांदेड़ साहेब' भी बोलते हैं और हम उसे श्री हुजूर साहेब बोलते हैं, उसको ये beautify करने जा रहे हैं। दूसरा स्टेशन श्री अमृतसर साहेब है, जो दुनिया का सबसे पवित्र स्थान है, इसको भी ये beautify करने जा रहे हैं। इसके लिए मैं पूरे पंजाब की तरफ से और अकाली दल की तरफ से भी इनका बहुत-बहुत धन्यवाद करता हूं।

दूसरा, Patti से Makhu तक का जो 25 किलोमीटर का गैप था, उसका सर्वे तो हो गया था, लेकिन अभी तक उसके लिए पैसा नहीं दिया गया था। पहली बार वहां के लिए 25 करोड़ रुपये का बजट रखा गया है। मैं उम्मीद करता हूं कि जल्दी ही आप उसे कंप्लीट कर देंगे। फिर Mohali से Rajpura तक का 25 किलोमीटर का गैप था, उसके लिए भी इन्होंने 25 करोड़ रुपये का प्रोविज़न रखा है। यह बहुत छोटा सा गैप है और मैं उम्मीद करता हूं कि यह काम भी जल्दी कंप्लीट हो जाएगा। इस गैप को पूरा करने से सारी कंट्री के लिए एक ट्रेन सर्किल बन जाएगा, श्रीनगर से अमृतसर, अमृतसर से कांडला, कांडला से मुम्बई होती हुई ट्रेन दिल्ली आ जाती है और फिर दिल्ली से फिर अमृतसर। यह देश की बॉर्डर स्टेट्स के लिए भी अच्छा है, डिफेंस के लिए भी अच्छा है और देश भर में सामान लाने, ले जाने के लिए भी सबसे अच्छा सर्किल है।

एक चीज़ और है, जो इन्होंने बहुत अच्छी की है, मैं उसकी भी तारीफ करता हूं। जालंधर से जम्मू का जो रेलवे ट्रैक है, उसको जल्दी ही कंप्लीट करने के लिए इसी साल का टार्गेट रखा है।

मैं पंजाब के लिए आपसे कुछ डिमांड्ज़ भी करना चाहता हूं। वहां के लिए एक चीज़ सबसे जरूरी है और वह है, North Eastern dedicated freight corridor, जो आज से 6-7 साल पहले एनाउंस हुआ था। मेरी रिक्वेस्ट है कि आप उसको जल्दी कंप्लीट कीजिए। यह हमारी सबसे बड़ी मांग है। यह पहले लुधियाना तक ही था, लेकिन अब हम चाहते हैं कि यह अमृतसर तक हो जाए। देश की तरक्की के लिए यह बहुत जरूरी है।

दूसरा, Delhi से via Rohtak, Jakhal, Bhatinda, Firozpur की रेलवे लाइन है। Delhi से Jakhal तक जो बहुत पुरानी डबल लाइन थी, लेकिन अब हम चाहते हैं कि Jakhal से via Mansa, Maur और Bhatinda तक जल्दी ही डबल लाइन में कन्वर्ट हो जाए। रेलवे लाइन Maur तक तो जा चुकी है, अब सिर्फ 15-20 किलोमीटर की रेलवे लाइन डालनी रह गई है। अगर इस साल आप उसे कंप्लीट कर दें, तो हम आपका बहुत धन्यवाद करेंगे। मेरी रिक्वेस्ट है कि आप Jakhal से Sangrur की रेलवे लाइन को भी डबल कर दें, जो आगे जाकर Ludhiana से मिल जाती है। देश को इसका बहुत फायदा मिलेगा, इसीलिए हम इसकी भी मांग करते हैं। ...(**समय की घंटी**)...

हमारे पंजाब में जो रेल जाती है, वहां इम्पॉर्टेंट मालवा रीजन है। Firozpur से Delhi via Bhatinda, Mansa, Jakhal, Hisar और Ganganagar से Delhi, via Bhatinda, Abohar जाती है और वही रास्ता Jakhal से Delhi आ जाता है। यह इतना इम्पॉर्टेंट रूट है, लेकिन वहां के लिए सिर्फ एक ट्रेन ही जाती है। रात को 9.00 बजे दिल्ली से पंजाब के लिए, पंजाब मेल जाती है, जो फिरोज़पुर से मुम्बई जाती है। वह ट्रेन फिरोज़पुर की तरफ से जाते हुए रात को 12.00 बजे भटिंडा पहुंचती है, वह तो सही है, लेकिन जब वह ट्रेन दिल्ली से जाती है, तो कई बार वह 6-6 या 8-8 घंटे लेट चलती है। वहां के लिए वह सिर्फ एक ही ट्रेन है। इस काम को टाइम पर पूरा कीजिए।

दूसरा, एक इंटरसिटी चलती है, जो गंगानगर से दिल्ली जाती है। दिल्ली से गंगानगर के लिए, वाया भटिंडा यह ट्रेन दिन में 1.0 बजे चलती है, लेकिन सुबह के टाइम भटिंडा जाने के लिए कोई ट्रेन नहीं है।

THE VICE-CHAIRMAN (SHRI T.K. RANGARAJAN): Please conclude.

श्री बलविंदर सिंह भुंडरः सर, एक लास्ट प्वाइंट और है। दिल्ली से भटिंडा और फिरोज़पुर के लिए एक और ट्रेन चलाई जानी चाहिए। वह ट्रेन राजस्थान को भी सर्व करेगी, हरियाणा को भी सर्व करेगी और भटिंडा, फिरोज़पुर, यानी पंजाब के मालवा रीजन को भी सर्व करेगी। इनके टाइम वगैरह की जो बात है, इसको भी ठीक करना चाहिए, क्योंकि बहुत बार किसी ट्रेन का पता ही नहीं चलता कि वह दो घंटे लेट है, तीन घंटे लेट है या चार घंटे लेट है।

सर, भटिंडा हमारा सबसे इम्पॉर्टेंट स्टेशन है, जहां सात लाइनें पड़ती हैं। वह एक बड़ा जंक्शन है, लेकिन मेरा ख्याल है कि आज वह हिन्दुस्तान का सबसे डर्टी स्टेशन है, जो पहले सबसे ब्यूटीफुल होता था। मेरे ख्याल में उसको भी मॉडर्नाइज़ करना चाहिए और उसके लिए भी कुछ करना चाहिए। यह सबसे जरूरी है।

[श्री बलविंदर सिंह भुंडर]

मैं इन्हीं बातों के साथ आपका धन्यवाद करता हूं कि आप कुछ आगे बढ़ रहे हैं। 60 साल से जो बातें हो रही थीं, अब आगे तो कुछ बढ़ रहे हैं, लेकिन इसकी स्पीड हमें बढ़ानी चाहिए। हमारे देश का जो सबसे महत्वपूर्ण अंग रेलवे है, उसको सुदृढ़ करना चाहिए। ...(**व्यवधान**)... धन्यवाद।

THE VICE-CHAIRMAN (SHRI T. K. RANGARAJAN): Thank you very much. Shri Mahendra Singh Mahra - not present. Shri A.V. Swamy; eight minutes.

SHRI A.V. SWAMY (Odisha): Thank you, Sir. During my four years of tenure as an MP in Rajya Sabha, I have discovered one truth. The Centre has always been allergic to the problems of Odisha on two counts. One is we have always been demanding for accepting Odisha as a special category project, which has never been heeded to. The other is on railways.

I think, I should give some introduction of myself before others can understand our miseries about lack of railway communication in the State. I am a native of Nabarangpur district which forms part of infamously named KBK (Kalahandi, Bolangir and Koraput). Nabarangpur district is under media focus as 'District Zero' in the country. As a school student, I was writing essays on railways as a part of the curriculum without having ever seen a train. I am 86 now and the essays were written about 75 years back. My grand children would now start writing essays on Bullet Trains and as their grandfather, they have not seen even a train until now. That is the state of Railways in Odisha.

This KBK region along with other adjoining areas of Odisha, is not only under developed but also remained stagnant. Seven out of thirty districts have no rail communication. Odisha's railway density is only 14.60 against the adjoining districts like Bihar - 35-90, Jharkhand - 35.30 and West Bengal - 43.40. Railway projects planned during the British regime have also remained unimplemented even till today.

I find, during the last two years, there is a 'secret deal' struck between Mr. Prabhu and Mr. Naveen Patnaik. I do not know whether it is parliamentary to say that. I must now quickly add my great appreciation and thanks to Shri Suresh Prabhu and Shri Naveen Patnaik, who seem to have struck a secret deal to overcome the injustice done to Odisha and may, perhaps, write a new page in history, a golden page that too, due to long neglect in denying the much needed railway communications that would benefit Odisha and the nation.

Shri Naveen Patnaik sitting, as he does on a mountain of national mineral resources of coal-24.8 per cent, bauxite-59.5 per cent, cromite-98.4 per cent, graphite-71 per cent, iron ore-32.9 per cent and manganese ore 67.6 per cent, is in a hurry to industrialise Odisha

and to share Odisha's wealth with the rest of the nation. Just like his great legendary father Biju Patnaik, who had never kept his patriotism confined to his mother Odisha but expanded it to the entire nation and beyond its shores, to South-East Asian countries like Indonesia, Java and others, he is willing to cooperate with the dream of Mr. Prabhu to use the resources available in Odisha for nation's development.

Odisha, conforming to all the criteria necessary for declaring it a Special Category State, without any response from the Centre, came forward to facilitate Mr. Prabhu's strategy of Special Purpose Vehicle and Public Private Partnership besides bearing 50 per cent of the project cost and free land for new railway projects. This has been voluntarily agreed to by Odisha out of sheer desperation to see to it that Railway lines come up there.

For the highest ever allocations to Odisha of ₹4,682 crore in the Railway Budget of 2016-17, which is 77 per cent more than the previous allocations in the Budgets of 2014-15 and 2013-14, we thank our Railway Minister for that and opening up new venues for railway expansion.

This generous attitude would cover costs involved in filling up the gaps in railway network by taking up new projects like Jeypore-Malkangiri, Jeypore-Nabarangpur, Junagarh-Ambaguda and others that have been primarily responsible for perpetuation of poverty, naxal activities and distress migration. This will bring improvement in the existing railway lines by doubling and electrification and create a solid base for both further expansion and passenger convenience.

The inclusion of East-West and East Coast Dedicated Freight Corridors that would pass through Odisha further boost State's economic activities. This also is because of the personal interest that is being shown by probably the secret understanding between Mr. Prabhu and Mr. Naveen Patnaik.

The people of Odisha having failed to persuade the Centre for the development and social integration of comparatively developed East Odisha with the extremely poor and tribal dominated West Odisha have given up hope of Centre's support for railway expansion. Now our hopes have been revived after Mr. Prabhu has taken it up.

With the commitment and dedication of Shri Naveen Patnaik and Shri Suresh Prabhu in expanding railway connectivity, the chances of my fulfilling the desire of my people in being able to land in my native place, Nabarangpur, before I retire as an MP are likely to get fructified.

THE VICE-CHAIRMAN (SHRI T.K. RANGARAJAN): Please conclude. Your time is over.

SHRI A.V. SWAMY: Sir, just two minutes. The most important part of it is that our Railway Minister has created all the amenities that are necessary for travellers' convenience. But one thing, which he missed out, is the plight of the employees of the Railways. Shri Prabhu has promised better facilities to passengers using latest technology and putting stress on zero railway accident and improving the punctuality to 95 per cent. To achieve this target, there are now 80,000 railway engineers shouldering the safety of 23 million train passengers travelling daily. These engineers, who are primarily responsible for the safety of travellers and amenities, are a distressed lot fighting for their grievances.

THE VICE-CHAIRMAN (SHRI T. K. RANGARAJAN): Thank you, Shri Swamy. Thank you.

SHRI A.V. SWAMY: They are under the banner of All India Railway Engineers Federation resorting to *dharnas* and sitting strikes at Jantar Mantar and taking out rallies. Mr. Vice-Chairman, Sir, only two minutes. If we forget about these grievances of the root, the foundation of all the promises that Prabhuji has made will be zeroed. Their main demand is the implementation of Dr. Debroy's strong recommendation to restore the status of railway engineers with suitable career increment on a par with engineers of non-safety category.

THE VICE-CHAIRMAN (SHRI T. K. RANGARAJAN): Please conclude. ...*(Interruptions)*... Please conclude.

SHRI A.V. SWAMY: Sir, while laudable initiatives for the comfort and welfare of passengers are widely welcomed by the public, small requests for improving ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI T. K. RANGARAJAN): Please conclude. ...*(Interruptions)*... You have entered into a lot of secret agreements with Shri Prabhu.

SHRI A.V. SWAMY: One minute, Sir.

THE VICE-CHAIRMAN (SHRI T. K. RANGARAJAN): Now, Shri Salim Ansari. ...*(Interruptions)*... Now, Shri Salim Ansari. You have eight minutes.

श्री सालिम अन्सारी (उत्तर प्रदेश): उपसभाध्यक्ष महोदय, मैं आपका शुक्रिया अदा करता हूं कि आपने मुझे रेल बजट पर बोलने का मौका दिया और मैं अपनी नेता बहन कुमारी मायावती जी का भी आभार प्रकट करता हूं कि उन्होंने मुझे इसके लिए अधिकृत किया। हमारी पार्टी के सीनियरमोस्ट मेम्बर, वीर सिंह जी ने इस पर अपने सुझाव रखे हैं। माननीय मंत्री जी ने जो रेल बजट पेश किया है, उस बजट में सबसे महत्वपूर्ण और बढ़िया काम यह हुआ है कि इस बजट में कोई किराया नहीं बढ़ाया गया है।

(MR. DEPUTY CHAIRMAN *in the Chair*)

सर, पहली बार यह लगा कि गरीबों के हित का यह बजट है, क्योंकि इसमें कोई किराया नहीं बढ़ाया गया है। माननीय मंत्री जी, मैं यह चाहूंगा कि जनरल कोच, जिनमें गरीब लोग सफर करते हैं, भारतवर्ष में 70 परसेंट गरीब लोग हैं, गांव के लोग हैं, वे कैसे जनरल कोचों में सफर करते हैं, इसकी तरफ भी आपका ध्यान जाना चाहिए। मेरी आपसे यह मांग है कि कम से कम सारी ट्रेनों में जो एक-दो जनरल कोच लगे होते हैं, उनमें एक-एक जनरल कोच और बढ़ा दिया जाए, ताकि जो गरीब लोग हैं, वे सही ढंग से सफर कर सकें। वैसे तो हमें यह चाहिए कि कुछ ऐसी ट्रेनें भी चलाई जाएं, जिनमें रिजर्वेशन की व्यवस्था ही नहीं हो, जिनमें सिर्फ गरीब लोग ही सफर करें। पहले आओ, पहले पाओ, यह स्कीम है, यह ठीक बात है।

माननीय मंत्री जी, मैं जिस इलाके से आता हूं, उत्तर प्रदेश का वह पूर्वांचल का इलाका, जो शहीदों की धरती है, जिसको अभी माननीय राम गोपाल यादव जी ने भी quote किया था कि मऊ, आज़मगढ़, बलिया, गाज़ीपुर, जौनपुर, ये जिले अति पिछड़े हैं, लेकिन मैं आपका धन्यवाद करूंगा कि इस रेल बजट में आपने बलिया और मऊ और मऊ से शाहगंज रेलवे लाइन के दोहरीकरण करने का एलान किया, विद्युतीकरण करने का एलान किया। मऊ में जो इंदारा एक स्टेशन है, जहां से दोहरीघाट के लिए छोटी लाइन की गाड़ियां बंद थीं, उसको आपने डबल लाइन करने का एलान किया। दोहरीघाट से सहजनवा के लिए एक नई रेल लाइन का एलान किया। मऊ, जो कि एक औद्योगिक कस्बा है और जहां बड़ी तादाद में बुनकर रहते हैं, वहां की एक बड़ी डिमांड ज़ीरो बी गेट पर ओवरब्रिज बनाने की थी। वहां की वह बहुत दिनों से डिमांड थी। स्वर्गीय कल्पनाथ राय जी के मर जाने के बाद पूर्वांचल का विकास नहीं हो पाया था। माननीय कमलापति त्रिपाठी जब रेल मंत्री हुआ करते थे, उसके बाद वहां ऐसा लगता था कि अकाल-सा पड़ गया है, लेकिन आपके आने के बाद और हमारे सिन्हा साहब, जो कि गाज़ीपुर के हैं, उनके आने के बाद पूर्वांचल के लोगों में उत्साह आया है और उन्हें अब लगता है कि रेलवे में हमें कुछ मिलने वाला है और वह मिल रहा है। जो ज़ीरो बी गेट है, उस पर ओवरब्रिज बनाने की मांग बहुत दिनों से चली आ रही थी। माननीय मंत्री जी, मैं आपको दिल से बधाई दूंगा कि आपने उसको स्वीकृति प्रदान कर दी, क्योंकि मऊ के लिए वह एक बड़ा काम था।

जहां तक रेलवे में सुरक्षा का सवाल है, इस पर हमें ध्यान देने की जरूरत है, क्योंकि ट्रेनों में आए दिन घटनाएँ होती रहती हैं। दूसरा, "स्वच्छ भारत अभियान" के तहत जो स्कीम चलाई गई थी, उसकी पहल आपने रेलों में भी की है। मंत्री जी, मैं चाहता हूं कि उस अभियान को रेलवे में महीने में कम से कम एक बार जरूर चलाया जाए। रेलवे में आज भी गंदगी का अंबार लगा रहता है, लेकिन आपके आने के बाद सफाई पर कुछ ध्यान दिया गया है। मज़ीद इस पर ध्यान देने की जरूरत है और महीने में एक बार जरूर इस अभियान के तहत इस काम को लेना चाहिए, इसको चलाना चाहिए।

जहां तक ट्रेनों में बेडरोल का सवाल है, कम्बल का सवाल है, तो ट्रेनों में अभी भी वही बाबा आदम के ज़माने के कम्बल हैं। मंत्री जी, उन कम्बलों से बदबू आती है। मैंने आज अख़बार में यह पढ़ा है कि आप उसको रोज़ धुलवाएंग और उन्हें नये सिरे से देंगे। आप उसको थोड़ा पतला कर दीजिए, ऐसा नहीं है कि ट्रेनों में बहुत मोटे कम्बल की जरूरत होती है। आज आपका बयान आया है और मुझे खुशी है कि आप इस दिशा में सोच रहे हैं।

[श्री सालिम अन्सारी]

मऊ से एक वीकली ट्रेन मऊ-आनंद विहार चलती है। उसके बारे में मैंने आपको लिखकर भी दिया था कि मऊ एक ऐसा जिला है, जो कई जिलों को जोड़ता है, इसलिए उसको डेली कर दिया जाए। आपने उस पर ऑर्डर भी किया है और उसे मेम्बर (ट्रैफिक) को दिया है। मेरा यह आग्रह है कि उसको जल्द से जल्द कर दिया जाए। दूसरी चीज़, जिसके बारे में मैं पार्लियामेंट तथा आपकी कमिटियों में कई बार बोल चुका हूं, क्योंकि मैं रेलवे परामर्शदात्री कमिटी का सदस्य हूं कि मऊ की 80 परसेंट आबादी स्टेशन के पश्चिम जानिब है, जबकि इसका मुख्य द्वारा उस तरफ है, जिधर 20 परसेंट आबादी है। अभी रेलवे बोर्ड की यह स्कीम निकली है कि जिधर आबादी ज्यादा है, उधर सेकंड द्वार बनाया जाए। आपने इस बारे में मेम्बर (इंजीनियरिंग) को आदेश भी किया, वहां सर्वे भी हुआ, लेकिन माननीय मंत्री जी, वह काम अभी शुरू नहीं हुआ है। वहां के 80 परसेंट लोग दूसरी ओर रहते हैं, जिनको पूरी रेलवे को क्रॉस करके स्टेशन जाने में काफी दिक्कत होती है। मुझे यक़ीन है और आप पर भरोसा है कि इस काम को आप गम्भीरता से लेकर निश्चित तौर पर कराने का काम करेंगे। इसके अलावा, मऊ रेलवे स्टेशन पर जो चार नम्बर प्लेटफार्म है, उस पर पी.पी. शेल्टर नहीं है, जिसके कारण पब्लिक खुले आसमान के नीचे बैठती है, बारिश होती है तो वह भीगती है और गरमी के दिनों में वह धूप सहती है। इसलिए मेरी आपसे यह दरख्वास्त है कि आप चार नम्बर प्लेटफार्म पर पी.पी. शेल्टर का काम करा दें, ताकि आम जनता को वहां कोई दिक्कत न हो।

रेलवे में आए दिन मानवरहित क्रॉसिंग्स पर ही ऐक्सिडेंट्स होते हैं। हमारे जिले में भी दो ऐक्सिडेंट्स हुए। मंत्री जी, मैं आपका इस बात के लिए धन्यवाद करता हूं कि जो खुरौट के पास ऐक्सिडेंट हुआ, वहां आप राज्य मंत्री को लेकर तुरंत मौके पर पहुंचे, जिससे जनता के अंदर एक उम्मीद जगी कि चलो, हमारे आँसुओं को भी कोई पोंछने वाला है। ...(**समय की घंटी**)... आपने वह काम किया, जो एक बुनियादी काम है। इसलिए मैं कहता हूं कि मानवरहित क्रॉसिंग्स हैं, उनके ऊपर ध्यान देने की जरूरत है।

इसके अलावा, ट्रेनों में जनरल कोचेज़ को बढ़ाने की जरूरत है और रेलवे में सफाई पर ध्यान देने की जरूरत है। मनोज सिन्हा साहब ने मऊ से तारीघाट के लिए एक नई लाइन का जो प्रपोज़ल दिया था, उसको भी आपने पास कर दिया है। उसके लिए भी आप धन्यवाद के पात्र हैं। इसी तरह से आज़मगढ़ में "कैफियत" गाड़ी चलती है, वहां पर washing pit नहीं है। वहां छोटा washing pit है, जिसमें गाड़ियां नहीं धुल पाती हैं। आपकी दयादृष्टि से मऊ में 26 बोगी का washing pit बन रहा है, जिसका काम बहुत तेजी से चल रहा है। मुझे उम्मीद है कि जब यूपीए की सरकार थी, उस समय मऊ को टर्मिनल घोषित किया गया था, वहां लाँड्री बनाने के बारे में घोषणा की गई थी। वहां पर टर्मिनल बनाने का काम तो बहुत तेजी से हो रहा है, लेकिन लाँड्री का पता नहीं चल रहा है कि वह कहां गयी? इसलिए इस बार आपने बजट में lollypop दिखाने का काम न करते हुए बुनियादी काम करने का जो काम किया है, उसके लिए मैं आपको धन्यवाद देता हूं। रेलवे के जो पुराने प्रोजेक्ट्स पड़े हुए थे, चाहे वे यूपीए के हों या एनडीए के हों, उन पर आपने जोर दिया है। यह जनहित में जरूरी था। ऐसे तमाम प्रोजेक्ट्स को प्राथमिकता देते हुए आपने लेने का काम किया है, जो जनहित के हैं, जो बहुत दिनों से लम्बित पड़े थे इसलिए माननीय मंत्री जी, मैं आपको बधाई देना चाहता हूं कि आपने lollypop नहीं दी, बल्कि जनहित को ध्यान में रखते हुए सही दिशा में काम किया है।

MR. DEPUTY CHAIRMAN: Okay. Please. Okay fine, that is all ...*(Time Bell rings)*... Time over, Next is Mr. Punia. You have only five minutes.

श्री सालिम अन्सारी : वह एक सराहनीय कदम है। ...(**समय की घंटी**)... इन्हीं चंद अल्फाज़ के साथ, चूंकि समय कम है, मैं अपनी बात को समाप्त करता हूं, शुक्रिया।

MR. DEPUTY CHAIRMAN: Take only five minutes.

श्री पी.एल. पुनिया (उत्तर प्रदेश): उपसभापति महोदय, आपने मुझे इस महत्वपूर्ण विषय पर बोलने का मौका दिया, इसके लिए मैं आपका धन्यवाद करता हूं। महोदय, रेल मंत्रालय बहुत ही महत्वपूर्ण मंत्रालय है, जनमानस से जुड़ा हुआ मंत्रालय है, इसीलिए इसका बजट अलग से प्रस्तुत होता है। महोदय, यात्री ट्रेनें और गुड्स ट्रेनें मिलाकर लगभग 19,000 ट्रेनें हैं। इस बजट के माध्यम से माननीय मंत्री जी ने आय और खर्च का ब्यौरा दिया है। खर्चे के ब्यौरे में 1,21,000 करोड़ रुपए का बजट है। पांच सालों में infrastructure के ऊपर, modernization के ऊपर साढ़े 8 लाख करोड़ रुपए के खर्चे का प्रावधान इन्होंने संभावित बताया है, जो कि एलआईसी के collaboration से उपलब्ध होगा। इसके साथ-साथ जो आमदनी है, वह उम्मीदों पर निर्धारित है कि अर्थव्यवस्था में सुधार होगा, ज्यादा माल की ढुलाई होगी, ज्यादा यात्री चलेंगे और हमारी आमदनी में वृद्धि होगी। इसीलिए जो 2015-16 का बजट है, उसमें 15,744 करोड़ की कटौती हुई है, कमी हुई है - उम्मीद के अनुसार आमदनी नहीं बढ़ी। इसके अलावा खर्चे में भी आपने कटौती की है। बजट में सेंट्रल गवर्नमेंट का जो contribution है, उसमें 6,000 करोड़ की कमी आयी है। उन्होंने कहा है कि रेलवे बोर्ड इसको खर्च नहीं कर पाया। मैं माननीय मंत्री जी का बहुत आभारी हूं, वे बहुत ही योग्य व्यक्ति हैं, बहुत अनुभवी हैं, professional हैं, लेकिन लगता है कि रेलवे बोर्ड उनकी बात नहीं सुन रहा है क्योंकि एक efficient मिनिस्टर होने के बावजूद भी डिपार्टमेंट उनकी efficiency का लाभ नहीं उठा रहा है। उसके हिसाब से वे efficient नहीं हैं, जैसे जो Operating Ratio है, वह efficiency का मानक है। इन्होंने जो 2015-16 का Budget Estimate रखा था, उसमें 88.5 परसेंट का प्रावधान किया, लेकिन रिवाइज्ड बजट में उसको 2 परसेंट बढ़ा दिया और 90.5 परसेंट कर दिया। फिर 2016-17 के लिए, यह भी कहते हैं कि हम यह efficiency maintain नहीं कर पायंगे, उसे 92 परसेंट कर दिया। मैं समझता हूं कि माननीय मंत्री जी अपनी योग्यता और क्षमता का लाभ इस मंत्रालय को और रेलवे बोर्ड को दें, ताकि आपकी रफ्तार से वह विभाग भी चलने लगे, जो आवश्यक है।

महोदय, हर व्यक्ति उम्मीद करता है कि यात्री सुविधाएं बढ़ेंगी, लेकिन क्या हुआ? Budget Estimate में 1,753 करोड़ का प्रावधान रखा गया, लेकिन रिवाइज़ करके उसमें 31 परसेंट की कटौती कर दी गयी और उसे केवल 1,200 करोड़ कर दिया। आप कहते हैं कि एसएमएस सुविधा है। उस सुविधा का उपयोग करते हुए कहेंगे, 'clean my coach'. हम आपसे यह कहना चाहते हैं कि पैसेंजर्स और जनरल ट्रेनों के 90 फीसदी ऐसे passengers हैं, जिनके पास mobile phone ही नहीं हैं। ऐसे में वे कहां से आपको मैसेज करेंगे, कहां से एसएमएस करेंगे? क्यों नहीं आपकी व्यवस्था पूरी तरह से चुस्त-दुरुस्त रहे कि जहां गंदगी हो वहां स्टाफ की उचित व्यवस्था हो, ताकि उसकी सफाई हो जाए। इसमें सुधार करने की आवश्यकता है। आपने कहा कि unmanned crossings के लिए 11,000 हैं, लेकिन एक साल में 820 unmanned crossings ही अंडर ब्रिज, ओवर ब्रिज या फाटक लगाकर कवर किए हैं

[श्री पी.एल. पुनिया]

और 1350 पर काम चल रहा है और बाकी को पांच साल में, 2020 तक आप कैसे पूरा करेंगे, इसके बारे में भी आपको बताना चाहिए। आपने ऐसा नहीं किया है, इसकी व्यवस्था भी होनी चाहिए।

आपने हर काम 2020 तक पूरा करने के लिए कहा है, चाहे वह 95 परसेंट punctuality की बात हो, चाहे 11,000 unmanned crossing पर व्यवस्था करने की बात हो, चाहे कंफर्म टिकट मिलने की बात हो, सबके लिए आपने 2020 तक की व्यवस्था की है। एक माननीय सदस्य ने सही कहा कि जब 2019 तक आपकी सरकार का कार्यकाल है, तब 2020 की बात कहां relevant है? यह ठीक है कि आप अपना उद्देश्य रखिए, लेकिन 2019 तक आप कितना काम करेंगे, उसकी भी तो व्यवस्था होनी चाहिए, उसका भी खुलासा होना चाहिए।

आपने नई ट्रेन हमसफर का केवल नाम बदला है, जबकि गरीब रथ पहले से है। अंत्योदय का नाम बदला है, जबकि जनसाधारण पहले से है, तेजस है, दुरंतो पहले से ही चल रही है, उदय उत्कर्ष है, जबकि डबलडेकर पहले से चल रही है। मैं मानता हूं कि यह आपका prerogative है कि आप नये नाम से ट्रेन चला सकते हैं, लेकिन यह भी तो खुलासा कर दीजिए कि ये ट्रेनें कब से चालू हो जाएंगी और कहां से कहां तक चालू हो जाएंगी? किन-किन प्रदेशों को इनका लाभ मिलेगा? कौन से सांसद हैं, जो यह कह सकें कि उनके यहां से ये ट्रेनें चलेंगी?

आपने "कुली" का नाम बदलकर "सहायक" कर दिया है। आप उनके उत्थान के लिए, उनके कल्याण के लिए कुछ कार्यक्रम भी बना देते, तो अच्छा रहता, लेकिन आपने ऐसा नहीं किया है। यह वर्ग सबसे उपेक्षित वर्ग है। ...(**समय की घंटी**)...

उपसभापति महोदय, मुझे सिर्फ दो मिनट का समय चाहिए? मैं बाराबंकी से संबंध रखता हूं। बाराबंकी में बाराबंकी से फतहपुर तक 25 किलोमीटर तक नई लाइन का प्रस्ताव रखा था। उस प्रस्ताव के हिसाब से सर्वे भी हुआ और रेलवे बोर्ड ने कहा कि सर्वे प्राप्त हो गया है और हम इसके ऊपर निर्णय लेंगे। बार-बार लिखने के बावजूद भी निर्णय के बारे में कोई कार्रवाई नहीं हो रही है। बनारस-फैजाबाद-लखनऊ लाइन से गोरखपुर-गोंडा-वुड़वल-सीतापुर लाइन कनेक्ट हो जाएगी, तो उससे अयोध्या से देवा शरीफ होते हुए नैमिषारण्य तीर्थ तक कनेक्ट हो जाएगी, तो इसका लाभ सभी को मिलेगा। यह बहुत कल्याणकारी योजना है, इसलिए यह जरूर होनी चाहिए।

रेलवे ने बाराबंकी स्टेशन को आदर्श स्टेशन घोषित किया, लेकिन वहां पर कोई सुविधा नहीं है। वहां पर पानी की सुविधा नहीं है, वहां पर प्लेटफॉर्म हैं, उस पर टीन शैड नहीं हैं, ये सारी सुविधाएं वहां पर होनी चाहिए।

माननीय मंत्री जी ने कहा है कि उन्होंने रेल किराया नहीं बढ़ाया है। यह बहुत अच्छी बात है, लेकिन आपने किराया तो बजट से बाहर ही बढ़ा दिया है, चाहे प्लेटफॉर्म टिकट हो, चाहे तत्काल की टिकट हो, इन सब पर आपने थोड़ा किराया बढ़ाया है। ...(**समय की घंटी**)... जिस तरह से ऑयल के प्रॉइस घटे हैं, उसके अनुसार रेल का किराया तो कम होना चाहिए था। अगर आप रेल का किराया घटाते, तो जो रेल यात्री कम हो रहे हैं, वे नहीं होते।

उपसभापति महोदय, मैं आखिरी बात कहना चाहूंगा कि एमपीज़ को पहले यह उम्मीद होती थी

6.00 P.M .

कि हमारी कांस्टिट्यूंसी में फंला आदर्श स्टेशन हो जाएगा, कम्प्युटराइजेशन हो जाएगा। आप घोषणा करते हैं कि 400 रेलवे स्टेशनों का modernization करेंगे, 400 रेलवे स्टेशनों पर वाईफाई की व्यवस्था करेंगे, लेकिन कहां पर करेंगे, अगर यह पता होता, तो सांसद लोग अपने-अपने क्षेत्रों में जाते और जनता से कहते कि रेलवे बजट में हमको यह मिल गया, उससे आपने उनको वंचित किया है। इससे एक पारदर्शिता भी अच्छी तरह से हो सकती थी। मैं समझता हूं कि ऐसा होना चाहिए था।

उपसभापति महोदय, एस.सी./एस.टी. बैकलॉग की तरफ भी माननीय मंत्री जी को ध्यान देना चाहिए। आपको एस.सी./एस.टी. लोगों की कठिनाइयों का समाधान करने की तरफ ध्यान देना चाहिए। आपके यहां एस.सी./एस.टी. वेलफेयर एसोसिएशन है। पिछले छह महीने से उनकी recognition पर कभी उन्हें नोटिस देते हैं, कभी उसको रोकते हैं, मैं समझता हूं कि इस पर निर्णय तत्काल होना चाहिए। किसी के दबाव में आकर जो वैध निर्वाचन हुआ है, उस निर्वाचन को रोकना नहीं चाहिए, बल्कि इस पर कार्रवाई होनी चाहिए।

मैं माननीय मंत्री जी का बहुत-बहुत आभार व्यक्त करता हूं। ...(**समय की घंटी**)... हमें उन पर बहुत भरोसा है। प्रभु की यदि कृपा हो जाए ...(**व्यवधान**)... तो हमारा काम हो जाएगा, बहुत-बहुत धन्यवाद।

श्री आनन्द भास्कर रापोलू (तेलंगाना): माननीय उपसभापति महोदय, भारतीय राष्ट्रीय कांग्रेस की तरफ से हमारे वरिष्ठ सदस्य श्री अहमद पटेल ने इस दूसरे महत्वपूर्ण रेलवे बजट के ऊपर, हमारी राय पानी का पानी और दूध का दूध करके, आप सब लोगों के सामने रखी है। प्रभु जी तू चंदन मैं पानी। आजकल सुरेश प्रभु जी आप इतने लाड़ले बन गए हैं कि हर रेल पटरी के ऊपर, हर रेल बोगी के अंदर, twitter पर भी सुरेश प्रभु की तरफ twitter messages जा रहे हैं और आ रहे हैं। इसके लिए हम भी बहुत उत्साहित हैं।

Sir, let me begin with my native place. Suresh Prabhuji, as Railway Minister, has been very gracious to grant full-fledged fund for survey of a railway line, in my native, Telangana, covering Warangal and Nalgonda Districts right from Station Ghanpur via Palakurthy, a pilgrimage centre, Kodakandla, my native village, to the commercial centre, Suryapet in Nalagonda District. This coverage is going to give him a lot of advantage on the Delhi-Chennai railway line, which is a very busy route of the Railways. This railway route is having a heavy load and serious congestion all along. And, with his proposal via Guntur, Miryalaguda, Suryapet, Kodakandla, Palakurthy, Station Ghanpur and Kazipet, these 200 kms. will ease the congestion between Vijayawada and Kazipet and the speed of trains can go up. But I am pleading with him to take up the Station Ghanpur, Palakurthy, Kodakandla and Suryapet line as the priority project so that the congestion can be eased out on the Delhi-Chennai railway route. This is the first plea from my side.

Sir, after the formation of Telangana, the Railway Board was supposed to form a Committee. On paper, they have constituted a Committee. But they are yet to initiate the

[श्री आनन्द भास्कर रापोलू]

activity of the Committee. Before the activity of the Committee is initiated, I plead to the hon. Minister to look towards the Kazipet railway junction built in 1904, which has a long history of serving the Deccan Railways as the nerve point, and to make Kazipet as a Railway Zone in the name of the erstwhile Kakatiya Kingdom. This will bring him a lot of good name and fame. At the same time, Sir, there is a long-old demand of a Coach Factory at Kazipet. This demand for a Coach Factory at Kazipet has been there right from the time of Indira Gandhiji, and Indira Gandhiji, Rajiv Gandhiji, Narasimha Raoji, everybody had committed to it, but it is yet to get initiated. The land has been allotted and every facility is there, and infrastructurally, Kazipet is the nerve point for Telangana. But they are yet to take up this work.

Then, the hon. Minister, Prabhuji, has initiated to set up 111 high-class coaches. All these long years, in the Railways, more than one lakh coaches are there. To that, he has added 111 coaches which would serve the elite travellers. Here, I would like to say that when the Railway Minister has, of course, initiated reforms in the Railways, my elder brother, Shri Mohd. Ali Khan, Shri A.V. Swamy and others have rightly pleaded for the cause of the Railway Engineers. When he is keeping all the railway staff very happy, when he is keeping all the railway passengers very happy, why is he not looking towards the interests of the railway engineers? Why is their demand for Cadre category justification not met? Still they are in Category 'C' They have been demanding for a long time to give them their rightful category 'B', which is a genuine demand, and I plead with him to take steps for redressing the issue pertaining to Railway Engineers.

At the same time, I plead to you. You are welcome to speed up the trains. You please plan to have a Railway accident-free day, a Railway accident-free week, a Railway accident-free month. Then you speed up. Thank you very much.

MR. DEPUTY CHAIRMAN: No, no; accident-free should be every day, not one day. It should be every day, throughout the year! Now, Shri Ghulam Nabi Azad.

विपक्ष के नेता (श्री गुलाम नबी आज़ाद): माननीय डिप्टी चेयरमैन सर, मुझे भाषण तो नहीं करना है, लेकिन मैं कुछ प्वाइंट्स उठाना चाहूंगा। मैं जानता हूं कि रेल मंत्री का काम सबसे मुश्किल काम है। "एक अनार, सौ बीमार", एक केक है और उसे पूरे देश में बांटना है। सब्जेक्ट भी ऐसा है, जिसमें पैसा बहुत लगता है। जब बजट में ट्रांसपोर्ट मिनिस्ट्री के बारे में चर्चा हुई, तो बात हुई कि उसके लिए पैसे ज्यादा रखे जा रहे हैं। यह ठीक है, बहुत अच्छी बात है, कनेक्टिविटी भी बहुत जरूरी है। हम सोचते थे कि रेलवे में भी उसी पैमाने पर, रेलवे मिनिस्ट्री के पैसे डबल, ट्रिपल किए जाएंगे। हमारी पटरियाँ बहुत पुरानी हो चुकी हैं, उन पर ज्यादा स्पीड डालना बहुत मुश्किल है। हमारी रेल के डिब्बे बहुत पुराने हैं, यद्यपि नये डिब्बे जोड़े जाते हैं, फिर भी पुराने डिब्बे हैं, मॉर्डन नहीं हैं। इसके लिए बहुत

पैसे की जरूरत है। इसको ज्यादा बढ़ाने की बजाए बजट में ही कटौती की गई है। इसके लिए हम पूरी सरकार से, प्रधान मंत्री जी से, फाइनेंस मिनिस्टर से भी मांग करते हैं कि वे आपकी मदद करें। यह इस सदन की मांग है कि आप रेलवे मिनिस्ट्री को ज्यादा से ज्यादा पैसे दें। इसके लिए चाहे कोई भी तरीका अख्तियार किया जाए, आप करें। जिस तरह से ट्रांसपोर्ट मिनिस्ट्री का पैसा बढ़ाया जा रहा है, उसी तरह से रेलवे मिनिस्ट्री का पैसा भी बढ़ाया जाए।

सर, दो-चार मुद्दे बताने बहुत जरूरी हैं। बैकवर्ड एरियाज़ की बात है। हमारे देश में एविएशन का बहुत विस्तार हुआ है, लेकिन बैकवर्ड एरियाज़ जम्मू-कश्मीर से लेकर ओडिशा और नॉर्थ-ईस्ट तक ऐसे बहुत सारे एरियाज़ हैं, जहां हवाई जहाज़ नहीं जाता है और इतनी दूर गाड़ी से जाना असंभव है। इस स्थिति में रेलगाड़ी ही एक मोड़ ऑफ ट्रांसपोर्ट है, जिसको इस्तेमाल किया जा सकता है। वे बैकवर्ड एरियाज़ हों या नैक्सलाइट एरियाज़ हों, इस बजट में उनकी तरफ भी ज्यादा ध्यान देने की जरूरत है।

सर, सफाई सबसे बड़ा मुद्दा है। हमारी आबादी भी एक कारण है कि हमारे लिए अपने प्लेटफार्म्स पर इतनी सफाई रखना बहुत मुश्किल है। दूसरे देशों के मुकाबले, जहां आबादी की संख्या बहुत कम है, हमारे यहां पर इतनी अधिक लोक संख्या है कि ऐसा लगता है कि कई पब्लिक मीटिंग्स हो रही हैं। ऐसा लगता है कि हर जगह लोग एक गाड़ी के साथ दूसरी का इंतजार कर रहे हैं। यह स्वाभाविक बात है कि वहां सफाई रखना कितना मुश्किल काम है।

जब हम रेलवे स्टेशन बनाते हैं, तब वहां अकामोडेशन की भी जरूरत है, बड़े-बड़े हॉल्स बनाने की भी जरूरत है। आपको बैठने की कोई जगह नही मिलेगी। यदि मैनेजर के कमरे में दो-तीन लोग बैठ सकें, तो बस वहीं बैठने की जगह है, बाकी यदि आपकी रेलगाड़ी दो घंटे, तीन घंटे लेट चली गई, तो आपके कहीं जाने की व्यवस्था नहीं है, आपको उसी पटरी पर बैठना है। यदि रेलवे स्टेशन शहर से दूर है, तो और मुसीबत है। मेरे ख्याल से, बहुत बड़े हॉल्स नहीं, लेकिन कुछ हॉल्स बनाने की जरूरत है, जिनमें टॉयलेट फेसिलिटीज़ हों। इसकी वजह से भी आपके प्लेटफॉर्म की साफ-सफाई हो सकती है। फिर टॉयलेट्स और केबिन्स की सफाई भी बहुत जरूरी बात है। तीसरी बात, जो मैं कहना चाहता हूं, वह यह है कि जब मैं स्वास्थ्य मंत्री था और ममता बनर्जी रेल मंत्री थीं, तब हमने उनसे एक दफा बैठे-बैठे ही रिक्वेस्ट की थी कि आपके पास पूरी कंट्री में रेलवे की बहुत जमीन है, जिसमें encroachment हो रहा है, बड़े शहरों में भी और छोटे शहरों में भी। इसको वापस लेना बहुत मुश्किल है और जो बची है, उसको इस्तेमाल करने का आपके पास कोई तरीका नहीं है। यदि आप यहां in principle मानें, तो हम identify करेंगे कि ये पूरी कंट्री में कहां-कहां है, तो उस जमीन पर हॉस्पिटल बन सकते हैं, मेडिकल कॉलेजेज़ बन सकते हैं। उस जमीन पर मेडिकल कॉलेज गवर्नमेंट ऑफ इंडिया बना सकती है, स्टेट गवर्नमेंट्स बना सकती हैं या रेलवे बना सकती है। हॉस्पिटल बड़ा हो, छोटा हो, उसे हेल्थ मिनिस्ट्री बना सकती है, रेलवे बना सकती है या स्टेट गवर्नमेंट्स बना सकती हैं। ममता जी ने कहा कि यह बहुत अच्छा proposal है। हमें इसको identify करने में 6 महीने लगे। इसके लिए official level पर मीटिंग हो गई और ultimately दो मंत्रियों के बीच में, जैसे दो कंट्रीज़ के बीच में हो रही हो, बड़े fanfare के साथ, पूरी मीडिया, इलेक्ट्रॉनिक और प्रिंट मीडिया के सामने हम दोनों ने उस एग्रीमेंट पर सिग्नेचर कर दिए। ये जो जगहें identify की गई थीं, आपके मंत्रालय में पड़ी हैं। इनमें बड़ी जगहें हैं, छोटी जगहें हैं और उनसे छोटी जगहें हैं। इसमें यही तय हुआ कि इन जगहों पर मेडिकल कॉलेजेज़, हॉस्पिटल्स, डिस्पेंसरीज़ बन सकती हैं और इन्हें ये तीनों बना सकते हैं, अगर गवर्नमेंट ऑफ इंडिया बना सकती है, तो वह बनाए, रेल मंत्रालय बना सकता है, तो वह बनाए और स्टेट गवर्नमेंट्स को भी आमंत्रित किया

[श्री गुलाम नबी आज़ाद]

जाए कि वे बनाएं, क्योंकि ultimately इससे लोगों को फायदा होगा। दुर्भाग्य से हमारे यूपीए-II में रेलवे में मंत्री ज्यादा बार बदल गए। तीन मंत्री तो टीएमसी से ही बदल गए और इसके बाद कुछ कारण से हमारी पार्टी के भी दो मंत्री बदल गए। इस तरह से साढ़ी तीन साल में पाँच मंत्री बदल गए। पहला डेढ़ साल तो हमें इसे बनाने में लग गया। इस तरह से वह नहीं हो पाया। मैं आपसे गुज़ारिश करता हूं कि आज हॉस्पिटल्स की कितनी कमी है, वे identified जगहें हैं और यूनियन हेल्थ मिनिस्ट्री एवं रेलवे मिनिस्ट्री के बीच एग्रीमेंट हुआ है, दोनों मिनिस्ट्रीज़ के ऑफिसस को इसकी जानकारी है, अगर आप उसको आगे बढ़ाएँ, तो आपकी यह जमीन भी बच जाएगी और पूरे देश के लोगों के स्वस्थ रहने का इंतजाम हो सकता है। PPP अब नया सिलसिला है, you can add PPP also. मैं आपसे गुज़ारिश करूंगा कि आप इसकी ओर भी ध्यान दें।

अंत में मैं जम्मू-कश्मीर के बारे में बताना चाहूंगा। जम्मू-कश्मीर जैसी छोटी सी स्टेट में रेलवे का जितना ट्रैफिक है, शायद और किसी दूसरी स्टेट में नहीं हो सकता है। इसका सबसे बड़ा कारण है कि माता वैष्णों देवी स्थान हमारी स्टेट में, जम्मू में है। उसके चलते लाखों नहीं, अब तक करोड़ों लोग वहां आते हैं। जब मैं चीफ मिनिस्टर था, तभी करोड़ पार हो गया था, अब तो यह बहुत आगे चला गया है। वहां जो pilgrim tourists हैं, वे आते-जाते हैं और जो दूसरे tourism के लिए आते हैं, वे भी आते हैं। वहां जम्मू-कश्मीर के साधारण लोग भी जाते हैं, पंजाब के नजदीक के और हिमाचल प्रदेश के नजदीक के जो लोग हैं, वे भी जाते हैं। इसलिए इसका और विस्तार करने की जरूरत है और इसकी पटरियों को मॉडर्न बना कर वहां fast trains लगाने की जरूरत है। जब वहां यात्रियों का rush होता है, तो बहुत मुश्किल से लोगों को जगह मिलती है। इसलिए जम्मू-दिल्ली और दिल्ली-कटरा के बीच आप किस तरह का आधुनिकीकरण कर सकते हैं, वह करने की बहुत आवश्यकता है। जहां तक कश्मीर की बात है, मुझे खुशी है कि पिछले 10-12 सालों में कश्मीर के अन्दर बहुत काम हुआ। कश्मीर को रेल के जरिए पूरे देश से जोड़ने का जो काम हुआ है, मेरे ख़्याल में जम्मू-कश्मीर स्टेट के लिए यह इस सेंचुरी का सबसे अच्छा काम हुआ है। यह पर्यटकों के लिए भी फायदेमंद है और लोकल लोगों के लिए भी फायदेमंद है। Baramulla से Banihal तक जितनी वैली है, उसमें तो ट्रेन चल रही है, Katra से Udhampur के लिए भी ट्रेन चल रही है, लेकिन जो सबसे मुश्किल टेरीन और डिफिकल्ट एरिया है, वह है Katra-Banihal तक ट्रेन बनाना। इसमें आपने बहुत रुचि ली है, इसके लिए मैंने आपको लिखा भी है। बीच में काम कुछ रुक गया था, लेकिन अब मुझे बहुत खुशी है और मैं आपका धन्यवाद भी करता हूं कि आपने उस काम की गति को बहुत तेज़ किया है। यह एरिया डिफिकल्ट तो है, लेकिन जब यह एरिया तैयार होगा, तो पर्यटकों के लिए पयटन की एक नयी चीज़ बन जाएगी। Chenab के ऊपर दुनिया का सबसे ऊंचा ब्रिज इसी Banihal और Batote के बीच में बन रहा है, जिसकी ऊंचाई 1,127 फुट होगी। अभी तक विश्व में जो सबसे ऊंचा ब्रिज था, वह फ्रांस में था, वह ब्रिज भी इससे शायद 200-400 फुट कम है। यह विश्व का सबसे ऊंचा ब्रिज बनेगा, जो पर्यटन का बहुत अच्छा केन्द्र बनेगा। मैं भी कई दफा हेलिकॉप्टर से उसको देखने जाता था कि उसका काम कहां तक पहुंचा है। बीच में उसका काम थोड़ा ढीला हो गया था, लेकिन अब फिर से वह शुरू हो गया है, क्योंकि हमारे जो Minister of State for Development of North-Eastern Region हैं, यह उनकी कॉंस्टिट्यूएंसी है। हम दोनों का डिस्ट्रिक्ट एक ही है, उस डिस्ट्रिक्ट में उनको भी उतनी ही रुचि है, जितनी मुझे है, इसलिए उसको मुकम्मल करने की जरूरत है। उसमें तो पूरी स्टेट और पूरे देश के लोगों को रुचि होनी चाहिए। ...(**व्यवधान**)... बिल्कुल करेंगे ...(**व्यवधान**)... काम के लिए, डेवलपमेंट के लिए हम सब एक हैं, उसमें कोई लड़ाई नहीं है।

†قائد حزب اختلاف (جناب غلام نبی آزاد) : مانئے ڈپٹی چیئرمین سر، مجھے بھاشن تو نہیں کرنا ہے، لیکن میں کچھ پوائنٹس اٹھانا چاہوں گا۔ میں جانتا ہوں کہ ریلوے منتری کا کام سب سے مشکل کام ہے۔ 'ایک انار، سو بیمار'، ایک کیک ہے اور اس کو پورے دیش میں بانٹنا ہے۔ سبجیکٹ بھی ایسا ہے، جس میں پیسہ بہت لگتا ہے۔ جب بجٹ میں ٹرانسپورٹ منسٹری کے بارے میں چرچہ ہوئی، تو بات ہوئی کہ اس کے لئے پیسے زیادہ رکھے جا رہے ہیں۔ یہ ٹھیک ہے، بہت اچھی بات ہے، کنیکٹوٹی بھی بہت ضروری ہے۔ ہم سوچتے تھے کہ ریلوے میں بھی اسی پیمانے پر، ریلوے منسٹری کے پیسے ٹیل، ٹریل کئے جائیں گے۔ ہماری پٹریاں بہت پرانی ہو چکی ہیں، ان پر زیادہ اسپیڈ ڈالنا بہت مشکل ہے۔ ہماری ریل کے ڈبے بہت پرانے ہیں، حالانکہ نئے ڈبے جوڑے جاتے ہیں، پھر بھی پرانے ڈبے ہیں، ماڈرن نہیں ہیں۔ اس کے لئے بہت پیسے کی ضرورت ہے۔ اس کو زیادہ بڑھانے کی بجائے بجٹ میں ہی کٹوتی کی گئی ہے۔ اس کے لئے ہم پوری سرکار سے، پردھان منتری جی سے، فائنینس منسٹری سے بھی مانگ کرتے ہیں کہ وہ آپ کی مدد †کریں۔ یہ اس سدن کی مانگ ہے کہ آپ ریلوے منسٹری کو زیادہ سے زیادہ پیسے دیں۔ اس کے لئے چاہے کوئی بھی طریقہ اختیار کیا جائے، آپ کریں۔ جس طرح سے ٹرانسپورٹ منسٹری کا پیسہ بڑھایا جا رہا ہے، اسی طرح سے ریلوے منسٹری کا پیسہ بھی بڑھایا جائے۔

سر، دو-چار مدّعے بتانے بہت ضروری ہیں۔ بیک-ورڈ ایریاز کی بات ہے۔ ہمارے دیش میں aviation کا بہت وستار ہوا ہے، لیکن بیک-ورڈ ایریاز جموں و کشمیر سے لے کر اڑیسہ اور نارتھ-ایسٹ تک ایسے بہت سارے ایریاز ہیں، جہاں ہوائی جہاز نہیں جاتا ہے اور اتنی دور گاڑی سے جانا ناممکن ہے۔ اس حالت میں ریل گاڑی ہی ایک موڈ اف ٹرانسپورٹ ہے، جس کو استعمال کیا جا سکتا ہے۔ وہ بیک-ورڈ ایریاز ہوں یا نیکسلائٹ ایریاز ہوں، اس بجٹ میں ان کی طرف بھی زیادہ دھیان دینے کی ضرورت ہے۔

سر، صفائی سب سے بڑا مدّعا ہے۔ ہماری آبادی بھی ایک وجہ ہے کہ ہمارے لئے اپنے پلیٹ فارم پر اتنی صفائی رکھنا بہت مشکل ہے۔ دوسرے دیشوں کے مقابلے، جہاں آبادی کی تعداد بہت کم ہے، ہمارے یہاں پر اتنی زیادہ آبادی ہے کہ ایسا لگتا ہے کہ کئی پبلک میٹنگس ہو رہی ہیں۔ ہر جگہ ایک گاڑی کے ساتھ دوسری کا انتظار کر رہے ہیں۔ یہ سوابھاوک بات ہے کہ وہاں صفائی رکھنا بہت مشکل ہے۔

جب ہم ریلوے اسٹیشن بناتے ہیں، تب وہاں اکاموڈیشن کی بھی ضرورت ہے، بڑے بڑے ہالس بنانے کی ضرورت ہے۔ آپ کو بیٹھنے کی کوئی جگہ نہیں ملے گی، اگر منیجر کے کمرے میں دو -تین لوگ بیٹھ سکیں، تو بس وہیں بیٹھنے کی جگہ ہے، باقی اگر آپ کو ریل گاڑی دو گھنٹے، تین گھنٹے لیٹ چلی گئی، تو آپ کے کہیں جانے کا انتظام نہیں ہے، آپ کو اسی پٹری پر بیٹھنا ہے۔ اگر ریلوے اسٹیشن شہر سے دور ہے، تو اور مصیبت ہے۔ میرے خیال سے، بہت بڑے ہالس نہیں، لیکن کچھ ہالس بنانے کی ضرورت ہے، جن میں ٹوائلیٹ کی سہولت ہو۔ اس کی وجہ سے بھی آپ کے پلیٹ فارم کی صفائی ہو سکتی ہے۔ پھر ٹوائلیٹس اور کیبنس کی صفائی بھی بہت ضرورت بات ہے۔

تیسری بات، جو میں کہنا چاہتا ہوں، وہ یہ ہے کہ جب میں وزیرصحت تھا اور ممتابنرجی وزیرریل تھیں، تب ہم نے ان سے ایک دفعہ بیٹھے بیٹھے ہی ریکویسٹ کی تھی کہ آپ کی پاس پوری کلٹری میں

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†Transliteration in Urdu script.

ریلوے کی بہت زمین ہے، جس میں اینکروچمنٹ ہورہا ہے، بڑے شہروں میں بھی اور چھوٹے شہروں میں بھی۔ اس کو واپس لینا بہت مشکل ہے اور جو بچی ہے، اس کو استعمال کرنے کا آپ کے پاس کوئی طریقہ نہیں ہے۔ اگر آپ یہاں ان پرنسپل مانیں، تو ہم انیشیٹیفائی کریں گے کہ یہ پوری کنٹری میں کہاں کہاں ہیں، تو اس زمین پر ہاسپٹل بن سکتے ہیں، میڈیکل کالجز بن سکتے ہیں۔ اس زمین پر میڈیکل کالج گورنمنٹ آف انڈیا بناسکتی ہے، اسٹیٹ گورنمنٹ بناسکتی ہیں یا ریلوے بناسکتی ہے۔ ہاسپٹل بڑا ہو، چھوٹا ہو، ہیلتھ منسٹری بناسکتی ہے، ریلوے بناسکتی ہے یا اسٹیٹ گورنمنٹس بناسکتی ہیں۔ ممتاجی نے کہا کہ یہ بہت اچھا پروپوزل ہے۔ ہمیں اس کو انیشیٹیفائی کرنے میں چھ مہینے لگے۔ اس کے لیے آفیشیل لیول پر میٹنگ ہوگئی اور الٹی میٹلی دو منتریوں کے بیچ میں، جیسے دو کنٹریز کے بیچ میں ہو رہی ہو، بڑے فین فیئر کے ساتھ، پوری میڈیا، الیکٹرانک اور پرنٹ میڈیا، کے سامنے ہم دونوں نے اس ایگریمنٹ پر سگنیچر کردیے۔ یہ جو جگہیں انیشیٹیفائی کی گئی تھیں، آپ کے منترالیہ میں پڑی ہیں۔ ان میں بڑی جگہیں ہیں، چھوٹی جگہیں ہیں۔ اور ان سے چھوٹی جگہیں ہیں۔ اس میں یہی طے ہوا کہ ان جگہوں پر میڈیکل کالجز، ہاسپٹلس ڈسپنسریز بن سکتی ہیں،اور انہیں آپ تینوں بنا سکتے ہیں اگر گوورنمینٹ آف انڈیا بنا سکتی ہے تو وہ بنائے، ریل منترالیہ بناسکتا ہے، تو وہ بنائے اور اسٹیٹ گورنمنٹس کو بھی مدعو کیا جائے کہ وہ بنائیں۔ الٹی میٹلی اس سے لوگوں کو فائدہ ہوگا۔ بدقسمتی سے ہمارے UPA-IIمیں ریلوے میں منتری زیادہ بار بدل گئے۔ تین منتری تو ٹی ایم سی سے ہی بدل گئے اور اس کے بعد کچھ وجوہات سے ہماری پارٹی کے بھی دو منتری بدل گئے۔ اس طرح سے ساڑھے تین سال میں پانچ منتری بدل گئے۔ پہلا ڈیڑھ سال تو ہمیں اسے بنانے میں لگ گیا۔ اس طرح سے وہ نہیں ہوپایا۔ میں آپ سے گزارش کرتا ہوں کہ آج ہاسپٹل کی کتنی کمی ہے، وہ انیشیٹیفائیڈ جگہیں ہیں اور یونین ہیلتھ منسٹری اور ریلوے منسٹری کے بیچ ایگریمنٹ ہوا ہے۔ دونوں منسٹریز کے آفیسرز کو اس کی جانکاری ہے۔ اگر اس کو آگے بڑھائیں، تو آپ کی یہ زمین بھی بچ جائے گی اور پورے ملک کے لوگوں کے صحت مند رہنے کا انتظام ہوسکتا ہے۔ پی پی پی اب نیا سلسلہ ہے، یو کین ایڈ پی پی پی آلسو۔ میں آپ سے گزارش کرونگا کہ آپ اس کی طرف بھی دھیان دیں۔

آخر میں، میں جموں وکشمیر کے بارے میں بتانا چاہونگا۔ جموں وکشمیر جیسی چھوٹی سی اسٹیٹ میں ریلوے کا جتنی ٹریفک ہے، شاید اور کسی دوسری اسٹیٹ میں نہیں ہوسکتا ہے۔ اس کی سب سے بڑی وجہ ہے کہ ماتا ویشنودیوی استھان ہماری اسٹیٹ، جموں میں ہے۔ اس کے چلتے لاکھوں نہیں، اب تو کروڑوں لوگ وہاں آتے ہیں۔ جب میں چیف منسٹر تھا، تب کروڑ پار ہوگیا تھا، اب تو یہ بہت آگے چلاگیا ہے۔ وہاں سیاح آتے ہیں، جو پلگرم ٹورسٹ ہیں، وہ آتے جاتے ہیں اور جو دوسرے ٹورزم کے لیے آتے ہیں، وہ بھی آتے ہیں وہاں جموں وکشمیر کے عام لوگ بھی جاتے ہیں۔ پنجاب کے نزدیک کے اور ہماچل پردیش کے نزدیک کے جو لوگ ہیں، وہ بھی جاتے ہیں۔ اس لئے اس کو اور توسیع کرنے کی ضرورت ہے۔ اور اس کی پٹریوں کو ماڈرن بناکر وہاں فاسٹ ٹرین لگانے کی ضرورت ہے۔ جب وہاں مسافروں کا رش ہوتا ہے، تو بہت مشکل سے لوگوں کو جگہ ملتی ہے۔ اس لئے جموں-دہلی اور دہلی-کٹرہ کے بیچ آپ کس طرح کی جدیدکاری کرسکتے ہیں، وہ کرنے کی اشد ضرورت ہے۔

جہاں تک کشمیر کی بات ہے، مجھے خوشی ہے کہ پچھلے دس-بارہ سالوں میں کشمیر کے اندر بہت کام ہوا۔ کشمیر کو ریل کے ذریعے پورے دیش سے جوڑنے کا جو کام ہوا ہے، میرے خیال میں جموں کشمیر اسٹیٹ کے لئے یہ اس صدی کا سب سے اچھا کام ہوا ہے۔ یہ سیاحوں کے لئے بھی فائدہ مند ہے اور لوکل لوگوں کے لئے بھی فائدہ مند ہے۔ باریمولہ سے بانہال تک جتنی ویلی ہے، اس میں تو ٹرین چل رہی ہے، کٹرہ سے ادھم پور کے لئے بھی ٹرین چل رہی ہے، لیکن جو سب سے مشکل ٹیرین اور ڈفیکلٹ ایریا ہے، وہ ہے کٹرہ- بانہال تک ٹرین بنانا۔ اس میں آپ نے بہت دلچسپی لی ہے، اس کے لئے میں نے آپ کو لکھا بھی ہے۔ بیچ میں کام کچھ رک گیا تھا، لیکن اب مجھے بہت خوشی ہے اور میں آپ کا دھنیواد بھی کرتا ہوں کہ آپ نے اس کام کی رفتار کو بہت تیز کیا ہے۔ یہ ایریا ڈفیکلٹ تو ہے، لیکن جب یہ ایریا تیار ہوگا، تو سیاحوں کے لئے سیاحت کی ایک نئی چیز بن جائے گی۔ چناب کے اوپر دنیا کا سب سے اونچا برج اسی بانہال اور بٹوڈ کے بیچ میں بن رہا ہے، جس کی اونچائی 1127 فٹ ہوگی۔ ابھی تک دنیا میں جب سب سے اونچا برج تھا وہ فرانس میں تھا، وہ برج بھی اس سے شاید دو سو-چار سو فٹ کم ہے۔ یہ دنیا کا سب سے اونچا برج بنے گا، جو سیاحت کا بہت اچھا مرکز بنے گا۔ میں بھی کئی دفعہ ہیلی کاپٹر کو اس کو دیکھنے جاتا تھا کہ اس کا کام کہاں تک پہنچا ہے۔ بیچ میں اس کا کام تھوڑا ڈھیلا ہو گیا تھا، لیکن اب پھر سے وہ شروع ہو گیا ہے، ک Minister of State for Development of North-Eastern Region ہیں، یہ ان کی کانسٹی ٹیونسی ہے۔ ہم دونوں کا ڈسٹرکٹ ایک ہی ہے، اس ڈسٹرکٹ میں ان کو بھی اتنی ہی دلچسپی ہے، جتنی مجھے ہے، اس لئے آپ کو مکمل کرنے کی ضرورت ہے۔ اس میں تو پوری اسٹیٹ اور پورے دیش کے لوگوں کو دلچسپی ہونی چاہئے ۔۔(مداخلت)۔۔ بالکل کریں گے ۔۔(مداخلت)۔۔ کام کے لئے، ڈیولپمینٹ کے لئے ہم سب ایک ہیں، اس میں کوئی لڑائی نہیں ہے۔

उत्तर पूर्वी क्षेत्र विकास मंत्रालय के राज्य मंत्री, प्रधान मंत्री कार्यालय में राज्य मंत्री, कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री, परमाणु ऊर्जा विभाग में राज्य मंत्री तथा अंतरिक्ष विभाग में राज्य मंत्री (डा. जितेन्द्र सिंह): वैसे भी हमारी आपस में कोई लड़ाई नहीं है।

श्री गुलाम नबी आज़ाद: जी हां, लेकिन आप इनको यह राज़ की बात कभी मत बताना की हम लोग एक ही डिस्ट्रिक्ट के हैं।

इस थोड़े से एरिया में 92 छोटे ब्रिज हैं और 27 बड़े ब्रिज हैं। इसकी लैंथ 1.3 किलोमीटर है, यह इतना बड़ा ब्रिज है। मेरी गुज़ारिश है कि इस पर आप जितना अधिक हो सके, उतना जोर दें, ताकि यह काम जल्दी से जल्दी मुकम्मल हो जाए।

अगर एक रेलवे लाइन उधर कश्मीर से बनी और इधर Jammu से Katra तक बन गई, तो उसमें कोई फायदा नहीं होगा। इसके बीच में जो एरिया नहीं बना है, उसमें दो दफा गड़बड़ी हो जाती है। एक तो पूरे विंटर में बर्फ की वजह से गड़बड़ी हो जाती है और फिर बरसात की वजह से गड़बड़ी हो जाती है। हम यह मानें कि यह जो एरिया छूट गया है, उसमें हमें साल में छः महीने तो प्रॉब्लम रहती ही हैं। 4-4, 5-5, 6-6 दिन तक वह सड़क खराब रहती है, विशेष रूप से विंटर और बरसात में और हजारों की संख्या में जो पर्यटक हैं या जो जम्मू-कश्मीर के लोग हैं, वे वहां फंस जाते हैं। उनके लिए वह बड़ा बैरन एरिया है, जिसमें रहने, खाने-पीने और सिर छुपाने तक के लिए भी जगह नहीं हैं। इसकी जरूरत को महसूस करते हुए आप इसे जल्दी से जल्दी पूरा करने की कोशिश कीजिए।

[श्री गुलाम नबी आज़ाद]

वैली के अन्दर एक एरिया और छूट गया है, बाकी तकरीबन हमारे यहां के सब डिस्ट्रिक्ट्स को यह कवर करता है। हमारे यहां 10 डिस्ट्रिक्ट्स हैं और यह किसी डिस्ट्रिक्ट के बीच में से जाता है, किसी के साइड में जाता है, लेकिन एक एरिया ऐसा है, जो बहुत जरूरी है और जो पीओके के साथ भी लगा हुआ है। वह एरिया Kupwara का एरिया है। Kupwara का एरिया छूट गया है, हालांकि यह एरिया खेतों के बीच में से जाने वाला एरिया है, यह जम्मू की तरह डिफिकल्ट टेरीन नहीं है। इस एरिया को भी आपको अपने हाथ में लेना होगा।

जहां तक जम्मू प्रोविंस का सवाल है, Jammu से Rajouri, Poonch की बात चल रही है। बहुत अरसे तक इसमें सर्वे हुआ है, जिस पर कितना ही पैसा लग चुका है। अब उसमें काम करने की जरूरत है। यह हमारी और हमारे Minister of State for Development of North-Eastern Region की एक ज्वाइंट मांग है। Doda district, जो हम दोनों का home district है। जम्मू प्रोविंस में Doda district, Kishtwar district अकेला unconnected रहेगा, जब Rojouri से Poonch तक रेलवे लाइन जाएगी। उसके लिए कोई और रास्ता नहीं है, उसके लिए सिर्फ टनल का रास्ता है। Chennai से Doda तक अगर टनल निकलेगी, तो बहुत अच्छा होगा। अगर जम्मू-कश्मीर के बीच में हमें छः महीने की रोड की प्रॉब्लम है, तो Doda और Jammu के बीच में तो आठ महीने की प्रॉब्लम होती है। इसलिए मैं आपका ध्यान उस तरफ भी दिलाना चाहता हूं कि आप उसका सर्वे कराएं। हमारे वक्त में चेनानी से डोडा तक रोड के टनल का सर्वे हुआ है। अगर उसको रेल का बना दिया जाए, तो मसला ही खत्म हो जाता है। उसके बाद वहां रोड़ बनाने की जरूरत ही नहीं है। रेलवे के हमारे दो टनल्स अभी बहुत अच्छे-अच्छे बन गए। एक तो चेनानी में और दूसरा बनिहाल में। तो उसी एरिया में अगर या बारह-तेरह किलोमीटर का टनल बन जाएगा, तो उसका हिमाचल, चम्बा वगैरह सब फायदा उठा सकते हैं। यह पर्यटकों के लिए भी अच्छा होगा और उस रीजन के लोगों के लिए भी इससे बहुत अच्छी सुविधा होगी। इन्हीं शब्दों के साथ आपका बहुत-बहुत धन्यवाद।

†جناب غلام نبی آزاد : جی ہاں، لیکن آپ ان کو یہ راز کی بات کبھی مت بتانا کہ ہم لوگ ایک ہی ڈسٹرکٹ کے ہیں۔

اس تھوڑے سے ایریا میں 92 چھوٹے برج ہیں اور 27 بڑے برج ہیں۔ اس کی لینتھ 1.3 کلو میٹر ہے، یہ اتنا بڑا برج ہے۔ میری گزارش ہے کہ اس پر آپ جتنا زیادہ ہو سکے، اتنا زور دیں، تاکہ یہ کام جلدی سے جلدی مکمل ہو جائے۔

اگر ایک ریلوے لائن ادھر کشمیر سے بنی اور ادھر جموں سے کٹرا تک بن گئی، تو اس سے کوئی فائدہ نہیں ہوگا۔ اس کے بیچ میں جو ایریا نہیں بنا ہے، اس میں دو دفعہ گڑبڑی ہوجاتی ہے۔ ایک تو پورے ونٹر میں برف کی وجہ سے گڑبڑ ہوجا تی ہے اور پھر برسات کی وجہ سے گڑبڑ ہو جاتی ہے۔ ہم یہ مانیں کہ یہ جو ایریا چھوٹ گیا ہے، اس میں ہمیں سال میں چھہ مہینے تو پرابلم رہتی ہی ہے۔ چار-چار، پانچ-پانچ، چھہ-چھہ دن تک وہ سڑک خراب رہتی ہے، خاص طور سے ونٹر اور برسات میں اور ہزاروں کی تعداد میں جو سیاح ہیں یا جو جموں-کشمیر کے لوگ ہیں، وہ وہاں پھنس جاتے ہیں۔ ان کے لئے وہ بڑا

†Transliteration in Urdu script.

بیرن ایریا ہے، جس میں رہنے، کھانے پینے اور سر چھپانے تک کے لئے بھی جگہ نہیں ہے۔ اس کی ضرورت تو محسوس کرتے ہوئے آپ اسے جلدی سے جلدی پورا کرنے کی کوشش کیجئے۔

ویلی کے اندر ایک ایریا اور چھوٹ گیا ہے، باقی تقریباً ہمارے یہاں کے سب ڈسٹرکٹ کو یہ کور کرتا ہے۔ ہمارے یہاں دس ضلع ہیں اور یہ کسی ضلع کے بیچ میں سے جاتا ہے۔ کسی کے سائیڈ میں جاتا ہے، لیکن ایک ایریا ایسا ہے، جو بہت ضروری ہے اور جو پی۔ او۔ کے۔ کے ساتھ بھی لگا ہوا ہے۔ وہ ایریا کپواڑہ کا ایریا ہے۔ کپواڑہ کا ایریا چھوٹ گیا ہے، حالانکہ یہ ایریا کھیتوں کے بیچ میں سے جانے والا ایریا ہے، یہ جموں کی طرح ڈفیکلٹ ٹیرن نہیں ہے۔ اس ایریا کو بھی آپ کو اپنے ہاتھ میں لینا ہوگا۔

جہاں تک جموں پرووِنس کا سوال ہے، جموں سے راجوری، پونچھ کی بات چل رہی ہے۔ بہت عرصے تک اس میں سروے ہوا ہے، جس پر کتنا ہی پیسہ لگ چکا ہے۔ اب اس میں کام کرنے کی ضرورت ہے۔ یہ ہماری اور ہمارے منسٹر آف اسٹیٹ فار ڈیولپمنٹ آف نارتھ ایسٹرن ریجن کی ایک جوائنٹ مانگ ہے۔ ڈوڈہ ضلع جو ہم دونوں کا بوم ڈسٹرکٹ ہے۔ جموں پرووِنس میں ڈوڈہ ضلع، کشتواڑ ضلع اکیلا اَن کنیکٹڈ رہے گا، جب راجوری سے پونچھ تک ریلوے لائن جائے گی۔ اس کے لیے کوئی اور راستہ نہیں ہے، اس کے لیے صرف ٹنل کا راستہ ہے۔ چنئی سے ڈوڈہ تک اگر ٹنل نکلے گی، تو بہت اچھا ہوگا۔ اگر جموں وکشمیر کے بیچ میں ہمیں چھ مہینے کی روڈ کی پرابلم ہے، تو ڈوڈہ اور جموں کے بیچ میں تو آٹھ مہینے کی پرابلم ہوتی ہے۔

اس لیے میں آپ کا دھیان اس طرف بھی دلانا چاہتا ہوں کہ آپ اس کا سروے کرائیں۔ ہمارے وقت میں چینانی سے ڈوڈہ تک روڈ کے ٹلنے کا سروے ہوا ہے۔ اگر اس کو ریل کا بنادیا جائے، تو مسئلہ ہی ختم ہوجاتا ہے۔ اس کے بعد وہاں روڈ بنانے کی ضرورت ہی نہیں ہے۔ ریلوے کے ہمارے دو ٹنلز ابھی بہت اچھے اچھے بن گئے۔ ایک تو چینانی میں اور دوسرا بانہال میں۔ تو اسی ایریا میں اگر یہ بارہ تیرہ کلومیٹر کا ٹنل بن جائے گا، تو اس کا ہماچل، چمبا وغیرہ سب فائدہ اٹھاسکتے ہیں۔ یہ سیاحوں کے لیے بھی اچھا ہوگا اور اس ریجن کے لوگوں کے لیے بھی اس سے بہت اچھی سہولت ہوگی۔ انہیں الفاظ کے ساتھ آپ کا بہت بہت شکریہ۔

MR. DEPUTY CHAIRMAN: Now, Shri Avinash Rai Khanna, to put a question.

THE MINISTER OF STATE IN THE MINISTRY OF MINORITY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKHTAR ABBAS NAQVI): Sir, he just want to say something.

THE MINISTER OF STATE OF THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION; AND THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE, MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS, DEPARTMENT OF ATOMIC ENERGY AND DEPARTMENT OF SPACE (DR. JITENDRA SINGH): Sir, I just want to add ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay.

DR. JITENDRA SINGH: Sir, I will just add to what the hon. LOP has very nicely put.

SHRI MUKHTAR ABBAS NAQVI: Sir, a special concession for Jammu and Kashmir.

DR. JITENDRA SINGH: Sir, we have already held some of the sittings with the Railway Minister. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Not in coalition, but, in collusion.

DR. JITENDRA SINGH: We are connected by rail and by other means also. Sir, I just wanted to add because about the constituency hon. LOP had very rightly pointed out that there are some concerns. I have brought to the notice of the Railway Minister also, and I think they are working on it. Sir, the LOP would know better than many of us कि बसोली और बिलावर का जो segment है, that does not have a rail track. So, I pointed out that it should not be difficult to start a work there because you have the Pathankot-Jammu rail link which is not very far. So if you are able to have a rail link, it will serve two purposes. First is, as alternative mode of travel and second is that the roads are in a very bad shape and, therefore, in the long run, it will also help in tourism.

Secondly, Sir, there has been a demand put already to have double track for Jammu. The number of trains have increased. Thirdly, ever since the railway station was set up in Katra-Vaishno Devi - as hon. LOP has pointed out, it was a landmark breakthrough as far as the railways is concerned — what happened is that all the passengers board from Katra-Vaishno Devi and, therefore, Udhampur, being a very important district headquarter, gets deprived of the room and the passengers who have to board from Udhampur, are always complaining that they don't get. Therefore, at one stage, they were even objecting to it. So, we tried to pacify saying कि नहीं, अब जो प्रगति हो रही है, उसका प्रोसेस तो नहीं रुकेगा, तो उसके लिए हमने रेल मंत्री जी के ध्यान में यह बात लाई। इन्होंने इसे स्वीकार भी किया कि वहां पर डीएमयूज़ की संख्या बढ़ जाए, so that we could have more local connectivity. ये एक-दो बिन्दु इसमें जोड़ने का मेरा अनुरोध है।

MR. DEPUTY CHAIRMAN: Now, Shri Avinash Rai Khanna. You can ask a question. You put a question. ...*(Interruptions)*...

SHRI T.K. RANGARAJAN: Sir, I have only one question.

MR. DEPUTY CHAIRMAN: Wait. I am permitting those who have asked me earlier; not now.

श्री अविनाश राय खन्ना (पंजाब): सर, मैं सबसे पहले माननीय मंत्री जी को बधाई देता हूं किं पंजाब के लिए बहुत कुछ मिला है और आशा करता हूं कि यह समय पर पूरा होगा।

माननीय मंत्री जी से मेरा एक छोटा सा प्रश्न है। सर, जो भारतीय रेल है, अब वह अंतर्राष्ट्रीय रेल बन चुकी है, क्योंकि वह बंगलादेश भी जाती है और पाकिस्तान भी जाती है। मैंने पिछली बार एक रिक्वेस्ट की थी कि जैसे एरोप्लेंस के ऊपर एक इंडियन फ्लैग होता है, तो अगर रेलवे के इंजन पर या कहीं पर वैसा फ्लैग लग जाए, तो एक बहुत बड़ा मैसेज इंटरनेशनली जा सकता है। इन्होंने मुझसे कमिट भी किया। चूंकि मैं रेलवे कंवेंशन कमेटी का मेम्बर भी हूं, तो मैंने इसी आशा से सब जगह मीटिंग्स में यह बात उठाई, लेकिन पता नहीं किस कारण से यह बात नीचे तक नहीं जा पाई। मुझे आशा है कि ये जो फ्लैग्स हैं, वे जल्द ही रेलवे के इंजन पर रेलवे में देखने को मिलेंगे। बहुत-बहुत धन्यवाद।

MR. DEPUTY CHAIRMAN: Good question. I support you. Now, Shri Tapan Kumar Sen.

SHRI TAPAN KUMAR SEN: Thank you, Deputy Chairman, Sir. I will get only two-three minutes to explain my opinion as well as apprehension.

MR. DEPUTY CHAIRMAN: You can ask question.

SHRI TAPAN KUMAR SEN: I have a very high expectation from our hon. Railway Minister, Shri Suresh Prabhu, because I remember during his stint as Power Minister, during ... *(Interruptions)*...

MR. DEPUTY CHAIRMAN: This is not the time to compliment, but to ask question.

SHRI TAPAN KUMAR SEN: No, no.

MR. DEPUTY CHAIRMAN: Because you want a positive answer, so you compliment first. This is. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: Sir, my question comes out of that. He contributed in expanding the country's power generation capacity in a big way, through NTPC. That in turn led to the huge capacity expansion of BHEL together generating a substantial quality employment in the country. So, with that expectation and approach, I would like to express my apprehension on your Budget proposal that you are inviting GE, in the locomotive area, whereas in your Chittaranjan Locomotive Works, the locomotive producing capacity under BHEL, which was established only to feed the Railways, and other wagon manufacturing units, the capacity is severely under-utilized, and it is being neglected. Their technology, their productive capacity is not being modernized. How far is this approach consistent with the Government's overall approach of Make in India? GE will come to Make in India, but your own Chittaranjan Locomotive Works, your own BHEL Locomotive unit and other productive units of the Railways will be neglected. So, on these areas, I think, we need. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Now, Shri A. Navaneethakrishnan. ...*(Interruptions)*... Shri A. Navaneethakrishnan. ... *(Interruptions)*...

SHRI TAPAN KUMAR SEN: Sir, my second point is that you have planned a huge capital expenditure for expansion of Railway, of course, and it is really, no doubt, Rs.1,25,000 crores in a year. But, at the same time, kindly note, your Budget figures. You are not depending on your own resource generation. You are depending on PPP route. Mr. Minister, kindly remember your first Budget, after the NDA Government came to power. In your first partial Budget, you made a statement that more than ₹ 74,000 crores capital expenditure just could not be materialized because it depended on PPP projects. In your subsequent years, the PPP exercise is also not very encouraging.

MR. DEPUTY CHAIRMAN: Okay. Now, Shri A. Navaneethakrishnan. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: Sir, please let me complete.

MR. DEPUTY CHAIRMAN: You kept all these important points and kept quiet. You could have given your name to speak. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: Sir, I am just mentioning the points. ...*(Interruptions)*... And these are valid points.

MR. DEPUTY CHAIRMAN: Yes, that is my complaint. These are valid points. Why did you not give your name? ...*(Interruptions)*... This is not the way.

SHRI TAPAN KUMAR SEN: Sir, please allow me. ...*(Interruptions)*... I am just finishing.

MR. DEPUTY CHAIRMAN: Okay, you put your question. ...*(Interruptions)*... You asked for putting one question, but you are putting three questions.

SHRI TAPAN KUMAR SEN: In that area, for your future capacity expansion programme, if you depend on PPP, I think, there is a doubt. So, you have to think about managing that capacity in some other manner except PPP. ...*(Time-bell rings)*...

MR. DEPUTY CHAIRMAN: Okay; that is all. Now, Shri A. Navaneethakrishnan. ...*(Interruptions)*... No, no.

SHRI TAPAN KUMAR SEN: Sir, my last point...

MR. DEPUTY CHAIRMAN: What are you doing? You cannot speak endlessly.

SHRI TAPAN KUMAR SEN: Sir, I have just two sentences, please. Sir, my last

point is, you have expressed a great concern on the safety. But without filling the safety-related manpower vacancies, safety cannot fall automatically from the sky. So, on that also, your Budget does not indicate any specific programme. Please consider this.

MR. DEPUTY CHAIRMAN: Shri Tapan Kumar Sen is very smart. For one question, you put five questions. Now, Shri A. Navaneethakrishnan. ...*(Interruptions)*...

SHRI A. NAVANEETHAKRISHNAN (Tamil Nadu): Thank you, Mr. Deputy Chairman, Sir, for giving me the opportunity. I thank Amma. A common man's point of view I want to...

MR. DEPUTY CHAIRMAN: You just put question, nothing else.

SHRI A. NAVANEETHAKRISHNAN: Yes, Sir. Now the Season Tickets are being issued by the Railway Administration up to 150 kilometres. But the demand from all sections of people is that it may be extended up to 200 kilometres. So, it may be favourably considered. Sir, through you, I make this request to the hon. Minister.

MR. DEPUTY CHAIRMAN: Yes, that is correct. ...*(Interruptions)*... Yes, that is good. ...*(Interruptions)*... Okay, the Minister may consider that. ...*(Interruptions)*... Mr. Rangarajan, you are my Vice Chairman. So, you ask simply one question. ...*(Interruptions)*...

SHRI T.K. RANGARAJAN (Tamil Nadu): Sir, I first second what hon. Tapan Kumar Sen said. ...*(Interruptions)*... Sir, I hope the Railway Minister will agree with me that his predecessor promised so many things for Tamil Nadu. So far nothing has come fully. Mr. Minister, your predecessor agreed for another route between Madurai and Theni, and he had allotted some money also. Even that has not come. I request you to, at least, fulfil the promises and commitments of your predecessor's promises and commitments to Tamil Nadu. Please do not ignore Tamil Nadu. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Not only his predecessor's, but his own commitments too. ...*(Interruptions)*... Okay. Now, Shri V.P. Singh Badnore.

SHRI V.P. SINGH BADNORE (Rajasthan): Sir, one of the issues of concern is, when we enter a city, it is very dirty. We see horrific sights in the morning. That is a big, big issue. ...*(Interruptions)*... So, my suggestion to the hon. Minister is that the CSR can really take interest and do it, like it is being done in Bhilwara. A company has taken it up and they have cleaned up the whole place. When a company can do it there, why can you not do it elsewhere? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Shri Husain Dalwai, put your question.

श्री हुसैन दलवई (महाराष्ट्र): सर, मेरे एक-दो प्रश्न हैं।

MR. DEPUTY CHAIRMAN: No; no. Not two questions. Put just one question. ...*(Interruptions)*...

श्री हुसैन दलवई: सर, जो मुम्बई सबअर्बन एलिवेटेड रेलवे बनने वाली है, वह जब बनेगी, तब बनेगी, लेकिन आप अभी इसकी चार कैटेगरीज़ बना सकते हैं, जिससे आपका रेवेन्यू भी बढ़ सकता है। जो छोटे लोग हैं, उनके लिए अलग कैटेगरी बनाइए, उनके लिए अलग facilities की व्यवस्था कीजिए। रेलवे के सारे डिब्बे एयरकंडीशन कीजिए। रेलवे की लैंड का उपयोग ठीक ढंग से हो सकता है, लेकिन दुर्भाग्य की बात है कि लैंड का उपयोग ठीक ढंग से नहीं हो रहा है। मेरा यह अनुरोध है कि रेलवे की लैंड का उपयोग ठीक ढंग से कीजिए। वहां पर contract labour को abolish करके permanent labour की व्यवस्था कीजिए। ...(**समय की घंटी**)... आप जो Karad-Chiplun नया रेल मार्ग बनाने वाले हैं, उनको आगे Guhagur तक बनाइए। ...(**समय की घंटी**)...

MR. DEPUTY CHAIRMAN: Okay. That's all. ...*(Interruptions)*...

डा. प्रभाकर कोरे (कर्णाटक): सर, माननीय मंत्री जी ने बहुत अच्छा रेल बजट बनाया है। सर, मेरा एक ही अनुरोध है, since Independence, we have been fighting for the connection between Hubli-Dharwar-Belgaum. It is about 80-90 kilometers. But, to reach that place, it will take four hours by train because the train goes ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Put your question. ...*(Interruptions)*... Put your question. ...*(Interruptions)*...

DR. PRABHAKAR KORE: A survey has been done. This year, we have kept money. ...*(Interruptions)*... It has been pending for a very long time. ...*(Interruptions)*... It would be better if you take ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay. ...(Interruptions).. Shri Sukhendu Sekhar Roy. ...*(Interruptions)*...

SHRI SUKHENDU SEKHAR ROY (West Bengal): Sir, since the Railways do not have enough land for expansion of the platforms, my pointed question to the hon. Railway Minister is this. Is the Railway contemplating for construction of double storey or three storey platforms on the major stations? ...*(Interruptions)*...

श्री बसावाराज पाटिल (कर्णाटक): सर, मेरा सवाल यह है कि हैदराबाद - कर्णाटक रीज़न का गुलबर्ग प्राइम सिटी का प्रोविजन अनुच्छेद 371 में है। डिवीज़न हेडक्वार्टर के लिए कर्णाटक सरकार ने 50 एकड़ जमीन दी है। इसके लिए केवल 74 करोड़ रुपए मंजूर करने से यह डिवीज़न हेडक्वार्टर बनेगा। पिछली सरकार ने इसके लिए थोड़ी मात्रा में अनुमति दी है, इसको पूरा करने की कोशिश करें।

MR. DEPUTY CHAIRMAN: Shri Bhupinder Singh. This is the last question. ...*(Interruptions)*... Last question, Shri Bhupinder Singh. ...*(Interruptions)*...

SHRI BHUPINDER SINGH (Odisha): Hon. Minister, I want you to be very specific. If you cannot answer today, please send me the answer in writing. Is it a fact that the then Minister of State for Railways, on 25th February, 2014, had to lay a foundation stone of a repairing coach factory in my district Kalahandiat Narta in my constituency. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No; no. ...*(Interruptions)*... That's all. Please sit down. ...*(Interruptions)*... Hon. Minister, please start. No, no more. ...*(Interruptions)*... I had already told you that that was the last question. ...*(Interruptions)*... You could have given your name earlier. ...*(Interruptions)*... Sit down. ...*(Interruptions)*... You could have given your name earlier. ...*(Interruptions)*... Sit down, please. ...*(Interruptions)*... No, nobody else is allowed. ...*(Interruptions)*... I was in the Chair, you could have given your name. ...*(Interruptions)*... You have already spoken. ...*(Interruptions)*... You please sit down. ...*(Interruptions)*... No, I am not allowing. ...*(Interruptions)*... I am not allowing. ...*(Interruptions)*... I am not allowing ...*(Interruptions)*... I was in the Chair, you could have given your name. ...*(Interruptions)*... I am not allowing. ...*(Interruptions)*... It is not going on record. ...*(Interruptions)*... Mr. Minister, you please proceed. ...*(Interruptions)*... No; no. ...*(Interruptions)*... We cannot proceed this way. ...*(Interruptions)*... There should be some order. You could have given your name earlier. You listen to some question and then you think of a question and want to put that. The Parliament cannot function this way. ...*(Interruptions)*... If you have any question, you should give your name. ...*(Interruptions)*... I have allowed all those Members who had given their names. ...*(Interruptions)*... Mr. Minister, you please start. ...*(Interruptions)*...

SHRI SURESH PRABHU: Mr. Deputy Chairman, Sir, I thank you as well as all the hon. Members for participating in this very interesting discussion. As you could see, almost everybody is supporting the idea that the Railways must do better. And, I really thank all the Members of this House for participating in this debate and also supporting the ideas of Railways.As we all know, Railways is a very important institution and we all agree that Railways is passing through very difficult times. The debate was initiated by Mr. Ahmed Patel and he said, रेलवे बीमार है। यह सही बात है। रेलवे बीमार तो है, लेकिन बीमारी का इलाज ढूँढना पड़ेगा और उसके साथ-साथ बीमारी से लड़ना भी पड़ेगा। उसके बाद रेलवे को एक बार फिर पटरी पर लाकर दोबारा रेल के माध्यम से देश का विकास किस तरह से हो, उसके ऊपर भी सोचना होगा। इसलिए हमने पूरी तरह से इसी बात को ध्यान में रखते हुए इस बजट को बनाया है।

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Sir, you will appreciate that the Railways' biggest challenge is that we do not have enough resources. As the LoP just pointed out, the demands are so many but the resources available are so limited, and that is a major problem. At the same time, the railways' network has been aging for a long time. It is suffering for lack of investment, and, therefore, we have to find out the money to make that investment. I agree and you have appealed to all the House that we should get more resources from the General Budget. If that happens, I will be the happiest person. I would really feel that if that is what is going to come in, we would like to invest that money into modernising of infrastructure. But, while it is necessary to get that, the Finance Minister has his own compulsions. The fiscal deficit has to be kept in mind and there are many other issues also. But while that is happening, we did not keept that issue to come in the way of modernising and upgrading the network of the railways. So, we said, "We will find out the resources and we will make that investment." So, this year's strategy is essentially targetting at how to revive railways, how to make sure that whatever has been the shortcoming of the railway's operations, how do we remove them and doing that is not going to happen in a hurry. So, last time, when I presented the Budget, I gave a five year vision. I said, we need at least five years to make sure that we continue on the regime. We agree that railways is ailing. When you go to a doctor, the doctor tells you to first follow a regime. You don't expect from me a miracle because I am a doctor and not a miracle man. Therefore, if you are coming to a doctor and asking for a medicine, you must also follow a regime. So, regime means that we must make sure that certain do's and dont's have to be followed. So, in the last Budget, we started talking about it. We did not deliberately announce any new project. We said we will complete the existing ones. We will make sure that we will invest money into doubling and tripling of capacity; we will invest money into signalling; we will invest money into modernisation, which, in turn, will do in the shortest possible time the good benefit. As Mr. Praful Patel said, the low-hanging fruits. So, we really started working on all of these and this Budget, in fact, is a continuation of that. So, Budget is an annual exercise, but has a little five year medium-term vision. So, there are immediate issues and medium-term issues. First time, we have talked about this. I appeal to all the Members of Parliament to participate in this. We wish to create a Railways' All India Plan for 2030. We have never done that before. So, whatever happened is this. If I make a demand as a Member of Parliament, and if I have a lobby, I get a particular line sanctioned, but, not necessarily that particular line is falling into a big picture that the railway needs. We talk about port connectivity. We have done that in an isolated basis, but we really need a proper vision for the Railways. So, we have decided to do this. We will start it this year. We will consult all the stakeholders including the States, Members of Parliament, MLAs and all others

to make sure that we prepare a proper, long-term perspective plan, not just perspective plan like 2020, which is a good one, but this is really the physical target planning that we will be doing, and once that is done, we will have three things. One, yearly plan, that is, the Budget, then, a little medium-term, that is Five Years and the third one is long-term, that is, 2030. So, we have really decided to do that and we are working on it. I know it is, sometimes, very difficult because there are so many demands and we cannot fulfil them. So, I also feel bad. I wish I had all the resources, so that all the demands could be met and then I would have been the happiest person. But, unfortunately, I am not in that position. So, we have tried to manage it in a limited way and tried to do that.

Sir, I talked about short-term, medium-term and long-term priorities. The short-term priorities were how to bring in a quick benefit to the passengers who travel by Railways. So, we focussed on four, five things. One was cleanliness. I am happy to say and I know it is not a dramatic change, but cleanliness has improved substantially in most parts of the railway stations. It has also improved inside the coaches. We have started a new programme, namely, SMS. You SMS it and tell him, 'clean my coach'. In fact, this has now been rolled out on all-India basis, which I announced in my Budget only three days back. So, we have already started the implementation process of that. The Budget was presented on 25th of February. In four, five days, all the announcements that were made here have been made into actionable points.We have assigned responsibilities, and we will make sure that we actually implement this complete Budget fully. Sir, this is our overall strategy, overall vision. In that context, I must say, this was the most difficult year for the Railways, probably the most difficult. The freight movement was low. There is a challenging time. We have the Pay Commission, and whenever the Pay Commission has come, the operating ratio of Railways has dropped dramatically. It has gone down. So, this is the first Budget after the Pay Commission. In fact, there are two elements. The Pay Commission came into play from 1st of January this year. So, I have included in this Budget also the first three months as well as the provision for the remaining twelve months, and despite that, we are able to keep the operating ratio at a reasonable level. But this was a challenge because on income side, we had a problem; and I will come to it a little later. We also had a big problem in terms of Pay Commission as well as the Bonus Act. We all know this House accepted a Bonus Act. We amended it. We removed the minimum ceiling.

Sir, who is the biggest employer in India? It is Railways. So, Railways have to bear the brunt. Of course, we are not complaining. But that is a cause for Railways' expenditure going up considerably, and, despite that, we have managed it.

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I will just tell you in terms of shortfalls of revenue. Some Members have talked about it. This year, coal loading was likely to be 30 million tonnes with two-thirds of the shortfall coming from imported coal. We dropped the imported coal. So, we have been suffering. Cement is likely to be low by 15 million tonnes. Iron ore is also going to be low by 9 million tonnes. The depressed domestic steel market as well as international has contributed to it. Decentralized procurement of food grains is a very good measure but it has affected the Railways in the short term. Therefore, many of these things which are included in the import and export downward caused by the global slowdown have affected Railways' capacity to get revenue. But still we managed it by reducing expenditure. I will explain it in a minute.

Sir, the present Budget focuses on long-term sustainability of Railways by capacity augmentation, new sources of revenue and cost of operation optimization. This year, the Budget is Rs. 1.21 lakh crores, which is 21 per cent higher than the expected Plan expenditure of the previous year. And, this year also, *i.e.,* 2015-16 - and I am sure all of you will be happy to know - the Railways will surpass the target of commissioning 2,500 kilometres of broad-gauge line, and in 2016-17, we will actually have, at least, 2,800 kilometres of broad-gauge track. There will be nineteen new projects involving a total investment of Rs. 1,26,172 crores covering about 8,430 kilometres. Doubling, gauge conversion and metropolitan transport projects are included in this Budget. As far as Railway electrification is concerned, 1,600 kilometres was commissioned in 2015-16, and, in 2016-17, we intend to electrify 2,000 kilometres. All these numbers are one of the record numbers. Despite the fact that we have several challenges on railway front, on capital expenditure, we have done that. We still managed the revenues by way of reducing the cost. But as a long-term strategy for the Railways, we must move on to, not depending on the traditional sources of revenue either from freight or from fare, we need to find out non-Railway revenues. Even in some cases like Japan, it is as high as 30 per cent, and, in our case, it is very, very meagre. So, we must increase that. So, we have now decided to work on increasing non-source revenue - this is for the first time on this magnitude — by expanding the freight basket. Of course, this is not non-source. But this is a new source of revenue, expanding the freight basket. It is because today we are dependent only on few commodities. When there is a downturn like we had this year, then we suffer. So, we must expand the basket. We must get in roll-in and roll-off pilot time-table freight trains, multiple point loading. We must give big push for expanding containerization which we have not really been able to do. We must get on building terminal capacity to handle increased conventional and new traffic. We will also have to increase original

passengers. We are trying to increase it by way of new products, new train products which we have launched. Non-fare revenues' increase is by way of revamping parcel business, advertising, monetizing data software or other assets. This is something which we have never done before and not yet many Railways have done it because no other Railways has got seven billion passengers travelling every year. But seven billion passengers create so much of data as you can see the top companies of the world like Google make money by monetizing data. So, just imagine. The data available with us is phenomenal. If you can monetize it properly, the amount of money that we can generate from it will be really huge.Therefore, this is something of which we do not have the domain knowledge, but people are working with us. I have also suggested it to some of the experts and we would try to use that.

Sir, hon. Members wanted to know about manufacture, production units and workshops. We would now like to allow some of our own PSUs to also export, and make them export-oriented. Then, scrap disposal is one of the major problems and they are not really making good money. This year, the target is to increase it by fifty per cent.

Sir, cost optimization is very important because, normally, you want to work on only increasing the revenue, forgetting the fact that there is another side to the profit and loss account and, that is, the expenditure side. So, we decided to optimize it. In fact, this year itself, due to optimization, we could balance it and keep the operating ratio at a low level. Then, we have targeted decrease of Rs. 1,500 crores of expenditure from 2015-16, exploring revamp of procurement policy by buying directly from overseas, diesel etc., rigorous consumption monitoring to optimize usage and reduce pilferage, annualize savings - you talked about the power sector - Rs. 3,000 crores to be achieved by the end of this year, a year before the commitment. Rs. 3,000 crores is not a small amount, which has been reduced by way of direct purchase of power in the market, by bringing in new elements for changing the energy profile, by making sure that we have energy conservation measures as well as energy audits. And we tied up to save another Rs. 300 crores through energy conservation. There are other austerity measures also.

So, Sir, these are some of the strategies that we have adopted and, I am sure, we are trying to work on them. I don't want to make a political statement here, but just because many Members have asked it, I want to tell you - and it is important - that if you have a capital expenditure, you have to incur it. When you are suffering, if there is a hemorrhage - and this is why we talked about the patient - I cannot figure out whether I should beg, borrow or steal, but I must carry out that operation immediately. The railways were suffering, I agree with you. We would pursue with getting more Gross Budgetary

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Support, but we thought, at least, we should try to increase the capital expenditure to make sure that all the challenges that we talked about are addressed immediately. And this is again a benefit to our economy because every rupee invested in the railways will have a multiplier effect of five. This is, again, going to be beneficial. So, the option was of getting it from the GBS, which of course, I am more than happy to pursue. The fiscal deficit of the Government of India is to be kept in mind, but we said that we would clearly try to do it. And that is the reason why I say that we must invest first.

Some Members have talked about China. Sir, China's is one of the great railway systems. Just now, one hon. Member spoke about China. The Chinese have invested in the railways is a mind bloggling number. But just to tell you, in 2009, they put more than two per centof their GDP into the railways, whereas our share was just 0.4 per cent. Just imagine, the Chinese economy is the second largest in the world. It is now a ten trillion dollar economy. We are one-fifth of that, a two trillion dollar economy. And, if they are going to put more than two per cent of that ten trillion dollar economy, and we are going to put a smaller amount, being a small economy of two trillion dollars, less than half a per cent, can we ever compete with and talk about China? So, investment is important. Finding resources for that is something that we need to do and, therefore, we have decided to work on it. I know that this idea of investing from whatever source is not mine alone. I know that in April, 2014, when one of the distinguished hon. Members of this House, the former Prime Minister, Dr. Manmohan Singh, gave a report, one of the major recommendations was to increase the level of debt to finance railway projects. That was a recommendation made in the report of a Committee which Dr. Manmohan Singh had asked to be formed. The Committee recommended that the Indian Railways Finance Corporation should not confine itself to the financing of rolling stock alone, but also other projects such as electrification, signaling, new lines, etc. The Committee had also recommended that other railway entities like DFIC, etc., should also go and borrow foreign goods. So, these were the recommendations. This is not an ideological issue; this is something which is in the interests of the railways. That is why, Dr. Manmohan Singh, when he was the Prime Minister, suggested it. We are continuing with the same, not because it is a political issue, but to ensure that the railways do not suffer because of this.

The other issue that came up, and some of the Members including my good friend, Mr. Sen, has talked about it, is the PPP. The PPP in railways is, again, an old idea. In fact, the Government approved the guidelines for the formulation and appraisal of PPP way back in 2006. Therefore, we are continuing with this. Of course, I personally feel that we

have to learn from it as well as unlearn from it. In certain cases, PPP has helped, while in certain others, it has failed. So, we must unlearn from failures and learn from the right, successful strategies. That is why. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: That is a failed idea. ...*(Interruptions)*...

SHRI SURESH PRABHU: So, we are, therefore, trying to find out the success story than try to do it recently. ...*(Interruptions)*... There is a Committee which was appointed by the Government of India. It is Dr. Vijay Kelkar Committee which has talked about next generation PPP. I think there are some very good ideas in that. I think we should try to learn from it. I think, one day, if the Chair permits, we should also have a debate on it why we need PPPs, not just for railways but for infrastructure creation because anyone in the world creating infrastructure would need resources outside their normal revenue stream. It is never possible that normal revenue stream can finance the future requirement of infrastructure, and not financing it today means you are compromising with tomorrow. Therefore, investing money is necessary. If money is not available from normal resources, you have to borrow it and that is what Dr. Manmohan Singh also suggested, not personally but through the Committee. So, we are trying to borrowing. Again, I just try to tell you this particular idea. There is this International Capital Market Association. This is a global body. They went into this whole issue because this issue is not only for India, but this issue is global. People are trying to find out where to raise resources. They have also made a recommendation that infrastructure financing has to come out of debt. I hope the House will agree that this is what we need to do in the national interest and this is how we are trying to pursue. Now, when we do it, this is something very interesting to know that debt has to be financed and then prudential issues will come. How much debt? I will just give an example. German Railways had a debt of 16 billion dollars on the revenue of 39 billion dollars; Chinese Railways, before it was corporatized in 2013, had a debt of US dollars 428 billion. So, what China has been able to do, you know, why we are able to do it. So, you must keep that in mind. Japan Railways East has total assets of 72 billion dollars and a debt of 32 billion dollars. Our debt servicing is 7.9 per cent of the Gross Traffic Receipt as of March 2016. So, I would like to assure that we are investing, first of all, not for anything else but for capital expenditure; we are investing in future; we are investing in modernization and that too at a very prudential level, at a very small level. For the year 2014-15, our total liabilities were over 85,000 crores and the total investment is 4,97,233 crores which implies a ratio of 17.25 per cent. So, only that much amount of debt! And I will be very happy if my good friend, my good colleague, can give us more. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: It is all right because that doesn't dilute the ownership. ...*(Interruptions)*...

SHRI SURESH PRABHU: Now, I just give you something very interesting. The railway liabilities as a percentage of total assets in case of Germany is 31.53 per cent; in France, it is 55.91 per cent; in Italy, it is 19 per cent; in Spain, it is 51 per cent and for us it is a very small amount which I just explained. So, please be assured that we are working on something which is in the interest of the Railways, which is in the interest of tomorrow and which is in the interest of all of us because we need to fulfil all the demands which are coming and for this we need money, and if money cannot be found from the normal sources, it can be found from something for capital expenditure in this particular way. So, I think this is something which we need to do. PPP is again an idea which has not been only done by the Government of India, but by various States including some of the good States like West Bengal and Kerala. They have been pursuing very vigorously the idea of bringing in the PPP. ...*(Interruptions)*... Kerala has got projects of Rs. 10,000 crores on PPP; West Bengal has got 14 projects for Rs.14,000 crores. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: That is a failed idea. ...*(Interruptions)*...

SHRI SURESH PRABHU: So, I think, we also must learn from Kerala and West Bengal some of these good ideas as well. ...*(Interruptions)*... That is why this is something which is really appealing. ...*(Interruptions)*... Sir, this year Capex is Rs. 1,21,000 crores which is the highest ever, 21 per cent more than the previous year. The GBS is Rs.34,000 crores; Capital Fund is Rs.7,000 crores; Depreciation Reserve Funds is Rs.7,160 crores; Development Fund is Rs.2,515 crores; Safety Fund is Rs. 10,780 crores and Extra Budgetary Resources are Rs.59,325 crores.So, it is properly funded, properly thought about and also properly financially closed. Therefore, the resources necessary for this as well as where it is going is properly understood.

Sir, for the operating ratio, which I mentioned earlier, this year the target is 90 and for the next year, it is 92. Sir, this is the impact of the Pay Commission. You would have always seen that it has deteriorated in a big way. One of our colleagues from the Congress Party was mentioning that in 1964, the operating ratio was good, but a lot of water has flown from 1964 till today. I wish we can get everything of sixties, but then to get the infrastructure of 21st century will be a little difficult. So, I think if you have to compare 1964, you must compare everything along with that and there was an infrastructure of a different kind; this time, it is a different thing.

Of course, we must target for it, and that is the whole strategy - how to revive

the Railways' financing. To revise financing, we need to get more resources. For more resources to come, we have to make investment. If we have to make investment, then we have to make sure that we follow it like this.

So, Sir, this year, I am very happy to say that saving of expenditure - and that will make many of you happy — was Rs.9,073 crore. So, when we dropped the freight, we did not get enough revenue. How we controlled it was by reducing expenditure of Rs.9,073 crore, which is a very big number. You will all appreciate it. That is why, we could manage to do that. Also, there is a strategy to reduce another Rs. 1,930 crore for diesel by directly importing and booking refinery capacity in the existing refineries. I already had a talk with my colleague, Shri Dharmendra Pradhan, and we will definitely do that. We also reduced Rs. 287 crore by reducing idle locomotives and adopting many other measures. I do not want to take time, but the strategy is not just to increase the capital expenditure, but to reduce the revenue expenditure, and this is what we are trying to work on.

Then, Sir, some hon. Members wanted to know about depreciation. I am happy to say that we have now provided for depreciation as it is required. Why do we require depreciation? Depreciation is required to take care of track renewals as well as for other maintenance. Sir, the accumulated track renewal has come down from 7,258 kilometres to 5,300 kilometres. So, we have brought it down. Obviously, we don't need that much money. Some hon. Members mentioned that overage wagons need upgradation. They have come down from 14,649 to 6,177. That means there is an improvement in asset quality and increase in life cycle. Therefore, we did not have to maintain money. Then, the bio-toilets will actually prevent corrosion of tracks thereby lowering maintenance expenditure. Therefore, the expenditure this time is Rs.7,000 crores, and in line with all the great previous Ministers, where the amount had not been significantly less. So, we are really trying to do it like this. We again assure that this will be done in a proper manner.

Sir, this is the House of States. I am very lucky to be a Member of such a distinguished House. So, just permit me to address some of the questions raised by some of the Members on how much their States are getting. Sir, Andhra Pradesh had Rs. 1,024 crore in 2013-14. Last year, it had Rs. 2,659 crore. This time, it has Rs. 2,823 crore. Assam and North-East had Rs. 2,330 crore in 2013-14; last year - Rs. 5,368 crore; and this time again, it has Rs. 5,340 crore. Regarding Bihar, hon. Members from JDU were saying that बिहार को नहीं मिला, तो जरा आप ही सोचिए कि क्या मिला, क्या नहीं मिला? बिहार को 2013-14 में 1,244.8 करोड़ रुपये मिले थे। पिछले साल 2,489 करोड़ और इस साल 3,171 करोड़ मिले हैं, and again, I am not calculating a lot of other PPP projects which are coming to Bihar. Gujarat also got more, but I am not reading the numbers. Haryana got

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more. For Himachal Pradesh, it was ₹ 56 crore in 2013-14. Last year, it was ₹ 255 crore and this year, it is ₹ 310 crore. So, it has gone up significantly. Jammu and Kashmir, from where my great friend as well as hon. Leader of the Opposition comes, got ₹ 1,044 in 2013-14. Last year, it was ₹ 1,643 crore; and this year, it is ₹ 2,061.8 crore. Jharkhand has also gone up from ₹ 650 crore to ₹ 2,235 crore. Karnataka has gone up from ₹ 900 crore to ₹ 2,779 crore. Of course, I cannot ignore Kerala because you are such a great Deputy Chairman who chair the session. So, we had brought it up from ₹ 265 crore to ₹ 1,098 crore last year, and ₹ 1,041 crore in this year.

MR. DEPUTY CHAIRMAN: Thank you.

SHRI SURESH PRABHU: Madhya Pradesh has also got more. Then, I come to Odisha, and I know it was talked about. It is not because of any reason.

I do not belong to Odisha but Odisha and Jharkhand are the States which have great capacity to bring in more revenue to the Railways because they have the mineral deposits. If you can evacuate them, it will really bring revenues very significantly. About Rajasthan, I have just given the figures. Tamil Nadu got ₹ 922 crores in 2013-14. Last year, it got, ₹ 2,042 crores, and, this year, it got ₹ 2,064 crores. ...*(Interruptions)*... We are trying to work on it. For Telangana, obviously, it was not there in 2013 but for the last three years, we are consistently increasing the Telangana share though Telangana was not created, and, therefore, the figure of Andhra Pradesh includes that. Coming to Uttar Pradesh, my friends are not there. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: They are here. ...*(Interruptions)*...

SHRI SURESH PRABHU: Yes, yes. You are there. I am sorry. Sir, you will be happy to know the figures of U.P. It got ₹ 1,034 crores in 2013-14. Last year, we increased it to ₹ 4,516 crores, and, this year, it is ₹ 4,923 crores. You can yourself say whether it is good or bad. In respect of Uttarakhand, we have increased it from ₹ 240 crores to ₹ 458 crores. Now, I come to West Bengal. From ₹ 1,604 crores in 2013-14, we have increased it to ₹ 3,793 crores last year, and, this year it is ₹ 3,820 crores. ...*(Interruptions)*...

SHRI MD. NADIMUL HAQUE (West Bengal): Why are the projects still going slow? ...*(Interruptions)*...

SHRI SURESH PRABHU: So, what I am saying is that please try to understand the amount of... (Interruptions)... In fact, if you see it percentage-wise, the State of Chhattisgarh got 275 per cent more, and, Odisha got 292 per cent more, which is anything like that. You wanted to know about Madhya Pradesh. From ₹ 748 crores, it went up to ₹ 3,561 crores last year, and, this year, it is ₹ 4,325 crores. ...*(Interruptions)*...

Sir, hon. Members wanted to know about the implementation. Sir, I want to tell you that in 2015-16 Railway Budget is the first Budget in which I have given an Action Taken Report. I said, I must look into the commitments made in the previous Budget. In this Budget Speech, there is an annexure which mentions that Action Taken Report. There are 139 points on which we have initiated the action. I will do it every year, and, I am sure, you will like me to be the Railway Minister for many, many more years. So, we will get this information for many more years.

Sir, this year, the rate of broad gauge lines were laid at the rate of 7 kilometres per day against an average of 4.3 kilometres per day in the last six years. The average for the last six years was 4.3 kilometres, and, we have already increased it to 7 kilometres. In 2017-18, it will be 13 kilometres per day, and, in 2018-19, it will be 19 kilometres per day while providing employment to nine crore man-days and 14 crore man-days, respectively. Some members asked me about spending of money as to how it happens. Sir, I want to give you an example. One of the General Managers has reported that tenders above ₹ 75 crores are now getting finalized in 83 days' period as opposed to 500 days' period due to delegation of powers. Sir, all powers of the Minister have been delegated to the General Managers. I have not seen a single rupee tender since I have become the Minister and the whole idea is that we should empower the people at the level of zones, and, therefore, they should try to do it. We are also working on rigorous monitoring, e-Samiksha, which makes sure that all the Budget announcements are monitored. Seven missions have been constituted. These are mentioned in the Budget Speech and I do not wish to repeat it again. The whole idea is that we have actually increased the speed of implementation.

Expenditure is something which some Members wanted to know about. I would like to tell you that in case of UPA-I, it was ₹ 7,386 crores in five year period, and, the average per year was ₹ 1,477 crores, and, it went to ₹ 1,520 crores in the next five years. In the first two years itself, we have taken it to ₹ 2,292 crores per year. So, you can imagine the speed at which we are trying to work on it, and, therefore, we make sure that we implement whatever we have promised. Sir, what is there for the common man? In fact, it is only for the common man. यह बजट आम आदमी के लिए ही है। इसलिए इस बजट में अंत्योदय एक्सप्रेस है, दो से चार दीनदयाल कोचेज़ हैं, sale of tickets through hand held

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terminals हैं ticket vending machines हैं। Cancellation के लिए अब 139 हेल्पलाइन से ticket का cancellation होगा। अब cancellation के लिए दोबारा वहां जाने की जरूरत नहीं है। पहले लोगों को इसमें बहुत बड़ी दिक्कत होती थी। अब One Time Password दिया जाएगा। Bar coded tickets, scanners and access control on a pilot basis, मैंने इसकी शुरुआत भी बजट के बाद ही पिछले चार-पाँच दिन में कर दी है। विकल्प की सेवा चालू की जाएगी। हम तत्काल एरिया में CCTV coverage लगाएँगे, ताकि जो दलाल वहाँ घूमते हैं और पैसा बनाते हैं, इससे उनके ऊपर भी थोड़ी पाबंदी लग जाए। IRCTC catering को manage करेगी। इसलिए आज catering की जो quality है, उसमें भी हमें जरूर सुधार देखने को मिलेगा। उसी तरह से हमने नई पॉलिसी बनाई है कि स्टॉल multiple products बेचेगा, including milk products and OTC medicines. इससे अगर लोगों को काई बीमारी है, किसी दवा की जरूरत है, तो वह उनको वहीं पर मिल जाएगी। यदि कोई चाहता है कि उसे कुल्हड़ में चाय पीनी है, तो हम उसको कुल्हड़ में चाय जरूर देंगे। इसी तरह से हमने महिलाओं के लिए भी काफी सेवाएँ शुरू की हैं। मैं जानता हूँ कि हमारी बहुत सी महिलाएँ रेल से सफर करती हैं। हमने उनके लिए Women Self Help Groups द्वारा food supply food करने की शुरुआत की है। Baby food, hot milk and hot water to be made available at stations. We also make sure sub-quota for women in allotment of stalls, expansion of *Sarathi Sewa,* and also pick up and drop of wheel chair services - Rail Mitra Sewa - is being launched. So, दिव्यांग के लिए भी there are measures. This is something which is not just for anything else. The Budget is only for the common people. ...*(Interruptions)*...

DR. VIJAYLAXMI SADHO (Madhya Pradesh): What about the *mahila* security? ...*(Interruptions)*...

SHRI SURESH PRABHU: Some of the Members from BSP and some others wanted to know about the situation of recruitment of Scheduled Castes and Scheduled Tribes. ...*(Interruptions)*... In 2008, there were 8,146 SC/ST backlog. Now, we have brought down the backlog by filling 8,110 vacancies, and now the filling up is 99.55 per cent of the vacancies for the Scheduled Castes and the Scheduled Tribes. ...*(Interruptions)*... So, this is something which has already been taken into account. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Now, please stop.

SHRI SURESH PRABHU: For speed, which is one of the very important issues, we have already created a separate mission to improve speed. New rolling stock which can run at 200 kilometres per hour is being produced and will be available soon. Operation Audit is being conducted for Ghaziabad-Mughalsarai section, which is one of the most congested sections in the country. Tejas, the new product that we have decided to launch, will showcase the future of train travel and we will travel at 130 kilometres per hour plus. For safety, which is one of the other issues, which you also asked about, we have

created a separate mission under which elimination of all unmanned level crossings, the principal cause of the accidents, and Train Collision Avoidance System will be taken up on a mission mode. Anti-falling measures also are undertaken. Web-enabled monitoring instruments will be installed in hundred numbers for bridge monitoring. This is one of the reasons why there are accidents.

I will just take a few minutes to talk about North-East. We connected Itanagar. Meghalaya gets first broad gauge line shortly. Mega Gauge Conversion Project, that is, Rangiya-Murkongselek of 500 kilometres has been completed. This will bring in entire north bank of Brahamaputra on broad gauge. Lumding-Silchar broad gauge line has connected Barak Valley with the rest of the country for the first time. Agartala, the capital of Tripura, has been brought under broad gauge. International connectivity project, connecting Agartala to Akhaura, will be fast tracked. So, you can see that the North-East, again, is receiving priority.

Jammu-Kashmir, how can you forget it? The hon. Leader of the Opposition comes from there as well as the great Minister of State, my good friend, comes from there. It is also an important State for us. The Prime Minister has been going there and talking about Jammu and Kashmir on the top priority. Udhampur-Srinagar-Baramulla rail line continues to remain a priority. Out of 95 kilometres, 36 kilometres of tunneling will be completed by 2016-17. You wanted to know about the speed. We are really working on it. You have talked about many other issues on Jammu and Kashmir. I don't want to talk about individual questions that you have raised but we will definitely deal with all, including what other Members have talked about.

Sir, this time we have taken up a very different type of a route to bring in faster development of Railways. This is by making joint ventures with the States. I talked about it last time. Sixteen States have agreed. Odisha is one of the States which have actually signed it.

This is not an SPV. This is a joint venture wherein the ownership will be also shared with the State Government. They will be the partners, not just participants. Therefore, we will make sure that this will also enhance the ability of the Railways to implement projects faster. This will also increase the bandwidth of the Railways to manage the network.This, again, has been included in the 'Pink Book', which will again bring in more resources to the Railways as well as try to bring in more benefits.

Sir, some Members talked about Bullet Train. Some appreciated it and some asked, why it is necessary. Sir, I want to clarify that Bullet Train is a project which is completely self-financial. The entire money for that is coming from the Government of Japan at a rate

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which is 0.1 per cent, which nobody will believe, and those who know finance, will say it is free because you have to repay it in fifty years. First, fifteen years we do not have to service. This is a debt taken from the Government of Japan by the Government of India. So, it is not from any private company or anything like this. ...*(Interruptions)*...

SHRI MD. NADIMUL HAQUE: Why only one Bullet Train? The whole country should have Bullet Trains. ...*(Interruptions)*...

SHRI SURESH PRABHU: Again, this is something, which, if we do it, the type of new technology that will come into India, will help us to increase the speed of our existing network also. This is not something from which only one project will benefit. This obviously will benefit but the huge spill over benefit will be going and permeating through the whole network of the Railways. In fact, the hon. Chief Minister of U.P. has said that he wants a Bullet Train. So, that is what the Chief Minister has talked about and he said that he will give free land for it. Therefore, we will be more than happy. Let us first learn from this project. We have already formed a company. We will be more than happy to work with other States as we go along. But this is something which we want to do.

For some things that we talked about, there is a fixation of tariff, including what Mr. Ram Gopal Yadav, Shri Naresh Agrawal and others said, that you must increase the fares. In fact, in the other House also, some Members have said that. I think, many may say, increase it; some may say, do not do it. There is always a dilemma. Therefore, we are trying to create an independent regulatory framework, which will make sure that railways do not suffer and passengers do not pay too much. It will be a proper balance between public interest as well as railways interest. To make that, we will do it. I am sure, we may bring the Bill soon and, as you have done these days, you will support this Bill so that we can pass it. Maybe, without even discussion, if you allow it.

Forming a cross sectoral directorate is something which we are trying to do. We are also trying to create a separate organisation - Special Railway Establishment for Strategic Technology and Holistic Advancement because at R&D, we have never been so good. Therefore, the point you are saying is why we have to get GE and others. Because our domestic technology never developed, we want to make sure that while we get this, our domestic technology base also increases. Therefore, while doing this, we are also creating a Special Unit for Transportation Research and Analytics because our share of trade is falling. We must find out ways of getting it and, therefore, unless somebody is thinking strategically, it will not happen.

Employees are one of the most important pillars of this Organisation. I must say that without their support, commitment and dedication and also their constant endeavour to improve better, railways would not be running like this. Therefore, I must put on record the great contribution of all the 13 lakh plus employees of the Railways. We are working on it - I will not take too much time - we are working on a central information technology ERP system which will bring in complete model of the railways on one common platform.

Transparency is something which is now one of the major thrust areas for us. Sale of scrap is 100 per cent Computerised. More or less, all the contracts will be on e-tendering platform soon. Many have already gone in. We already started the recruitment online. A new transfer policy has also been issued and this should also be available to others. Many things, which allow the manipulation, have been taken care of.

I know there are so many Members who have talked about it. If you permit me, Sir, I will not answer each one of them because this will take a lot of time. But I would only say that most of the points are covered. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: In that case, you can write to them.

SHRI SURESH PRABHU: Yes, Sir.

MR. DEPUTY CHAIRMAN: For each Member, you can write to them.

SHRI SURESH PRABHU: But I must compliment each one of them. Some of the ideas pertain to their constituencies, which I would try to take forward. In some of the States, elections have already been announced, including Tamil Nadu, Kerala, Assam; so, we will not be able to say anything about it right now.

One point about Mumbai, which my good friend Shri Sanjay Raut has raised, and was raised by others also, is that suburban railways needs a complete overhaul. I agree 100 per cent. At the same time, it is also necessary, as many Committees have said, that suburban railways should be the responsibility of the local State Government. So, we have decided to make a joint venture with State Governments and we will make sure that we develop the network. In Mumbai, we are trying to create an elevated network. Mr. Sanjay Raut suggested that why not across the coast. It is a good idea. We will definitely look into such ideas. Mumbai, Kolkata, Chennai, Delhi, Hyderabad, all these cities, need a lot of it. In fact, in Kolkata, you must have seen, this year, the work which was suffering for years, I started it, provided the money for it and, in fact, the underground metros of Kolkata is progressing also. We will try to make sure that it progresses better.

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I appeal to all of you that we will work together as partners, as stakeholders, and try to get all the suggestions in a positive way. You also please try to understand the limitations of the Railway Minister like you gave a very good example 'एक अनार, सौ बीमार'। I wish there could be more *anars.* We must increase the connectivity. Kashmir will grow more *anars,* so that *anars* will be available for others also. Thank you very much.

MR. DEPUTY CHAIRMAN: I wish the Minister all the best. You are a no-nonsense Minister. We appreciate it. I wish you all the best.

Now I shall first put the motion regarding the Appropriation (Railways) Vote on Account Bill, 2016 to vote.

The question is:

That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2016-17 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration.

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2-3 and the Schedule were added to the Bill

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI SURESH PRABHU: Sir, I move:

That the Bill be returned.

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: Now I shall put the motion regarding the Appropriation (Railways) Bill, 2016 to vote.

The question is:

That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2015-16 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration.

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2-3 and the Schedule were added to the Bill. Clause 1, the Enacting Formula and the Title were added to the Bill

SHRI SURESH PRABHU: Sir, I move:

That the Bill be returned.

The question was put and the motion was adopted.

CORRIGENDUM/ADDENDUM TO DOCUMENTS RELATING TO RAILWAY BUDGET 2016-17

THE MINISTER OF RAILWAYS (SHRI SURESH PRABHU): Sir, I beg to lay a statement regarding corrigendum/addendum to the Railway Budget documents relating to Railway Budget 2016-17 *viz.* 'Demands for Grants (Railways) - Part-I' and 'Works, Machinery and Rolling Stock Programme of Railways Part-II - A and B' on the Table of the House.

MESSAGE FROM LOK SABHA

The Bureau of Indian Standards Bill, 2016

SECRETARY-GENERAL: Sir, I have to report to the House the following message received from the Lok Sabha, signed by the Secretary-General of the Lok Sabha:

"In accordance with the provisions of rule 101 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to inform you that the following amendments made by Rajya Sabha in the Bureau of Indian Standards Bill, 2016 at its sitting held on the 8th March, 2016, were taken into consideration and agreed to by Lok Sabha at its sitting held on the 14th March, 2016:-

ENACTING FORMULA

1. That at page 1, line 1, *for* the word "Sixty-sixth", the word "Sixty-seventh" be *substituted.*

CLAUSE 1

2. That at page 1, line 4, *for* the figure "2015", the figure "2016" be *substituted"*

RE. DEMAND FOR TAKING UP WHISTLE BLOWER BILL

MR. DEPUTY CHAIRMAN: Now I think we shall take up Special Mentions. ...*(Interruptions)*... What does the Minister have to say? ...*(Interruptions)*... Mr. Minister, what is your suggestion? ...*(Interruptions)*... Tell me. ...*(Interruptions)*...

THE MINISTER OF STATE IN THE MINISTRY OF MINORITY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKHTAR ABBAS NAQVI): Sir, the Whistle Blowers Bill is already listed. ...*(Interruptions)*... Nine-ten speakers have already participated in the discussion. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Further consideration...*(Interruptions)*... I think we have already decided to sit up to 8 o'clock. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN (West Bengal): Only Budget and nothing else. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: In the morning, we said ...*(Interruptions)*... Up to 8 o'clock, we can sit and ...*(Interruptions)*...

SHRI MUKHTAR ABBAS NAQVI: Otherwise, we can take up the Enemy Property Bill. ...*(Interruptions)*... It is already listed in the Supplementary List of Business.

MR. DEPUTY CHAIRMAN: No. ...*(Interruptions)*... In the morning, we said that we would not take it up today. ...*(Interruptions)*...

THE LEADER OF THE OPPOSITION (SHRI GHULAM NABI AZAD): Sir, political parties have already written to the hon. Chairman saying that it should be sent to a Select Committee ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No. ...*(Interruptions)*... We are not taking up the Enemy Property Bill. ...*(Interruptions)*... In the morning itself, this issue was raised. Then I said that, in any case, we would not take it up today. I said that. But, the Whistle Blowers Bill is already listed. ...*(Interruptions)*... Let me see. ...*(Interruptions)*... It is already listed. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: Our first priority is Budget. ...*(Interruptions)*... Let the Budget be over. ...*(Interruptions)*...

SHRI MUKHTAR ABBAS NAQVI: Sir, my submission is that ऑनरेबल मिनिस्टर पिछले कई दिनों से Whistle Blowers Bill पर फाईल वगैरह लेकर आते हैं, वे पूरी preparation के साथ आते हैं और वे ऐसे ही वापस चले जाते हैं। ...(**व्यवधान**)... जब बाहर लोग इनसे मिलते हैं, तो लोग इनको whistle blower कहते हैं। सर, मेरा यह अनुरोध है कि यह बिल पास करा दिया जाए, ताकि इनको जो whistle blower कहा जाता है, वह खत्म हो। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Now, please. ...*(Interruptions)*... कृपया आप लोग बैठिए। As I understand, we have taken a decision that every day, we can sit up to 8 p.m. I

am only saying that sit up to 8 p.m. and dispose of whatever we can. At 8 p.m., we can adjourn. That is the decision. Why should we change it? ...*(Interruptions)*... Those who want to speak will sit and speak. ...*(Interruptions)*... I am only saying sit up to 8 p.m. ...*(Interruptions)*... Has the Minister moved it? ...*(Interruptions)*...

SHRI MUKHTAR ABBAS NAQVI: Sir, he has moved and I think 6-7 speakers have already participated. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Up to 8 p.m. only. ...*(Interruptions)*...

SHRI GHULAM NABI AZAD: Then, we can take up the General Budget. ...*(Interruptions)*... We have said that in the meeting also that once we are done with the Railway Budget and the General Budget and if we have time, we will definitely pass the Bill. ...*(Interruptions)*... But, the General Budget is the first priority. ...*(Interruptions)*...

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): It is for half an hour. ...*(Interruptions)*...

SHRI GHULAM NABI AZAD: For half an hour, take up the General Budget. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: Time allotted for this Bill is two hours. ...*(Interruptions)*...

SHRI MUKHTAR ABBAS NAQVI: Sir, then, we can start General Budget. ...*(Interruptions)*...

श्री नीरज शेखर (उत्तर प्रदेश): सर, माननीय वित्त मंत्री जी कहां हैं ...(**व्यवधान**)...

श्री मुख्तार अब्बास नक़वी: आप शुरू कीजिए ...(**व्यवधान**)... Don't worry. ...*(Interruptions)*... 3-4 Cabinet Ministers are here. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: For the General Budget, is the Minister here? ...*(Interruptions)*...

SHRI MUKHTAR ABBAS NAQVI: Sir, three Cabinet Ministers are here. ...*(Interruptions)*... I am calling the Finance Minister. ...*(Interruptions)*... He is in the Lower House. ...*(Interruptions)*...

श्री नीरज शेखर: अगर केबिनेट मिनिस्टर नहीं है, तो राज्य मंत्री को बुला लीजिए। ...(**व्यवधान**)...

श्री मुख्तार अब्बास नक़वी: वे आ जाएंगे, आप चिंता मत कीजिए। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Now, all of you kindly sit down. ...*(Interruptions)*... For taking up the General Budget, I don't see the Finance Minister here. Neither MoS is here. So, why do we not cooperate, sit up to 8 p.m. and dispose of whatever we can? We will dispose of whatever we can. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: Sir, I have a point. The BAC has allotted a time of two hours or two-and-a-half hours for this Bill. ...*(Interruptions)*... Just consider this. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: We will not pass it today. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: You cannot pass it today. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: I am only saying that we can start it today. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: Then, tomorrow, for the whole day, we have General Budget. ...*(Interruptions)*... Where do you get the time? ...*(Interruptions)*... You just tell me. ...*(Interruptions)*... Will keeping it part heard serve any purpose? ...*(Interruptions)*... Where do you get the time of two hours? ...*(Interruptions)*... Now, you don't have even 35 minutes. ...*(Interruptions)*... You have only 35 minutes. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: We can dispose of four speakers. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: When will you get the time? ...*(Interruptions)*... You tell me. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: I am not saying that. ...*(Interruptions)*... If the House wants to pass it, we can pass it. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: Only 35 minutes are left. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: We can use that. ...*(Interruptions)*... Why to waste the time? ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: There is no time.

MR. DEPUTY CHAIRMAN: We will sit up to 8 o'clock. ...*(Interruptions)*... Let me hear Mr. Sukhendu Sekhar Roy.

SHRI SUKHENDU SEKHAR ROY (West Bengal): In today's morning meeting and in the meeting held yesterday morning, the LoP categorically stated that the Opposition is ready for discussing the Railway Budget and the General Budget. It was also assured by the hon. Minister of Parliamentary Affairs, Mr. Mukhtar Abbas Naqvi, that no Bill would

be taken up. That was the assurance given. With that understanding we are requesting you to adjourn the House. ...*(Interruptions)*...

SOME HON. MEMBERS: Yes.

MR. DEPUTY CHAIRMAN: My worry is why we should waste half-an-hour. Is the Finance Minister there?

SHRI MUKHTAR ABBAS NAQVI: The Finance Minister is in the Lok Sabha. He is replying to the General Budget. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: For starting the discussion I need the presence of the Finance Minister. After starting ...*(Interruptions)*...

SHRI MUKHTAR ABBAS NAQVI: He is in the Lok Sabha.

MR. DEPUTY CHAIRMAN: Then, I will take up Special Mentions.

SHRI MUKHTAR ABBAS NAQVI: What about the Whistleblower Bill? For the last one year the Minister has been coming to the House with the Bill.

MR. DEPUTY CHAIRMAN: It will be taken up later. It will be taken up, don't worry.

SPECIAL MENTIONS

MR. DEPUTY CHAIRMAN: Mr. Mansukh L.Mandaviya. Absent. Mr. Vijay Jawaharlal Darda. Absent.

Demand for early release of Central grants for Tamil Nadu pending with Union Government

SHRI T. RATHINAVEL (Tamil Nadu): Sir, a number of Central grants and reimbursements due to be paid to Tamil Nadu by the Union Government totalling over ₹ 10,000 crores are still pending. Education, health, rural administration and civic administration are the major Departments that receive grants from the Centre. Over ₹ 1,500 crore arrears under the textile upgradation funding scheme has been pending for more than 3,000 entrepreneurs in Tamil Nadu. In case of funds promised under State Disaster Response Fund, a total of ₹ 632.72 crore is pending. Tamil Nadu has completed five flood protection works with the approval of the Centre, but a balance of ₹ 342.94 crore is pending from the Union Government. This apart, as many as 12 schemes have

[Shri T. Rathinavel]

been de-linked from the Central assistance including Backward Regions Grant Fund, Hill Areas Development Programme and Western Ghats Development Programme. This has put additional financial burden on the State Government. Tamil Nadu has also requested the Central Government to provide adequate financial support as promised earlier for the 150 million litre per day (MLD) desalination plant involving an outlay of ₹ 1,371.86 crore under the new Urban Renewal Mission (URM). Another project for linking Cauvery, Vaigai and Gundar rivers at a cost of ₹ 5,166 crore is also pending for the Central Government's approval. Hon. Chief Minister of Tamil Nadu, Dr. Puratchi Thalaivi Amma has been demanding to expedite the approval and release of funds for the pending projects. I appeal to Government to immediately release all the Central grants and reimbursements due to Tamil Nadu as on date. Thank you.

Demand to take necessary measures to release the central share of post-matric scholarships to S.C. and S.T. students of Tamil Nadu

SHRI A.K. SELVARAJ (Tamil Nadu): Sir, The Union Government owes to Tamil Nadu over ₹ 1,500 crore as central share towards disbursement of Post-Matric Scholarship to students belonging to the Scheduled Castes/Scheduled Tribes in the State. In 2015-16 alone, the Tamil Nadu Government had incurred an expenditure of over ₹ 1,500 crore towards Post-Matric Scholarships, out of which about ₹ 1,000 crores was the Centre's share. For the period up to 2014-15, arrears totalling ₹ 1,175.10 crores were pending. Until the last quarter of 2015-16, only ₹ 567.34 crores were released by the Centre, leaving a total balance of ₹ 1,549.76 crores. Under this scheme, cent per cent Central assistance had been provided to all States/U.Ts. beyond the committed liability. Though the Union Ministry of Social Justice and Empowerment had admitted the claims of Tamil Nadu under the Post Matric Scholarship Scheme, the Ministry did not release sufficient funds due to paucity of funds. Timely release of Scholarships in essential to keep the students, most of whom are from very poor families, adequately motivated to pursue their studies. This is clearly an important scheme to enable the weaker sections to move forward in life through education. Hon'ble Chief Minister of Tamil Nadu, Dr. Puratchi Thalaivi Arnma, has already written to the Hon'ble Prime Minister to release funds without delay. In view of the importance and sensitivity of the scheme, the Union Government should provide adequate funds to the Ministry of Social Justice and Empowerment to enable it to release the entire pending Central share of funds due to Tamil Nadu.

[THE VICE-CHAIRMAN (SHRI V.P. SINGH BADNORE) *in the Chair]*

Demand for setting up a captive LPG bottling plant in Meghalaya

SHRIMATI WANSUK SYIEM (Meghalaya): Sir, there is no denying the fact that the Government has been striving hard to expand the user-base for LPG especially among

the BPL and other vulnerable sections of the society by launching awareness campaigns appealing to the affluent sections to surrender their subsidy entitlement in favour of the BPL and other deprived sections of the society.

During the Question Hour, in this House, early this session the Hon. Minister for Petroleum and Natural Gas has admitted that North-Eastern Region part of the nation has very low penetration in terms of LPG connectivity. As per the Hydrocarbon Vision Document, the Government has committed to provide a sizeable jump in terms of petroleum products and LPG availability in the region and that Meghalaya will be the priority for such projects aimed at boosting LPG availability in the region.

More than 5.38 lakh households in the Meghalaya State are being provided with LPG supplies as per the 2011 survey by the Oil marketing companies. The number is adequate enough to consider setting up of LPG bottling plant for the captive use within the State. If any of the Oil marketing companies moot such a proposal, the State Government of Meghalaya would consider allotment of suitable land for locating the bottling plant.

I urge upon the Centre to prevail upon the Oil marketing companies to take such initiative to ensure hassle free supplies of LPG within the North Eastern Region and especially in the State of Meghalaya.

It is all the more imperative that with dwindling forest cover due to ecological changes, the local people traditionally using firewood and charcoal as cooking fuel, should be weaned away through easy and affordable access to the modern cooking fuel, that is, LPG.

DR. K.P. RAMALINGAM (Tamil Nadu): Sir, I associate myself with the issue raised by the lady hon. Member.

Demand to bring a legislation to provide reservation in promotions to the employees belonging to Scheduled Castes and Scheduled Tribes

श्री पी.एल. पुनिया (उत्तर प्रदेश): महोदय, सर्वोच्च न्यायालय ने 28 अप्रैल, 2012 को उत्तर प्रदेश सरकार द्वारा पदोन्नति में आरक्षण और परिणामी ज्येष्ठता की व्यवस्था को असंवैधानिक घोषित कर दिया था। साथ ही, 15 नवम्बर, 1997 के बाद प्रमोशन में आरक्षण और परिणामी ज्येष्ठता के आधार पर पदोन्नति पाने वाले कर्मियों को रिवर्ट करने को कहा था। सुप्रीम कोर्ट के फैसले को निष्प्रभावी बनाने के लिए 2012 में केन्द्र सरकार 117वें संविधान संशोधन का प्रस्ताव लाई। इसमें संविधान के अनुच्छेद 16(4)(ए) जोड़ने का प्रस्ताव किया गया। अनुच्छेद 335 राज्यों को ऐसा कोई कानून बनाने से नहीं रोकेगा, जिसमें वे एससी-एसटी को प्रमोशन में आरक्षण और परिणामी ज्येष्ठता का लाभ देना चाहते हों, लेकिन कानून नहीं बन सका।

[श्री पी. एल. पुनिया]

माननीय सुप्रीम कोर्ट के आदेशानुसार उत्तर प्रदेश सरकार द्वारा लगभग 15,000 कर्मियों को पदावनत कर दिया गया। कर्मियों को प्राप्त हो रही परिलब्धियों के आधार पर वरिष्ठता क्रम का कोई लाभ नहीं होगा। पदावनत होने पर मौजूदा वेतन एवं नए पद के वेतन के अंतर के बराबर वैयक्तिक वेतन तो दिया जाएगा, परन्तु इसकी गणना पेंशन और कटौती के संदर्भ में नहीं की जाएगी। एक ओर पदावनति से हजारों पद खाली हो गए हैं, वहीं दूसरी ओर आज भी आरक्षित वर्ग के पदोन्नति के लाखों पद खाली पड़े हुए हैं। पूर्व में भी आपका ध्यान आकर्षित किया गया था।

अतः केन्द्र सरकार पदोन्नति में आरक्षण से जुड़ा विधेयक लाए, जिससे एक ठोस कानून बने। पदोन्नति में आरक्षण और परिणामी ज्येष्ठता की व्यवस्था सुनिश्चित होगी, तो अनुसूचित जाति, जनजाति के खाली पड़े लाखों पदों को पुनः भरा जा सकेगा।

THE VICE-CHAIRMAN (SHRI VP. SINGH BADNORE): Shri Avinash Rai Khanna, not present. Shri Motilal Vora, not present.

Demand to review planning and implementation of schemes for holistic and equitable development of tourism across country

SHRI VIVEK GUPTA (West Bengal): Sir, the schemes of Central Government for promotion of tourism have severely undermined the prospects for development of tourism in the State of West Bengal. Under *Swadesh Darshan* Scheme, thirteen thematic circuits have been identified, for development, namely, North-East India Circuit, Buddhist Circuit, Himalayan Circuit, Coastal Circuit, Krishna Circuit, Desert Circuit, Tribal Circuit, Eco Circuit, Wildlife Circuit, Rural Circuit, Spiritual Circuit, Ramayana Circuit and Heritage Circuit. Under the 'PRASAD' scheme, the focus is on development and beautification of the identified pilgrimage destinations. A blatant overlapping of schemes has happened due to the simultaneous implementation of these two schemes achieving the near same objectives. On the one hand, PRASAD Scheme focuses on Pilgrimage destinations whereas the Krishna Circuit, Ramayana Circuit, Spiritual Circuit as well as the Buddhist Circuit, more or less, aim at development of tourist destinations only. Such overlapping of schemes with similar objectives and functions severely undermines opportunities for genuine tourism development in States such as West Bengal with immense potential for development of tourism. Hence, this matter needs urgent attention of the House, along with a request to the Government, to review its planning and implementation of schemes for holistic and equitable development of tourism facilities across the country.

VICE-CHAIRMAN (SHRI V.P. SINGH BADNORE): Shrimati Renuka Chowdhury, not present.

The House stands adjourned till 11.00 a.m. on Tuesday, the 15th March, 2016.

The House then adjourned at thirty-one minutes past seven of the clock till eleven of the clock on Tuesday, the 15th march, 2016.