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23 July, 2018  
1 Shravana, 1940 (Saka)

PARLIAMENTARY DEBATES  
**RAJYA SABHA**  
OFFICIAL REPORT  
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## RAJYA SABHA

*Monday, the 23rd July, 2018/1st Shravana, 1940 (Saka)*

*The House met at eleven of the clock,*

MR. CHAIRMAN *in the Chair.*

### OBITUARY REFERENCE

MR. CHAIRMAN: Hon. Members, I refer with profound sorrow to the passing away of **Shri Gopal Das 'Neeraj'**, noted poet and lyricist, on the 19th of July, 2018, at the age of 93 years.

Born in January, 1925 in Etawah District of Uttar Pradesh, **Shri Neeraj** started his career as a Professor of Hindi at the Dharma Samaj College in Aligarh.

**Shri Neeraj**, popularly known as 'Maha Kavi' wrote both in Hindi and Urdu. He wrote several unforgettable Hindi songs in 60s and 70s. He also had some *ghazals* to his credit. His famous poem 'कारवां गुज़र गया' will continue to haunt the memories of poetry lovers for a long time to come. He was the recipient of the 'Yash Bharti Samman', the highest award conferred by the Government of Uttar Pradesh, in 1994. For his outstanding contribution to Hindi and Urdu poetry, **Shri Neeraj** was also awarded the Padma Shri in 1991 and the Padma Bhushan in 2007.

In the passing away of **Shri 'Neeraj'**, the country has lost an eminent poet of this generation and a popular lyricist, whose evergreen hits will remain popular for years to come.

We deeply mourn the passing away of **Shri Gopal Das 'Neeraj'**.

I request Members to rise in their places and observe silence as a mark of respect to the memory of the departed.

*(Hon. Members then stood in silence for one minute)*

MR. CHAIRMAN: Secretary-General will convey to the members of the bereaved family our sense of profound sorrow and deep sympathy.

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**PAPERS LAID ON THE TABLE****Notifications of the Ministry of Science and Technology**

THE MINISTER OF SCIENCE AND TECHNOLOGY; THE MINISTER OF EARTH SCIENCES; AND THE MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. HARSH VARDHAN): Sir, I lay on the Table, under Section 22 of the Science and Engineering Research Board Act, 2008, a copy (in English and Hindi) of the Ministry of Science and Technology (Department of Science and Technology), Notification No. SERB/RR-Secy/01/2016, dated the 9th March, 2018, publishing the Science and Engineering Research Board (Secretary, Terms and Conditions of Service and Recruitment) (Amendment) Regulations, 2018.

[Placed in Library. *See* No. L.T. 9111/16/18]

**Report and Accounts (2016-17) of the Aeronautical Development Agency (ADA), Bengaluru and related papers**

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers:—

- (a) Thirty-second Annual Report and Accounts of the Aeronautical Development Agency (ADA), Bengaluru, for the year 2016-17, 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 (a) above.

[Placed in Library. *See* No. L.T. 9347/16/18]

**Reports and Accounts (2016-17) of ICFRE, Dehradun, Uttarakhand, WII Dehradun, Uttarakhand and CEE, Ahmedabad and related papers**

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE; AND THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): 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 Indian Council of Forestry Research and Education (ICFRE), Dehradun, Uttarakhand, for the year 2016-17, 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 (i) (a) above.

[Placed in Library. *See* No. L.T. 9242/16/18]

- (ii) (a) Annual Report and Accounts of the Wildlife Institute of India (WII), Dehradun, Uttarakhand, for the year 2016-17, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Institute.
- (c) Statement giving reasons for the delay in laying the papers mentioned at (ii) (a) above. [Placed in Library. See No. L.T. 9555/16/18]
- (iii) (a) Annual Report and Accounts of the Centre for Environment Education (CEE), Ahmedabad, for the year 2016-17, 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 (iii) (a) above. [Placed in Library. See No. L.T. 9553/16/18]

**I. Notification of the Ministry of Water Resources, River Development and Ganga Rejuvenation**

**II. Reports and Accounts (2016-17) of BRB, Jhansi, NERIWALM, Tezpur, Assam and NIH, Roorkee, Uttarakhand and related papers**

**III. MoU between GoI and WAPCOS Limited and NPCC Limited**

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS; AND THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): Sir, I lay on the Table:—

- I. A copy (in English and Hindi) of the Ministry of Water Resources, River Development and Ganga Rejuvenation Notification No. S.O. 2236 (E), dated the 1st June, 2018, publishing the Cauvery Water Management Scheme, 2018, under sub-section (7) of Section 6A of the Inter-State River Water Disputes Act, 1956. [Placed in Library. See No. L.T. 9405/16/18]
- II. (A) (1) A copy each (in English and Hindi) of the following papers, under sub-section (1) of Section 15 of the Betwa River Board Act, 1976:—
  - (a) Annual Report and Accounts of the Betwa River Board (BRB), Jhansi, for the year 2016-17, together with the Auditor's Report on the Accounts.
  - (b) Statement by Government accepting the above Report.
- (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. 9404/16/18]

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

- (i) (a) Annual Report and Accounts of the North Eastern Regional Institute of Water and Land Management (NERIWALM), Tezpur, Assam, for the year 2016-17, 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. 9400/16/18]

- (ii) (a) Annual Report and Accounts of the National Institute of Hydrology, Roorkee, Uttarakhand, for the year 2016-17, 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 (ii) (a) above.

[Placed in Library. *See* No. L.T. 9403/16/18]

- III. (i) Memorandum of Understanding between the Government of India (Ministry of Water Resources, River Development and Ganga Rejuvenation) and the WAPCOS Limited, for the year 2018-19.

[Placed in Library. *See* No. L.T. 9402/16/18]

- (ii) Memorandum of Understanding between the Government of India (Ministry of Water Resources, River Development and Ganga Rejuvenation) and the National Projects Construction Corporation Limited (NPCC), for the year 2018-19.

[Placed in Library. *See* No. L.T. 9401/16/18]

#### **I. Notifications of the Ministry of Shipping**

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

#### **III. Report and Accounts (2016-17) of IWAI, NOIDA, Uttar Pradesh and related papers**

#### **IV. MoU between Government of India and the Kamarajar Port Limited**

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS; THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING; AND THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI MANSUKH MANDAVIYA): Sir, I lay on the Table:—

- I. 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. 351 (E), dated the 9th April, 2018 publishing the Mumbai Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 2018. [Placed in Library. *See* No. L.T. 9395/16/18]
  - (2) G.S.R. 519 (E), dated the 1st June, 2018, publishing the Tuticorin Port Trust (Issue of Entry Permit for Vehicles/Equipments/Persons) (Amendment) Regulations, 2018. [Placed in Library. *See* No. L.T. 9234/16/18]
- II. A copy each (in English and Hindi) of the following Notifications of the Ministry of Road Transport and Highways, under sub-section (4) of Section 212 of the Motor Vehicles Act, 1988, along with Explanatory Memorandum and delay statement:—
  - (1) G.S.R. 1482 (E), dated the 7th December, 2017, publishing the Central Motor Vehicles (Eighteenth Amendment) Rules, 2017.
  - (2) G.S.R. 1483 (E), dated the 7th December, 2017, publishing the Central Motor Vehicles (Seventeenth Amendment) Rules, 2017.
  - (3) G.S.R. 178 (E), dated the 20th February, 2018, publishing the Central Motor Vehicles (First Amendment) Rules, 2018.
  - (4) G.S.R. 201 (E), dated the 5th March, 2018, publishing the Central Motor Vehicles (Second Amendment) Rules, 2018.
  - (5) G.S.R. 243 (E), dated the 20th March, 2018, publishing the Central Motor Vehicles (Third Amendment) Rules, 2018.
  - (6) G.S.R. 367 (E), dated the 13th April, 2018, publishing the Central Motor Vehicles (Fourth Amendment) Rules, 2018.
  - (7) G.S.R. 368 (E), dated the 13th April, 2018, publishing the Central Motor Vehicles (Fifth Amendment) Rules, 2018.
  - (8) G.S.R. 454 (E), dated the 15th May, 2018, publishing the Central Motor Vehicles (Sixth Amendment) Rules, 2018.
  - (9) G.S.R. 490 (E), dated the 25th May, 2018, publishing the Central Motor Vehicles (Seventh Amendment) Rules, 2018.
  - (10) G.S.R. 518 (E), dated the 1st June, 2018, publishing the Central Motor Vehicles (Eighth Amendment) Rules, 2018.

- (11) G.S.R. 527 (E), dated the 6th June, 2018, publishing the Central Motor Vehicles (Ninth Amendment) Rules, 2018.

[Placed in Library. *See* No. L.T. 9236/16/18]

- III. (1) A copy each (in English and Hindi) of the following papers, under Section 24 of the Inland Waterways Authority of India Act, 1985:—

(a) Annual Report and Accounts of the Inland Waterways Authority of India (IWAI), Noida, Uttar Pradesh, for the year 2016-17, together with the Auditor's Report on the Accounts.

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

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

[Placed in Library. *See* No. L.T. 9394/16/18]

- IV. A copy (in English and Hindi) of the Memorandum of Understanding between the Government of India (Ministry of Shipping), and the Kamarajar Port Limited, for the year 2018-19.

[Placed in Library. *See* No. L.T. 9532/16/18]

**MoU between Government of India and various Companies and MoU between BEL and BEL Optronics Devices Limited**

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers:—

- (i) Memorandum of Understanding between the Government of India (Department of Defence Production, Ministry of Defence) and the Bharat Electronics Limited, for the year 2018-19. [Placed in Library. *See* No. L.T. 9377/16/18]

- (ii) Memorandum of Understanding between the Bharat Electronics Limited (BEL) and the BEL Optronics Devices Limited, for the year 2018-19.

[Placed in Library. *See* No. L.T. 9378/16/18]

- (iii) Memorandum of Understanding between the Government of India (Department of Defence Production, Ministry of Defence) and the Goa Shipyard Limited, for the year 2018-19. [Placed in Library. *See* No. L.T. 9373/16/18]

- (iv) Memorandum of Understanding between the Government of India (Department of Defence Production, Ministry of Defence) and the Mazagon Dock Shipbuilders Limited, for the year 2018-19.

[Placed in Library. *See* No. L.T. 9374/16/18]



- (v) Memorandum of Understanding between the Government of India (Department of Defence Production, Ministry of Defence) and the Mishra Dhatu Nigam Limited, for the year 2018-19.

[Placed in Library. *See* No. L.T. 9376/16/18]

- (vi) Memorandum of Understanding between the Government of India (Department of Defence Production, Ministry of Defence) and the Hindustan Shipyard Limited, for the year 2018-19.

[Placed in Library. *See* No. L.T. 9375/16/18]

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### **ANNOUNCEMENT BY THE CHAIR**

MR. CHAIRMAN: Hon. Members, you are aware that Rajya Sabha Secretariat has been actively using a number of ICT applications and implementing various e-Governance initiatives for the benefit of the Members of Rajya Sabha. Today, I am happy to announce yet another step in this direction.

To allow Members to submit various Parliamentary Notices online, from any location, a secure e-Notices application is being launched for use and benefit of Members.

This web based facility will allow online submission of notices by Members in respect of various devices for raising issues under the rules such as Questions, Zero Hour, Special Mention, Calling Attention and Short Duration Discussion, etc. However, the existing system of giving physical notices in the Notice Office would also continue.

I am sure Members will find the new system useful and convenient and will use it extensively.

I compliment the Secretary-General and all his officers as well as staff of the NIC for this excellent initiative.

Hon. Members, please take note of this. Maybe it is lack of information, because some Members are coming and directly trying to give it to the Chairman. That is not the practice. There is Table Office. There are other systems in place. You can give it there. Some Members are coming to me and asking me what happened to their notices. That also is dealt with by the concerned officials. But there is no problem. At the end of the day, if there is no other way, and Members want to meet me, they can meet me and then enquire. I will not be able to keep details of everything every time to respond to hon. Members' queries. Please keep that in

mind. Yesterday, I informed the Parliamentary Affairs Minister about it. And I also want to inform the leaders about it.

Once the House has started, anybody coming late should come quietly and then occupy his seat. Anybody leaving in between should go quietly, without disturbing others and without wishing. Standing in the lobby and all that does not send a good signal. This is not confined to one party or one side. This is for all the hon. Members. I hope all of you will understand this and appreciate and cooperate.

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### **REPORT OF THE DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE ON URBAN DEVELOPMENT**

SHRI K. C. RAMAMURTHY (Karnataka): Sir, I lay on the Table, a copy (in English and Hindi) of the Twenty-third Report of the Department-related Parliamentary Standing Committee on Urban Development on Action Taken by the Government on 'Demands for Grants (2018-19)' of the Ministry of Housing and Urban Affairs.

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### **STATEMENT BY MINISTER**

#### **Status of implementation of recommendations contained in the Three Hundred and Second, Three Hundred and Tenth and Three Hundred and Fifteenth Reports of the Department-related Parliamentary Standing Committee on Science and Technology, Environment and Forests**

THE MINISTER OF SCIENCE AND TECHNOLOGY; THE MINISTER OF EARTH SCIENCES; AND THE MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. HARSH VARDHAN): Sir, I lay the following statements regarding:—

- (i) Status of implementation of recommendations contained in the Three Hundred and Second Report of the Department-related Parliamentary Standing Committee on Science and Technology, Environment and Forests on the Action Taken by the Government on the recommendations/observations contained in the Two Hundred and Ninety-fourth Report of the Committee on Demands for Grants (2017-18) pertaining to the Ministry of Earth Sciences;
- (ii) Status of implementation of recommendations contained in the Three Hundred and Tenth Report of the Department-related Parliamentary Standing Committee on Science and Technology, Environment and Forests on Demands for Grants (2018-19) pertaining to the Department of Science and Technology; and

- (iii) Status of implementation of recommendations contained in the Three Hundred and Fifteenth Report of the Department-related Parliamentary Standing Committee on Science and Technology, Environment and Forests on Demands for Grants (2018-19) pertaining to the Ministry of Earth Sciences.

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## REGARDING NOTICES ON DIFFERENT ISSUES UNDER RULE 267

MR. CHAIRMAN: Hon. Members, I have received notices under Rule 267 from Shri Anand Sharma, Shri P. L. Punia, Shri D. Raja, Shri Elamaram Kareem, Shri Husain Dalwai, Dr. Vinay P. Sahasrabuddhe, Shri Amar Shankar Sable, Shri Naresh Gujral, Shri Y. S. Chowdary, Dr. Subramanian Swamy, Shri V. Muraleedharan, etc., on different issues. I have gone through all of them and decided that they are not permissible under Rule 267. *...(Interruptions)...* I have decided to allow certain issues to be raised in the Zero Hour and accordingly I will give permission to Shri Anand Sharma, Shri Y. S. Chowdary and others. *...(Interruptions)...* I will call you. *...(Interruptions)...*

श्री हुसैन दलवाई (महाराष्ट्र): सर, लिचिंग का मामला हमेशा उठ रहा है। *...(व्यवधान)...*

श्री पी. एल. पुनिया (उत्तर प्रदेश): सर, मैंने भी नोटिस किया है। *...(व्यवधान)...*

SHRI C. M. RAMESH (Andhra Pradesh): Sir, my notice is there. *...(Interruptions)...*

DR. SUBRAMANIAN SWAMY (Nominated): Sir, I have also given my name. *...(Interruptions)...*

MR. CHAIRMAN: I have read your name also. *...(Interruptions)...* What I am suggesting is this. *...(Interruptions)...* This is not the way. *...(Interruptions)...* We have a system. *...(Interruptions)...* Let us follow the system. *...(Interruptions)...* Whichever notice is admitted by the Chairman, they will come for discussion. *...(Interruptions)...* If the Members have something to add, they can meet the Chairman. *...(Interruptions)...* Both of you, Mr. Chowdary and Mr. Ramesh, please sit down. *...(Interruptions)...* The issue which you wanted to raise had been discussed in the Business Advisory Committee and that has already been decided and I have admitted it under Short Duration Discussion. It is slated for tomorrow and that too on your request. *...(Interruptions)...* Nobody should run away. *...(Interruptions)...* No, no. *...(Interruptions)...* It is not going on record. *...(Interruptions)...* Now, Zero Hour starts. *...(Interruptions)...* Please don't do injustice to the Members. *...(Interruptions)...* There are a lot of Zero Hour Notices. Then there is Question Hour. Please do not do injustice. *...(Interruptions)...* You have made your point. *...(Interruptions)...* And I have responded to that also. *...(Interruptions)...* Shrimati Vijila Sathyananth *...(Interruptions)...*

SHRI Y. S. CHOWDARY (Andhra Pradesh): \*

MR. CHAIRMAN: Mr. Chowdary, please. *...(Interruptions)...* You are a very senior Member. You have been a Minister also. You know how the system functions. Please sit down. *...(Interruptions)...* I said I have admitted your notice. *...(Interruptions)...* What is it that you want?

SHRI C. M. RAMESH: \*

MR. CHAIRMAN: Mr. Ramesh, when you asked me, I said, 'I am ready to discuss it next day'. On your request, on your leader's request, it has been postponed to Monday. *...(Interruptions)...* Yesterday, they wanted to take it up tomorrow. Otherwise, Chairman was ready to accept it any day. *...(Interruptions)...* Mr. Husain Dalwai, please. *...(Interruptions)...* You come to me. *...(Interruptions)...* I have already told you. *...(Interruptions)...* I have given an indication. *...(Interruptions)...* Dr. Ramachandra Rao, please. *...(Interruptions)...* Now, Shrimati Vijila Sathyananth. *...(Interruptions)...* After that, I will come to you. *...(Interruptions)...* Anandji, I will come to you. *...(Interruptions)...*

SHRI C. M. RAMESH: Sir, I have given notice. *...(Interruptions)...* Till now, I have received no answer. *...(Interruptions)...*

MR. CHAIRMAN: I have already answered you. *...(Interruptions)...* I have admitted a Short Duration Discussion. *...(Interruptions)...* It will come up for discussion tomorrow. *...(Interruptions)...* You don't accept it. *...(Interruptions)...* You are not the Chairman. *...(Interruptions)...*

SHRI C. M. RAMESH: Sir, you please take sense of the House. *...(Interruptions)...*

MR. CHAIRMAN: Now, Shrimati Vijila Sathyananth. *...(Interruptions)...*

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## MATTERS RAISED WITH PERMISSION

### **Need to rescue farmers from debt trap and secure fair prices for their produce**

SHRIMATI VIJILA SATHYANANTH (Tamil Nadu): Thank you, Mr. Chairman, Sir, for giving me this opportunity to raise a very important issue, that is, Minimum Support Price for paddy. In the Bharatiya Janata Party's election manifesto in 2014, they promised to ensure minimum 50 per cent profits over the cost of production.

The hon. Prime Minister of India has announced that his Government's target is to double farmers' income by 2022. The revised MSP announced on July 4 still falls very much below 50 per cent above the cost of production. The Minimum Support Price of paddy of the common variety, expected to cover maximum number of farmers, has been revised by ₹ 200 per quintal, from ₹ 1,550 per quintal last year to ₹ 1,750 per quintal, which is close to 13 per cent. It is far below to match Prime Minister's promise of doubling farmers' income. In Tamil Nadu, the cost of production is more, that is, ₹ 20,000 per acre. Actually, the cost of production per acre is very high. It is about ₹ 20,000. ...(Interruptions)... There is the high cost of labour, hiring of farm equipment, tractors, etc. It yields only 15 quintals of paddy. When they calculate it with the present MSP, it is very low and ₹ 6,250 is the profit. It is four months of hard labour of the farmers. So, the Swaminathan Commission has recommended that MSP should be ₹ 2,340 per quintal. The harsh truth is MSP hike remained limited to a small percentage of farmers only as 25 per cent of paddy alone is procured at MSP rates. So, I urge the Central Government to look into it. I need a reply. Kindly hike the MSP for paddy to, at least, ₹ 2,000 per quintal. Also, you have to assure 100 per cent procurement of paddy produced by the farmers.

MR. CHAIRMAN: Okay. Time is over. ...(Interruptions)...

**श्री पी. एल. पुनिया** (उत्तर प्रदेश): महोदय, मैं माननीय सदस्या द्वारा उठाए गए विषय से स्वयं को सम्बद्ध करता हूँ।

**श्री नीरज शेखर** (उत्तर प्रदेश): महोदय, मैं माननीय सदस्या द्वारा उठाए गए विषय से स्वयं को सम्बद्ध करता हूँ।

**श्री अहमद हसन** (पश्चिम बंगाल): महोदय, मैं माननीय सदस्या द्वारा उठाए गए विषय से स्वयं को सम्बद्ध करता हूँ।

SHRI T. K. RANGARAJAN (Tamil Nadu): Sir, I also associate myself with the matter raised by Shrimati Vijila Sathyananth.

SHRI K. R. ARJUNAN (Tamil Nadu): Sir, I also associate myself with the matter raised by Shrimati Vijila Sathyananth.

SHRI MAJEED MEMON (Maharashtra): Sir, I also associate myself with the matter raised by Shrimati Vijila Sathyananth.

SOME HON. MEMBERS: Sir, we also associate ourselves with the matter raised by Shrimati Vijila Sathyananth.

...(Interruptions)...

MR. CHAIRMAN: Now, Shri Anand Sharma. *...(Interruptions)...* Please go to your seats. *...(Interruptions)...* All the Members, please go to your seats. This is not the way. *...(Interruptions)...*

श्री नीरज शेखर: सभापति महोदय, किसान मर रहे हैं। *...(व्यवधान)...*

श्री संजय सिंह (राष्ट्रीय राजधानी क्षेत्र दिल्ली): सभापति महोदय, किसान बाहर आंदोलन कर रहे हैं। *...(व्यवधान)...*

MR. CHAIRMAN: Mr. Shekhar, please sit down. *...(Interruptions)...* If you want to associate, then, it is fine. *...(Interruptions)...* Nothing shall go on record. *...(Interruptions)...* So, you don't want the House to run. *...(Interruptions)...* Shall I take it that they don't want to run the House? *...(Interruptions)...* Shri Anand Sharma.

### **Misuse of Central Agencies by the Government against Political Leaders and Senior Civil Servants**

SHRI ANAND SHARMA (Himachal Pradesh): Sir, I thank you for giving me this opportunity. What I am going to raise, Sir, had been referred earlier during the discussion on the Prevention of Corruption (Amendment) Bill. It is about the functioning and the misuse of the Central Agencies which is creating an environment of distrust, fear and terror in the country. Sir, the investigating agencies have a role to perform under the laws of the land, under the Constitution of the country. They are not instruments to be abused by the Government of the day for targeted political vendetta or to persecute senior officials of the Government. *...(Interruptions)...* Sir, parallel proceedings for one alleged offence by CBI, by Enforcement Directorate, by Revenue Intelligence, etc. has never happened. Parallel FIRs under the Constitution of India for any citizen has the protection of equality before the law. There cannot be any discrimination. The agencies can coordinate their functioning. But, they cannot create a situation where you have separate FIRs, separate bail provisions and multiple cases for the same alleged offence. And, retired Secretaries, senior officials of the Government of India, well after their retirement, they have to be called in. Sir, this was discussed in the House that *bona fide* decisions and actions of corruption, there has to be a distinction. Equally, Sir, we are concerned that the agencies are, as per the report, going to the extent of forcing people, extracting...

MR. CHAIRMAN: No, no, Anand Sharmaji, we are not here to cast aspersions on the functioning of the agencies. *...(Interruptions)...*

SHRI ANAND SHARMA: And, forcing them to name individuals *...(Interruptions)...*

MR. CHAIRMAN: They have a mandate. The august House is meant for taking up issues of larger public concern. *...(Interruptions)...*

SHRI ANAND SHARMA: They have a mandate. ...(Interruptions)... They cannot be abused. ...(Interruptions)... The mandate is there. The mandate is there. But this cannot be...

MR. CHAIRMAN: For individual grievances, there are laws and institutions including courts to seek relief and remedy for them. ...(Interruptions)... Please,... ...(Interruptions)...

SHRI ANAND SHARMA: What I am saying, is there an oversight? Why is the Government silent?

MR. CHAIRMAN: Okay, Anand Sharmaji, ...(Interruptions)...

SHRI ANAND SHARMA: Sir, this is a serious issue. ...(Interruptions)...

MR. CHAIRMAN: Anand Sharmaji, you have flagged an issue and I have allowed you. ...(Interruptions)...

SHRI ANAND SHARMA: The law of the land has to be protected.

MR. CHAIRMAN: Let us not go into individual cases. ...(Interruptions)... That will unnecessarily divert the attention. ...(Interruptions)...

SHRI ANAND SHARMA: The Government has to make a statement.

MR. CHAIRMAN: We should not demoralize... ...(Interruptions)... We should not demoralize the agencies. ...(Interruptions)...

SHRI ANAND SHARMA: We are not demoralizing. ...(Interruptions)... We are not demoralizing. ...(Interruptions)...

संसदीय कार्य मंत्रालय में राज्य मंत्री; तथा सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय में राज्य मंत्री (श्री विजय गोयल): सर, इनको यह जानकारी किसने दी? ...(व्यवधान)...

श्री श्वेत मलिक (पंजाब): सभापति जी, ...(व्यवधान)...

श्री विजय गोयल: सर, अगर ये एजेंसीज के काम को यहां डिस्कस करेंगे, तो एजेंसीज काम कैसे करेंगी? ...(व्यवधान)... अगर आनन्द शर्मा जी, एजेंसीज को demoralize करने की कोशिश करेंगे, तो सर, यह ठीक नहीं है। ...(व्यवधान)... कौन सी रिपोर्ट आपको किसने दी, जिसके कारण आपको यह बात यहां पर कहने की मजबूरी हो रही है? ...(व्यवधान)... सर, कानून अपना काम कर रहा है, उसे करने दीजिए। ...(व्यवधान)...

SHRI C. M. RAMESH (Andhra Pradesh): Sir,... ...(Interruptions)...

SHRI ANAND SHARMA: But, for all those who have to take decisions. ...(Interruptions)...

**श्री नीरज शेखर: \***

SHRI ANAND SHARMA: They are the ones who are getting demoralized...  
...(Interruptions)...

MR. CHAIRMAN: You made your point. ...(Interruptions)... Shri Neeraj Shekhar, it is not going on record then, why are you speaking? ...(Interruptions)... Shri T. G. Venkatesh, Shrimati Thota Seetharama Lakshmi, Shri Kanakamedala Ravindra Kumar, please go to your seats. ...(Interruptions)... This is not the way the House should function. ...(Interruptions)... Nothing shall go on record. ...(Interruptions)... I have permitted Anand Sharmaji and he made his point. ...(Interruptions)... That is the end of this thing. ...(Interruptions)... I think the Government will take note of the same. ...(Interruptions)... The Government will take notice of the same. ...(Interruptions)...

DR. SUBRAMANIAN SWAMY (Nominated): Sir,... ...(Interruptions)...

MR. CHAIRMAN: Yes, Dr. Subramanian Swamy. ...(Interruptions)... Please go to your seats. ...(Interruptions)...

DR. SUBRAMANIAN SWAMY: They are afraid of me. ...(Interruptions)...  
MR. CHAIRMAN: How can anybody reply like this? ...(Interruptions)... I can ask someone, but everybody has to co-operate. ...(Interruptions)... You also know it. ...(Interruptions)... Right, but you know the procedure. ...(Interruptions)...

SHRI C. M. RAMESH: \*

**श्री पी. एल. पुनिया:** सर, मेरा नोटिस है। मेरे नोटिस का क्या हुआ? ...(व्यवधान)...

MR. CHAIRMAN: Puniaji, please sit down. ...(Interruptions)... You have been a senior bureaucrat. ...(Interruptions)... You know the rules. ...(Interruptions)...

**श्री संजय सिंह:** सर, मॉब लिविंग पर बहस होनी चाहिए। ...(व्यवधान)...

MR. CHAIRMAN: Shri Sanjay Singh, please sit down. ...(Interruptions)... No, no, please. ...(Interruptions)... Please go to your seats. ...(Interruptions)... This is not the way. ...(Interruptions)... You can't demand and force the Chairman about what happened to your notice in the House. ...(Interruptions)...

SHRI C. M. RAMESH: Sir, my notice is there. ...(Interruptions)...

MR. CHAIRMAN: I have already said that I have admitted the issue under Rule 176. ...(Interruptions)... And, the same issue cannot be discussed under two rules. ...(Interruptions)...



SHRI C. M. RAMESH: Mr. Chairman, Sir, my notice is there. ...(Interruptions)...

MR. CHAIRMAN: That is the procedure of this House. ...(Interruptions)... If you are aware, then, fine, and if you are not aware then try to know from this. ...(Interruptions)... Otherwise, please don't do injustice to others. ...(Interruptions)... They have so many other issues. ...(Interruptions)... I have admitted fifteen Zero Hour submissions. ...(Interruptions)... All of them are important. Every issue is important. ...(Interruptions)...

SHRI C. M. RAMESH: Sir, I have given notice. ...(Interruptions)...

MR. CHAIRMAN: Your issue is important. Their issues are also important. Please go to your seats. ...(Interruptions)... Please go to your seats. ...(Interruptions)...

DR. SUBRAMANIAN SWAMY: Mr. Chairman, Sir, you have called me. ...(Interruptions)... May I?

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

SHRI C. M. RAMESH: Sir, for the last three days, I have been giving notice. ...(Interruptions)...

DR. SUBRAMANIAN SWAMY: Let me speak. ...(Interruptions)...

MR. CHAIRMAN: Then, I adjourn the House to meet at 12.00 noon.

*The House then adjourned at Nineteen-minutes past eleven of the clock*

*The House reassembled at twelve of the clock,*

*MR. CHAIRMAN in the Chair.*

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## ORAL ANSWERS TO QUESTIONS

MR. CHAIRMAN: Question No. 46 ...(Interruptions)...

### **Introducing education facilities for children of Defence Personnel**

\*46. SHRI AMAR SHANKAR SABLE: Will the Minister of DEFENCE be pleased to state:

(a) whether Government plans to introduce new facilities for the education of children of Defence Personnel; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) and (b) A Statement is laid on the Table of the House.

*Statement*

(a) and (b) No such proposal is under consideration as of now.

SHRI C. M. RAMESH: Sir, what about my notice? ...*(Interruptions)*... Sir, ...*(Interruptions)*... Sir, we are also for the Question Hour. But what about my notice? ...*(Interruptions)*... Sir, we want the Question Hour but what about our notice under Rule 168? ...*(Interruptions)*...

श्री अमर शंकर साबले: माननीय सभापति महोदय, मैं मंत्री महोदय से आपके माध्यम से जानना चाहता हूँ कि missing एवं disabled रक्षा कर्मियों के बच्चों के लिए क्या-क्या सुविधाएं केन्द्र सरकार की ओर से दी जा रही हैं? ...*(Interruptions)*...

SHRI C. M. RAMESH: Chairman, Sir. ...*(Interruptions)*...

DR. SUBHASH RAMRAO BHAMRE: Sir, through you, I would like to inform the House and the hon. Members that with regard to educational concession for children of officers and personnel of the Armed Forces who are missing or disabled or killed in action, based on the decisions taken by the Seventh CPC recommendations, the following concessions are given. ...*(Interruptions)*...

SHRI C. M. RAMESH: Chairman, Sir. ...*(Interruptions)*...

MR. CHAIRMAN: I have already told you in the morning that it has been admitted. It will be coming up tomorrow. ...*(Interruptions)*...

SHRI C. M. RAMESH: What about notice under Rule 168? ...*(Interruptions)*...

MR. CHAIRMAN: And the notice under Rule 168 is not permissible as per the rules and that cannot be stated in the House like this. ...*(Interruptions)*... You know the system. ...*(Interruptions)*... Please. ...*(Interruptions)*... And sense of the House is that the House should function and take up the Business as listed. ...*(Interruptions)*... Now, the supplementary question. ...*(Interruptions)*... Please go to your seats. ...*(Interruptions)*... Please. ...*(Interruptions)*...

DR. SUBHASH RAMRAO BHAMRE: There is full reimbursement of tuition fee. This is not inclusive of the capitation fee and caution money, charges levied for the school bus maintained by the school or the actual fares paid for the railway pass or bus fare certified by the Head of Institutes. There is a full reimbursement of hostel charges for those studying in boarding schools and colleges; cost of books/stationery up to ₹ 2,000 per annum per student; cost of uniform, if compulsory,

₹ 2000 is given; cost of clothing up to ₹ 700 per annum per student is given and the above will be admissible only for students undertaking studies in Government/ Government-aided schools/educational institutes, Military/Sainik Schools and other schools or colleges recognized by the Central or State Governments. It is available for the school going children from 2 classes prior to 1st class up to and inclusive of the First Degree Course.

MR. CHAIRMAN: Now, the second supplementary.

**श्री अमर शंकर साबले:** माननीय सभापति जी, मैं आपके माध्यम से मंत्री महोदय से जानना चाहता हूँ तक भूतपूर्व रक्षा कर्मियों के बच्चों के लिए और कौन-कौन सी सुविधाएं मिलती हैं और पीएम स्कॉलरशिप का लाभ उन्हें किस प्रकार मिलता है?

DR. SUBHASH RAMRAO BHAMRE: Sir, the Prime Minister's Scholarship Scheme was introduced from academic year 2006-2007 to encourage higher education, technical and professional education for dependent wards of Ex-servicemen, ex-coast guard personnel and their widows below the officers' rank only and dependent wards/ widows of Ex-servicemen, ex-coast guard personnel who died or after disability, in harness, due to causes attributable to military service, coast guard service, irrespective of the rank. Since the academic year 2015-16, total 5,500 students have been selected. Eligible courses are professional degree courses like B.E., B.Tech, BDS, MBBS, BBA, BCA, B. Pharma, etc., those only recognised by the respective Government regulatory body. Master degree courses are not eligible except MBA, Management course and MCA course. The students studying abroad and distance learning courses are also not eligible. The candidates must...

MR. CHAIRMAN: Okay; you place all the information on the Table of the House. Next supplementary, Shri P. Bhattacharya. Shri V. Vijayasai Reddy, Dr. K.V.P. Rao, all of you please sit down... (*Interruptions*)...

SHRI P. BHATTACHARYA: Sir, the Government of India, the Ministry of Defence.... (*Interruptions*)...

MR. CHAIRMAN: Hon. Members, I have two options. Either I run the House like this, or, I adjourn the House. The choice is yours.

SHRI DEREK O' BRIEN: No; the House is in order, Sir.

MR. CHAIRMAN: Right, thank you.

SHRI P. BHATTACHARYA: Sir, students who are reading in the Defence schools, they are not getting the proper attention after passing the final school examination or the higher examination. They have no scope. Now, I would like to know from the Government whether they have any arrangements about that.

DR. SUBHASH RAMRAO BHAMRE: Mr. Chairman, Sir, I would like to request the hon. Member that because of noise, since I could not understand his question properly, would he kindly repeat his question?

SHRI P. BHATTACHARYA: My mike is not working.

MR. CHAIRMAN: Are you on your seat? क्या आप अपनी सीट पर खड़े हैं? ...*(व्यवधान)*...

श्री पि. भट्टाचार्य: हां।

श्री सभापति: ठीक है, बोलिए। ...*(व्यवधान)*...

SHRI P. BHATTACHARYA: Yes, Sir. In Purulia, there is a school for the boys of Defence personnel. But, now, girls are also admitted. From my MP Development Fund, I have given them more than ₹ 50 lakhs.

MR. CHAIRMAN: Put your question please.

SHRI P. BHATTACHARYA: My simple question is this. When I questioned them why they are not taking more boys and girls in this institution, they said that they have not got the proper money and other facilities. Now, I would like know from the Government of India, the Ministry of Defence, one thing. Can they inspect this school and make some arrangement so that they can get these facilities?

DR. SUBHASH RAMRAO BHAMRE: Sir, he is talking about the Sainik School admissions. This is a totally different question. The original question is regarding the concessions provided to the Defence personnel in the Service, officers rank and the Ex-servicemen. This is a Sainik School.

MR. CHAIRMAN: Is Purulia a Sainik School?

DR. SUBHASH RAMRAO BHAMRE: It is a Sainik School.

MR. CHAIRMAN: Right. Next supplementary, Shri Rajeev Chandrasekhar.

SHRI RAJEEV CHANDRASEKHAR: Sir, since the question pertains to introducing new facilities for education of children of Defence personnel, I just seek an assurance from the Minister that especially in case of those defence personnel who are serving away from their families, there is no shortage of access to education to the children of those personnel ...*(Interruptions)*...

DR. SUBHASH RAMRAO BHAMRE: Sir, I would like to give information to the hon. Member as well as the House. ...*(Interruptions)*... Children's Education

Allowance for serving defence officers and personnel, we have provided enough, that is, ₹ 2,250 per month towards the reimbursement of children education allowance; ₹ 6,750 per month towards the reimbursement of the house subsidy ...(Interruptions)... The above limit is automatically raised by 25 per cent every time the dearness allowance on revised pay structure goes above fifty percent, the amount is doubled for the children of defence personnel, and the reimbursement will be done once a year upon the completion of the financial orders ...(Interruptions)...

MR. CHAIRMAN: Shri Subhasish Chakraborty.... (Interruptions).... Nothing else will go on record, this slogan shouting and all. That is the practice. Everybody should take note of that. Neither the electronic media nor the print media ...(Interruptions)...

SHRI SUBHASISH CHAKRABORTY: How many children were covered after the decision was made, and how many children are yet to be covered by the educational concessions?

DR. SUBHASH RAMRAO BHAMRE: Sir, all the children of the serving personnel taking educational concessions, they have to inform the Ministry by way of application that not a single student has been left.

MR. CHAIRMAN: Right.

### **Status of PMAY-G**

\*47. KUMARI SELJA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the achievements made by Government under the Pradhan Mantri Awas Yojana-Gramin (PMAY-G) in providing houses to common people of the country, till date;

(b) the details of funds allocated, sanctioned and utilised under the said Yojana, during the last three years, State/ UT-wise including Haryana;

(c) the number of houses which are under construction at present across the country, State/UT-wise; and

(d) whether the States have responded positively, to the targets set to build these houses and if so, the details thereof and if not, the reasons therefor along with the action taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) to (d) A Statement is laid on the Table of the House.

**Statement**

(a) to (d) The erstwhile rural housing scheme - Indira Awaas Yojana (IAY) has been restructured into PMAY-G with effect from 01.04.2016 and is being implemented through the State Governments/UT Administration. Under Pradhan Mantri Awaas Yojana-Gramin (PMAY-G), as on 19.07.2018, a total of 42.56 lakh houses have been constructed with the active cooperation of the State Governments/UT Administration against the target of constructing 1.0 crore houses by March, 2019. The targets are allocated to the States/UTs on the basis of housing deprivation parameters as per Socio Economic and Caste Census (SECC), 2011 database and as verified by Gram Sabha.

The details indicating State/UT-wise targets, achievement made and houses under construction under PMAY-G are given in the Annexure-I (*See below*).

The details indicating funds allocated, released and utilised under Rural Housing Scheme, State/UT-wise during the last three years are given in the Annexure-II.

**Annexure-I**

*Targets allocated, house constructed/under construction  
State/UT-wise under PMAY-G*

(Units in Nos.)

Sl. No.	State Name	Targets allocated by MoRD	Houses Constructed	Houses under construction
1	2	3	4	5
1.	Andhra Pradesh	123112	27808	95304
2.	Arunachal Pradesh	11221	0	11221
3.	Assam	259814	38594	221220
4.	Bihar	1176617	45975	1130642
5.	Chhattisgarh	788235	386904	401331
6.	Goa	761	0	761
7.	Gujarat	204703	110944	93759
8.	Haryana	38442	7511	30931
9.	Himachal Pradesh	7385	4183	3202
10.	Jammu and Kashmir	38772	3621	35151
11.	Jharkhand	528791	214408	314383
12.	Karnataka	145349	36416	108933

1	2	3	4	5
13.	Kerala	42431	10660	31771
14.	Madhya Pradesh	1399084	700742	698342
15.	Maharashtra	449820	180914	268906
16.	Manipur	9740	114	9626
17.	Meghalaya	20745	395	20350
18.	Mizoram	6600	1507	5093
19.	Nagaland	8481	0	8481
20.	Odisha	992558	509325	483233
21.	Punjab	31084	886	30198
22.	Rajasthan	687091	357262	329829
23.	Sikkim	1957	528	1429
24.	Tamil Nadu	327552	89065	238487
25.	Telangana	70674	0	70674
26.	Tripura	24989	5314	19675
27.	Uttar Pradesh	1171852	832552	339300
28.	Uttarakhand	15776	6622	9154
29.	West Bengal	1397474	683610	713864
30.	Andaman and Nicobar Islands	972	0	972
31.	Dadra and Nagar Haveli	7605	1	7604
32.	Daman and Diu	81	12	69
33.	Lakshadweep	57	0	57
34.	Puducherry	0	0	0
TOTAL		9989825	4255873	5733952

Data reported by States/UTs on Awaasoft as on 19.07.2018

**Annexure-II**

*Funds Allocated, Released and Utilized under PMAY-G/IAAY State/UT-wise  
including Haryana during the last three years*

(₹ in lakh)

Sl.No.	State	Central Allocation	Central Release	Utilization
<b>2015-16</b>				
1.	Andhra Pradesh	28818.242	28113.322	50441.227
2.	Arunachal Pradesh	952.509	4240.285	0.000
3.	Assam	86481.143	87865.745	82379.441
4.	Bihar	103203.063	90718.460	97879.697
5.	Chhattisgarh	17990.121	14025.750	25642.125
6.	Goa	216.009	268.143	135.600
7.	Gujarat	12559.255	12274.953	19615.211
8.	Haryana	12804.383	9174.585	9878.940
9.	Himachal Pradesh	1849.666	2191.749	2374.072
10.	Jammu and Kashmir	5320.273	5363.087	5060.037
11.	Jharkhand	18302.402	29740.267	27393.813
12.	Karnataka	34981.856	60406.492	124448.353
13.	Kerala	21748.954	35717.191	39302.282
14.	Madhya Pradesh	42417.048	57139.162	45778.398
15.	Maharashtra	69347.868	34673.934	58326.682
16.	Manipur	2199.489	4681.350	366.000
17.	Meghalaya	3981.945	4950.954	3468.340
18.	Mizoram	610.803	759.240	277.425
19.	Nagaland	698.885	1068.221	0.000
20.	Odisha	70154.488	98281.938	167662.065
21.	Punjab	20898.262	1124.292	689.257
22.	Rajasthan	37198.563	39834.597	54924.480
23.	Sikkim	866.332	433.166	239.650
24.	Tamil Nadu	23069.206	21273.315	22011.222
25.	Telangana	24787.640	24787.526	34364.600



Sl.No.	State	Central Allocation	Central Release	Utilization
26.	Tripura	6640.164	6876.038	5652.162
27.	Uttar Pradesh	156614.954	158312.826	197695.914
28.	Uttarakhand	4514.971	4164.847	5495.191
29.	West Bengal	159378.367	172273.428	305481.737
30.	Andaman and Nicobar Islands	443.290	0.000	0.000
31.	Dadra and Nagar Haveli	113.945	56.972	0.000
32.	Daman and Diu	31.077	0.000	0.000
33.	Lakshadweep	11.689	0.000	0.000
34.	Puducherry	400.000	0.000	0.000
TOTAL		969606.860	1010791.835	1386983.921

**2016-17**

1.	Andhra Pradesh	56200.250	21712.785	16706.827
2.	Arunachal Pradesh	10993.117	5412.300	0.000
3.	Assam	267324.750	132197.898	62273.367
4.	Bihar	477477.968	211427.064	60613.095
5.	Chhattisgarh	181109.260	83815.912	78739.095
6.	Goa	569.573	284.785	353.400
7.	Gujarat	85059.614	36527.407	9626.155
8.	Haryana	19136.611	7414.461	8214.350
9.	Himachal Pradesh	5931.190	3253.818	2368.300
10.	Jammu and Kashmir	20709.693	8033.007	2.250
11.	Jharkhand	172863.885	79630.141	42652.173
12.	Karnataka	69686.757	27863.995	804.180
13.	Kerala	24380.433	10049.440	15389.926
14.	Madhya Pradesh	342581.680	170114.866	196839.982
15.	Maharashtra	172540.337	73566.023	93661.437
16.	Manipur	11851.131	5767.410	1169.887
17.	Meghalaya	20722.043	8078.230	1037.363
18.	Mizoram	5847.664	2482.986	393.675
19.	Nagaland	10319.534	4676.217	0.000

Sl.No.	State	Central Allocation	Central Release	Utilization
20.	Odisha	311871.520	149452.934	70944.720
21.	Punjab	18322.329	7559.100	377.090
22.	Rajasthan	187393.353	87153.102	72770.105
23.	Sikkim	2381.207	1190.605	186.650
24.	Tamil Nadu	132041.902	69059.770	19922.355
25.	Telangana	38157.735	14263.335	0.000
26.	Tripura	28875.108	13455.455	3060.463
27.	Uttar Pradesh	430753.033	223980.445	116942.347
28.	Uttarakhand	13216.023	7484.090	4937.960
29.	West Bengal	331772.002	139363.741	170856.240
30.	Andaman and Nicobar Islands	262.511	196.370	0.000
31.	Dadra and Nagar Haveli	378.928	282.830	0.000
32.	Daman and Diu	67.353	49.880	0.000
33.	Lakshadweep	70.920		0.000
34.	Puducherry	400.000	0.000	0.000
TOTAL		3451269.416	1605800.402	1050843.392

**2017-18**

1.	Andhra Pradesh	35985.830	35192.885	26454.131
2.	Arunachal Pradesh	2661.140	1210.970	0.000
3.	Assam	48816.800	166961.670	164306.060
4.	Bihar	413112.960	60257.060	389595.195
5.	Chhattisgarh	158566.700	262507.140	419614.870
6.	Goa	0.000	0.000	36.950
7.	Gujarat	68221.670	53264.220	124591.050
8.	Haryana	9649.040	2153.840	17782.160
9.	Himachal Pradesh	3055.380	5087.875	4029.930
10.	Jammu and Kashmir	26467.830	4982.112	9582.000
11.	Jharkhand	124547.280	162629.855	315951.592
12.	Karnataka	39150.260	59304.625	53789.277
13.	Kerala	7392.150	2140.780	13538.813

Sl.No.	State	Central Allocation	Central Release	Utilization
14.	Madhya Pradesh	296389.390	487626.830	795711.816
15.	Maharashtra	113019.380	110207.766	230065.558
16.	Manipur		5855.296	7113.648
17.	Meghalaya	4520.410	4273.762	11655.267
18.	Mizoram	2182.940	644.250	2646.510
19.	Nagaland		832.990	39.000
20.	Odisha	269164.020	312405.903	585156.165
21.	Punjab	4953.310	1602.060	3496.748
22.	Rajasthan	167453.400	189566.230	434129.545
23.	Sikkim		0.000	1058.850
24.	Tamil Nadu	97504.240	84848.578	113189.011
25.	Telangana	14762.590	4815.530	0.000
26.	Tripura	1531.950	18316.450	25118.733
27.	Uttar Pradesh	298544.560	494806.433	1028820.000
28.	Uttarakhand	5980.570	1381.400	8162.306
29.	West Bengal	280522.200	455666.018	797415.165
30.	Andaman and Nicobar Islands	326.980	33.070	0.000
31.	Dadra and Nagar Haveli	999.650	330.880	55.200
32.	Daman and Diu	33.700	8.740	10.400
33.	Lakshadweep		70.920	0.000
34.	Puducherry		0.000	0.000
TOTAL		2495516.330	2988986.138	5583115.950

\* Utilization reported by States/UTs on Awaas Soft as on 18.07.2018, it is reported against Total Available Funds which includes Central Share, State Share, Interest accrued and Miscellaneous receipts.

MR. CHAIRMAN: Now, Q.No. 47 by Kumari Selja. Questioner not present.  
Are there any supplementaries?

**श्रीमती विप्लव ठाकुर:** माननीय सभापति महोदय, मैं मंत्री जी से जानना चाहती हूँ कि इन्होंने जो टारगेट बताए हैं और स्टेट्स का जो ब्योरा दिया है, ...(व्यवधान)... क्या उनमें ऐसे लोग भी हैं, जिनको ज़मीन न मिल सकी हो, ....(व्यवधान)... जिन लोगों के पास ज़मीन नहीं है और उन्हें ज़मीन न मिल सकी हो? ...(व्यवधान)... उनके केस तो घरों के लिए रिकमंड हो गए हैं, लेकिन उनके पास घर बनाने के लिए ज़मीन नहीं है। उनके लिए आप क्या कर रहे हैं,

उनके लिए केंद्र सरकार और राज्य सरकार क्या करने जा रही है? यह ...(व्यवधान)... एक बहुत बड़ी समस्या सामने आ रही है। मैं कहना चाहती हूं तक लोगों के पास ज़मीनें नहीं हैं, तो वे घर कहां से बनाएंगे? सर, सुनाई नहीं दे रहा है। ...(व्यवधान)... सर, सुनाई नहीं दे रहा है। सर, कुछ सुनाई नहीं दे रहा है। ...(व्यवधान)...

**श्री राम कृपाल यादव:** सर, यह बात सही है कि ...(व्यवधान)... हिन्दुस्तान के पैमाने पर माननीय प्रधान मंत्री जी का ड्रीम प्रोजेक्ट है तक 2022 तक हिन्दुस्तान के सभी गरीब लोग, ...(व्यवधान)... जिनके पास अपनी छत नहीं है, ...(व्यवधान)... उनको हम पक्की छत देना चाहते हैं। उसी हिसाब से 2019 तक हमने कुल मिलाकर 1 करोड़ लोगों को मकान देने का टारगेट लिया है। ...(व्यवधान)...

MR. CHAIRMAN: Members from all sides--Opposition as well as the Ruling Party--met me and said that they wanted Question Hour. There was a consensus on that issue in the Business Advisory Committee. Accordingly, I have assured that we will conduct Question Hour and Zero Hour. Question Hour is going on. If some Members want to shout, that is not the practice in the House. They have given notice; I have admitted it and it is set for tomorrow. They have now given another notice under another rule, which is not admissible. It is not admissible as per the rules. Discussing that under Rule 168 is not admissible. So, I have ruled it out. ...(Interruptions)... This is not the way to disrupt the House and deprive a large section of the House of the valuable opportunity that they get by way of Question Hour. I once again appeal to all the Members of the Telugu Desam Party and the YSR Congress to go to their respective places, cooperate and help the House function so that the people get justice. ...(Interruptions)... This is not the way. I am not going to yield at all, come what may; you may do whatever you like. Democracy asks us to debate and discuss. I have admitted the motion. You don't want a discussion under the motion. What else can I do? The motion is admitted. The Government is ready for a discussion. If you make noise, the voice of Members who are raising questions is not heard! So, I have to either take action or adjourn the House. ...(Interruptions)...

Let the second supplementary question be asked. ...(Interruptions)... Dr. Narendra Jadhav. ...(Interruptions)...

DR. NARENDRA JADHAV: Sir, PMAY-G is a rural housing scheme. ...(Interruptions)...

MR. CHAIRMAN: Live telecast is not there; why are you wasting your energy? ...(Interruptions)...

**श्री राम कृपाल यादव:** सर, क्या मैं बोल सकता हूं? ...(व्यवधान)... माननीय सांसद ने जो प्रश्न किया, मैं कहना चाहता हूं तक यह बात सही है तक हिन्दुस्तान की ...(व्यवधान)...

राज्य हैं, जिनके पास अपनी ज़मीन नहीं है। इस वजह से उनको प्रधान मंत्री आवास योजना का लाभ नहीं मिल पा रहा है। ...**(व्यवधान)**... मैं बताना चाहता हूँ तक कई ऐसे राज्य हैं, जिनकी सूची मेरे पास उपलब्ध है, जो landless हैं, ...**(व्यवधान)**... हमारी सरकार की प्राथमिकता है। ...**(व्यवधान)**... हमने SECC के माध्यम से बेघर लोगों के लिए मकान आवंटन के लिए जो विचार किया है, उसमें राज्य सरकारों से यह आग्रह किया गया है कि आप वैसे landless लोग, जो गरीब लोग हैं, उनके लिए जमीन उपलब्ध कराने का काम करें। ...**(व्यवधान)**... अभी हाल में माननीय मंत्री जी ने पुनः निवेदन किया है तक landless लोगों के लिए जमीन उपलब्ध कराने के लिए राज्य सरकारें यथाशीघ्र कार्रवाई करें। ...**(व्यवधान)**...

**श्री सभापति:** बच्चे लोग देख रहे हैं। ...**(व्यवधान)**...

**श्री राम कृपाल यादव:** मैं बिल्कुल इस बात से सहमत हूँ कि कुल मिला कर ...**(व्यवधान)**...

MR. CHAIRMAN: Mr. Vijay Goel, Mr. Vijay Goel, ...**(Interruptions)**... Mr. Vijay Goel, you are not supposed to show your back. ..**(Interruptions)**...

**श्री राम कृपाल यादव:** माननीय सभापति महोदय, राज्य सरकारों के माध्यम से ...**(व्यवधान)**... राज्य सरकारों के माध्यम से जमीन आवंटन के लिए अनुरोध किया गया है। ...**(व्यवधान)**... अभी हाल के दिनों में मंत्री जी ने निर्देश दिया है। ...**(व्यवधान)**... जैसे ही जमीन उपलब्ध हो जाएगी, हम उन गरीबों को प्राथमिकता के आधार पर आवास बनाने के लिए राशि आवंटित करने का काम करेंगे। ...**(व्यवधान)**...

**श्री विशम्भर प्रसाद निषाद:** सर, मैं माननीय मंत्री जी से जानना चाहता हूँ ...**(व्यवधान)**... सर, आवाज नहीं आ रही है। ...**(व्यवधान)**... मान्यवर, हाउस को ऑर्डर में लाया जाए। ...**(व्यवधान)**... सर, आवासों की जो value है और जो पैसा दिया जा रहा है, वह बहुत कम है। ...**(व्यवधान)**... मैं माननीय मंत्री जी से जानना चाहता हूँ तक अभी देश में राज्यवार कुल कितने लोग (परिवार) बाकी हैं, जिनके पास आवास नहीं है? ...**(व्यवधान)**... ऐसे कितने लोग आवासविहीन हैं और उनको कब तक आवास दे दिया जाएगा? ...**(व्यवधान)**...

**श्री राम कृपाल यादव:** सर, पूरे देश के पैमाने पर हमारे पास जो आंकड़े उपलब्ध हैं, उन आंकड़ों के अनुसार कुल ऐसे परिवार, ...**(व्यवधान)**... कुल मिला कर राष्ट्रीय स्तर पर हमने जो आकलन किया था, ...**(व्यवधान)**... उस आकलन के हिसाब से, ...**(व्यवधान)**... SECC को आधार बना कर हमने आकलन किया था, 4 करोड़ 4 लाख लोग ऐसे थे, जिनके पास मकान नहीं था। ...**(व्यवधान)**... हमने प्रक्रिया adopt की, ...**(व्यवधान)**... हमने उसको ग्राम सभा से approve कराने का काम किया, जिसमें 1 करोड़ 36 लाख लोगों को ग्राम सभा ने निरस्त किया, reject किया। ...**(व्यवधान)**... कुल मिला कर 2 करोड़ 62 लाख लोग ऐसे हैं, जिनके पास मकान उपलब्ध नहीं हैं। ...**(व्यवधान)**... हमारी सरकार ने निर्णय लिया है कि हम 2019 तक एक करोड़ गरीबों के लिए मकान बनाएंगे ...**(व्यवधान)**... और जो rest 1 करोड़ 62 लाख लोग हैं, उनके लिए 2022 तक मकान बनाने का काम पूरा करेंगे। ...**(व्यवधान)**...

**श्री सभापति:** प्रो. मनोज कुमार झा। ...**(व्यवधान)**...

**श्री राम कृपाल यादव:** महोदय, मैं आपको बताऊँ कि यूपीए के 4 वर्ष के दरम्यान, 2010 से 2014 के बीच कुल मिला कर 25.57 लाख मकानों का निर्माण किया गया, ...(व्यवधान)... और एनडीए के 4 वर्ष की तुलना में ...(व्यवधान)... 1 करोड़ 6 लाख मकान बनाने का काम किया गया। ...(व्यवधान)...

**श्री सभापति:** हो गया, आपको संक्षेप में जवाब देना है। ...(व्यवधान)... प्रो. मनोज कुमार झा। ...(व्यवधान)... क्या आप अपनी सीट पर हैं? ...(व्यवधान)...

**प्रो. मनोज कुमार झा:** जी। ...(व्यवधान)...

MR. CHAIRMAN: Then, press the button. Staff should help him. वहाँ जाकर देखिए कि क्या माइक काम कर रहा है? ...(व्यवधान)... Now, it is working.

**प्रो. मनोज कुमार झा:** सभापति महोदय, आपके माध्यम से मैं माननीय मंत्री जी से इंदिरा आवास योजना (ग्रामीण) के संदर्भ में बिहार की अद्यतन स्थिति के बारे में जानना चाहता हूँ। ...(व्यवधान)... बिहार में इसमें किन वजहों से target achieve नहीं हुआ है, माननीय मंत्री जी बताने का कष्ट करें।

**श्री सभापति:** बिहार का target achieve नहीं हुआ है, यह क्यों नहीं हुआ है, वे यह प्रश्न पूछ रहे हैं। ...(व्यवधान)...

**श्री राम कृपाल यादव:** महोदय, यह बात सही है कि कुल मिला करके बिहार में 16 लाख मकान बनाने का निर्णय ...(व्यवधान)... आंकड़ों के आधार पर लिया गया था। बाद के दिनों में इस प्रकार से स्थिति के कारण मकान बनाने का जो टागेट था, ...(व्यवधान)... उसे वहाँ की राज्य सरकार पूरा नहीं कर पाई, जिसकी वजह से हमने उस टागेट को कम कर दिया है। ...(व्यवधान)... अब राज्य सरकार को 11 लाख मकान बनाने हैं। विगत दिनों में वहाँ बालू इत्यादि सामग्री की सप्लाई की स्थिति में भी काफी दिक्कत आ रही थी, जिसकी वजह से राज्य सरकार को कठिनाइयों का सामना करना पड़ा। ...(व्यवधान)... राज्य सरकार ने अब अपने इस टारगेट को एचीव करने के लिए युद्ध स्तर पर कार्यवाही प्रारम्भ कर दी है और मुझे भरोसा है कि जो टर्गेट अब फिक्स कर दिया गया है, उसे वहाँ की राज्य सरकार समय सीमा के अंदर पूरा कर देगी और गरीबों के लिए मकान बनाए जा सकेंगे। ...(व्यवधान)...

### Proposals for upgradation of highways in Kerala

\*48. SHRI M.P. VEERENDRA KUMAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of the proposals received from Kerala Government for upgradation or declaration of State roads/Highways into National Highways during the last three years; and

(b) the number of proposals accepted so far along with the details of the total amount sanctioned on these projects and the time-frame fixed for completion of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) A statement is laid on the Table of the House.

**Statement**

(a) and (b) The Ministry keeps on receiving proposals from various State Governments, including those from the State Government of Kerala, etc., for declaration of State roads as new National Highways (NHs) from time to time. The Ministry considers declaring some State roads as new NHs from time to time based on the requirement of connectivity, *inter-se* priority and availability of funds. About 21 km length of State roads have been declared as new NHs in the State of Kerala during the last three years. Further, the Ministry has approved “In Principle” declaration of about 514 km length of State Roads as new NHs in the State of Kerala subject to the outcome of their Detailed Project Reports (DPR) and initiatives have been taken for preparation of the said DPRs.

Development and maintenance of NHs, including the new NHs, is a continuous process. Works for development and maintenance of NHs are, accordingly, taken up as per *inter-se* priority, traffic density and availability of funds.

The funds allocated for development of NHs for the projects assigned with the State Government of Kerala and expenditure incurred during 2014-15 to 2018-19 (Upto June 2018) are as follows:—

(₹ in crore)		
Year	Allocation	Expenditure
2014-15	67.18	67.18
2015-16	137.65	137.65
2016-17	259.89	237.80
2017-18	171.74	171.74
2018-19 (upto June 2018)	200.45	48.53

Funds for development of NHs are not allocated Project-wise or NH-wise.

Funds are also allocated for development of NHs with the National Highways Authority of India (NHAI). The details of funds allocated for NHAI and release/actuals during 2014-15 to 2018-19 (Upto June, 2018) are given in the Annexure (*See below*). However, State-wise funds are not allocated for NHAI.

**Annexure**

*The details of funds allocated for NHAI and release/actuals during 2014-15 to 2018-19 (Upto June 2018)*

Scheme/Head/ Source of Fund	2014-15		2015-16		2016-17		2017-18		2018-19\$	
	Alloc.	Release	Alloc.	Release	Alloc.	Release	Alloc.	Release	Alloc.	Release
CRF Cess	6,885.89	6,885.89	15,420.00	15,420.00	2,326.50	2,326.50	12,429.45	12,429.45	16,093.00	8,046.00
PBF (Toll)	5,448.00	5,448.00	6,500.00	6,500.00	7,500.00	7,500.00	8,462.14	8,462.14	9,570.13	4,786.00
NH(O)	600.00	600.00	370.27	370.27	5,389.02	5,389.02	3,900.00	3,900.00	-	-
EAP	-	-	-	-	-	-	186.00	186.00	-	-
SUB TOTAL (GBS)	12,933.89	12,933.89	22,290.27	22,290.27	15,215.52	15,215.52	24,977.59	24,977.59	25,663.13	12,832.00
Internal and Extra Budgetary Resources (IEBR)	7,611.11	3,343.40#	42,694.50	23,281.00#	59,279.00	33,118.00#	59,279.00	50,533.00#	62,000	7,911.00#
GRAND TOTAL (GBS+IEBR)	20,545.00	16,277.29	64,984.77	45,571.27	74,494.52	48,333.52	84,256.59	75,510.59	87,663.13	20,743.00

\$- Upto June 2018.

# - Actual amount of IEBR raised.



SHRI M. P. VEERENDRA KUMAR: Mr. Chairman, Sir, most of the road projects are delayed because of the problems in land acquisition. *...(Interruptions)...* Kerala is a densely populated State unlike any other State in the country where you will find difficult to evict people... *...(Interruptions)...*

SHRI Y. S. CHOWDARY: \*

MR. CHAIRMAN: The entire House wants Question Hour. *...(Interruptions)...* If six MPs want to disturb the House, I feel sorry. The children are sitting there. *...(Interruptions)...* We are all elders. Don't make all this noise because nobody is going to hear your speech as it is not going on record. *...(Interruptions)...* Why are you wasting your energy? You are an educated Member. *...(Interruptions)...* I have told you a number of times. Already the issue is admitted. *...(Interruptions)...* You just want to disturb the House. *...(Interruptions)...*

SHRI M. P. VEERENDRA KUMAR: Mr. Chairman, Sir, most of the road projects are delayed because of the problems in land acquisition. *...(Interruptions)...* Kerala is a densely populated State unlike any other State in the country where you will find difficult to evict people who have been living there for generations. *...(Interruptions)...*

SHRI Y. S. CHOWDARY: \*

MR. CHAIRMAN: You have decided here to defy the Chair and create problems in the House. The choice is yours. I can't help it. I can't force you. You have made up your mind. I clarified. I have said it also. I announced in the House. I informed you. I have informed your Leader, but you still want to defy. The choice is yours. *...(Interruptions)...*

SHRI M. P. VEERENDRA KUMAR: How is the Government going to tackle the resistance from residents against the road development projects? *...(Interruptions)...*

**श्री मनसुख मांडविया:** माननीय सदस्य ने केरल के संबंध में प्रश्न पूछा है, यह बात सही है तक रोड निर्माण के लिए लैंड एक्विजिशन आवश्यक है और लैंड एक्विजिशन के लिए गवर्नमेंट का सपोर्ट आवश्यक रहता है। *...(व्यवधान)...*

MR. CHAIRMAN: Only Minister's reply and the Member's supplementary is allowed. That will only go on record. Nothing else will go on record. Only voice will go, noise will not go. *...(Interruptions)...*

**श्री मनसुख मांडविया:** केरल में लैंड एक्विजिशन का हमारा प्रोजेक्ट इसलिए डिले हो गया है, क्योंकि केरल में डेंसिटी बहुत ज्यादा है। *...(व्यवधान)...* जहां हमें four-lane road बनानी है,

उसके लिए 60 मीटर चौड़ा लैंड चाहिए और जहां हमें two-lane road बनानी है, वहां हमें 30 मीटर की चौड़ाई चाहिए। ...**(व्यवधान)**... ऐसी स्थिति में अगर हमें 15 मीटर चौड़ाई के हिसाब से एक किलोमीटर तक लैंड एक्विजिशन करना हो, तो उसके लिए हमें 4.5 हैक्टेयर लैंड की आवश्यकता रहती है। ...**(व्यवधान)**... केरल में population density ज्यादा है, साथ ही लोकल रूल्स भी ऐसे बने हैं कि एक किलोमीटर लम्बा National Highway बनाने में हमें 10 से 12 करोड़ रुपये का खर्च लगता है। ...**(व्यवधान)**... एक किलोमीटर लम्बी four-lane road बनाने के लिए 60 करोड़ रुपये लैंड-एक्विजिशन में लग रहे हैं। ...**(व्यवधान)**... हमारे NHAI के जो rules and regulations हैं, State Government के rules and regulations उससे थोड़े अलग हैं, इस कारण भी लैंड एक्विजिशन में हमें बहुत दिक्कत आ रही है, जिसके कारण कई प्रोजेक्ट्स डिले हो गए हैं। ...**(व्यवधान)**... हम लोग कोशिश में लगे हुए हैं और इसके लिए स्टेट गवर्नमेंट से कंसल्टेशन भी चल रही है, ताकि हमें लैंड अवेलेबल हो सके और रोड बनाने का काम को हम आगे बढ़ा सकें। ...**(व्यवधान)**...

SHRI M. P. VEERENDRA KUMAR: What are the innovations and facilities made for the Trivandrum outer ring road project under the Capital Region Development Programme? ...**(Interruptions)**...

**श्री मनसुख मांडविया:** त्रिवेन्द्रम outer road है, जिसका काम अभी चल रहा है। ...**(व्यवधान)**... वहां भी लैंड-एक्विजिशन को लेकर हमें थोड़ी दिक्कत थी, जिसके लिए हमने कंसल्टेशन किया है। ...**(व्यवधान)**... हम उस काम को आगे बढ़ाने की पूरी कोशिश कर रहे हैं। ...**(व्यवधान)**...

SHRI V. MURALEEDHARAN: Hon. Chairman, I would like to know from the hon. Minister regarding implementation of Bharat Mala Project in Kerala. How many projects have been sanctioned in Kerala and what is the amount that has been sanctioned in Bharat Mala project in Karala? ...**(Interruptions)**...

**श्री मनसुख मांडविया:** माननीय सभापति जी, आदरणीय प्रधानमंत्री जी ने कहा है तक देश में इंफ्रास्ट्रक्चर का निर्माण होना आवश्यक है। ...**(व्यवधान)**... चाहे वह रोड इंफ्रास्ट्रक्चर हो, पोर्ट इंफ्रास्ट्रक्चर हो, एविएशन इंफ्रास्ट्रक्चर हो या किसी भी देश को आगे बढ़ने के लिए इंफ्रास्ट्रक्चर की रिव्वायरमेंट बहुत आवश्यक है। ...**(व्यवधान)**... इसलिए जब हमारी सरकार बनी, तो हमें विरासत में 91,000 किलोमीटर नेशनल हाईवे मिला था। ...**(व्यवधान)**... हमने यह डिसाइड किया तक हमें 1 लाख मिलोमीटर नेशनल हाईवे और बनाना है। ...**(व्यवधान)**... सर, सारे देश में कुल मिलाकर 54 लाख किलोमीटर रोड नेटवर्क है। इसमें केवल 2 परसेंट हाईवे है और हाईवे पर कंजेशन 40 परसेंट है। ...**(व्यवधान)**... इसलिए 1 लाख मिलोमीटर नया नेशनल हाईवे बनाने के लिए 129 लाख किलोमीटर नेशनल हाईवे, मतलब 39,000 kms National Highway ...**(व्यवधान)**... हमने एक कर दिया है। ...**(व्यवधान)**... 51,000 kms National Highway का हमने in principle approval दे दिया है। ...**(व्यवधान)**... उसके साथ-साथ देश में चाहे वे important industrial corridors हों, economic corridors हों, religious cities हों, tourism cities हों, उनको जोड़ने के लिए हमने "भारतमाला योजना" चलायी है। ...**(व्यवधान)**... "भारतमाला योजना" के अन्तर्गत हम 34,000 kms National Highway बनायेंगे। ...**(व्यवधान)**... उसमें से केरल में 426 kms National Highway बनायेंगे। ...**(व्यवधान)**...

SHRI BINOY VISWAM: Mr. Chairman, Sir, as it is known to all of us that Kerala itself is in the form of a long strip. ...(Interruptions)... It is densely populated. ...(Interruptions)... So, to acquire land for any developmental purpose has difficulty in Kerala. ...(Interruptions)... So, what I would like to know from the hon. Minister is this. Will the Government decide to have State-specific steps for Kerala and nationally-accepted norms which, sometimes, may need to be amended? ...(Interruptions)... In the case of Kerala, it is an important issue and will the hon. Minister look into this? ...(Interruptions)...

MR. CHAIRMAN: Mr. Minister, it is Kerala-specific question.

SHRI Y.S. CHOWDARY: \*

श्री मनसुख मांडविया: सर, माननीय सदस्य ने जो क्वेश्चन उठाया है, तो माननीय सदस्य से मेरी रिक्वेस्ट है तक वे स्टेट गवर्नमेंट के साथ बातचीत करें और हमें लैंड उपलब्ध करवाने में सहयोग करें। ...(व्यवधान)... आवश्यकता के अनुसार, जो भी हमारे rules and regulations हैं, उनके अनुसार हम पैसे देने के लिए तैयार हैं। We are ready to support the State Government all the time. ...(Interruptions)...

SHRI C.M. RAMESH: \*

श्री सुरेश गोपी: ऑनरेबल चेयरमैन सर, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूँ कि केरल में award करने के बाद, कुल कितने NH projects को राज्य सरकार से जमीन न मिलने के कारण बन्द करना पड़ा? ...(व्यवधान)...

श्री मनसुख मांडविया: महोदय, उन्होंने जो क्वेश्चन पूछा है, वह बहुत महत्वपूर्ण क्वेश्चन है। ...(व्यवधान)... NHAI केरल में road infrastructure develop करने के लिए तेज़ी से आगे बढ़ रही है और हम कोशिश भी कर रहे हैं। ...(व्यवधान)... हमने north से south तक जोड़ता हुआ 470 kms. National Highway बनाने के लिए सारी तैयारी की थी, हमने उसको award भी किया था, लेकिन स्टेट गवर्नमेंट की ओर से हमें land नहीं मिलने से हम ये projects implement नहीं कर पाये। ...(व्यवधान)... इसलिए केरल गवर्नमेंट से भी हमारी यह रिक्वेस्ट है कि land acquisition में वह हमें सहयोग करे।

### **Budget for Ex-servicemen Contributory Health Scheme**

\*49. DR. KANWAR DEEP SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that budget for Ex-servicemen Contributory Health Scheme is likely to exhaust by September, 2018;

(b) if so, the reasons therefor; and

(c) steps taken to ensure that health services to ex-servicemen do not stop?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE):

(a) to (c) A Statement is laid on the Table of the House.

***Statement***

(a) No, Sir. Budget for Ex-servicemen Contributory Health Scheme is not likely to exhaust by September, 2018.

(b) Does not arise.

(c) Additional budget, if required, is provided on requirement basis at Revised Estimate/Final Grant stage for continuity of the health scheme.

DR. KANWAR DEEP SINGH: Sir, how can I ask my supplementary in the din? ...*(Interruptions)*... Sir, please bring the House in order. ...*(Interruptions)*... My question is very emotive and important one. ...*(Interruptions)*...

MR. CHAIRMAN: Do you want to ask your supplementary or not? ...*(Interruptions)*...

DR. KANWAR DEEP SINGH: Sir, kindly keep the House in order. ...*(Interruptions)*...

SHRI C. M. RAMESH:\*

MR. CHAIRMAN: This is the situation of the House. ...*(Interruptions)*... Do you want to ask the question or not? I leave it to you. ...*(Interruptions)*...

DR. KANWAR DEEP SINGH: Sir, ...*(Interruptions)*...

MR. CHAIRMAN: You ask your question. ...*(Interruptions)*... Why do you look at them? ...*(Interruptions)*... You ask your question.

DR. KANWAR DEEP SINGH: Sir, this is an important question. ...*(Interruptions)*...

MR. CHAIRMAN: Shri Manish Gupta. ...*(Interruptions)*...

SHRI MANISH GUPTA: Sir, the House is not in order. I cannot hear anything. ...*(Interruptions)*...

MR. CHAIRMAN: Right. Thank you. ...*(Interruptions)*...

DR. SANTANU SEN: Sir, according to the newspaper reports, despite financial and functional issues in the working of the scheme, the land and plinth area of housing polyclinics has increased in some States. *...(Interruptions)...* I would like to know whether it is true that the area of polyclinics has been enhanced. *...(Interruptions)...* Does the Ministry have sufficient funds for the increased allocation in area? *...(Interruptions)...* And, what is the total number of polyclinics situated in rural and far flung areas of the country? *...(Interruptions)...*

DR. SUBHASH RAMRAO BHAMRE: Sir, I would like to inform the hon. Member that as far as land area is concerned...*(Interruptions)...*

MR. CHAIRMAN: Everyone is able to hear even outside. *...(Interruptions)...* Members can put their supplementary. *...(Interruptions)...*

DR. SUBHASH RAMRAO BHAMRE: Sir, out of 426 polyclinics, 421 polyclinics are...*(Interruptions)...* The matter is under consideration of the Ministry. *...(Interruptions)...*

MR. CHAIRMAN: Hon. Members can put on their earphones. *...(Interruptions)...*

**श्री अजय प्रताप सिंह:** माननीय सभापति महोदय, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूँ तक देश में सेवानिवृत्त सैनिकों के उपचार के लिए जिला स्तर पर प्राथमिक स्वास्थ्य केन्द्र खोलने हेतु सरकार की नीति क्या है? क्या इसके लिए कोई भूतपूर्व सैनिकों की संख्या निर्धारित है? *...(व्यवधान)...* अगर संख्या निर्धारित की गई है, तो वह क्या है? क्या उस संख्या में कमी करके अधिकांश सेवानिवृत्त सैनिकों तक इस सेवा का विस्तार करने का सरकार का कोई विचार है?

DR. SUBHASH RAMRAO BHAMRE: Sir, through you, I would like to inform the hon. Member that we are trying to club most of the districts. *...(Interruptions)...* The hon. Member has put this specific question about Dispur. *...(Interruptions)...* It depends on the number of ex-servicemen in a particular area. *...(Interruptions)...* The polyclinics have been divided into five categories. *...(Interruptions)...* For example, if there are 2,500 ex-servicemen in a particular area, we provide there a mobile clinic. *...(Interruptions)...* If there are more than 2,500, there will be 'A' type polyclinic. *...(Interruptions)...* So, it depends upon the number of ex-servicemen in an area. *...(Interruptions)...*

MR. CHAIRMAN: Please, please. It is not being shown outside. Then, why are you...*(Interruptions)...* Okay. Next question.

MR. CHAIRMAN: Question No. 50. Shri Sanjay Raut, questioner not present. Are there any supplementaries? *...(Interruptions)...*

### वन्य प्राणियों के लिए खतरा

\*50. श्री संजय राउत: क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या देश के कई बाघ अभयारण्यों और संरक्षित क्षेत्रों में वन संरक्षकों की कमी के कारण वन्य प्राणियों के लिए खतरा बढ़ता जा रहा है; और

(ख) इस संबंध में सरकार के पास उपलब्ध जानकारी का ब्योरा क्या है और सरकार देश के सभी बाघ अभयारण्यों और संरक्षित क्षेत्रों में उनकी सुरक्षा की प्रभावी ढंग से निगरानी को सुनिश्चित करने के लिए क्या-क्या कदम उठाने जा रही है?

**पर्यावरण, वन और जलवायु परिवर्तन मंत्री (डा. हर्ष वर्धन):** (क) और (ख) विवरण सभा पटल पर रखा गया है।

### विवरण

(क) देश में बाघ रिजर्वों तथा वन्यजीव अभयारण्यों में वन संरक्षकों की कमी के कारण वन्य प्राणियों के जीवन को खतरा नहीं बढ़ रहा है क्योंकि वन संरक्षकों की कमी को केन्द्रीय प्रायोजित 'बाघ परियोजना' और 'वन्यजीव पर्यावासों का एकीकृत विकास' नामक जारी स्कीमों के माध्यम से अवैध शिकार रोधी रक्षकों की नियुक्ति करके पूरा किया जाता है। बाघ रिजर्वों और वन्यजीव अभयारण्यों के संरक्षण हेतु फील्ड स्टॉफ के प्रयासों का अनुपूरण करने के लिए बड़े पैमाने पर स्थानीय कार्यबल को लगाया जाता है।

(ख) देश में बाघ रिजर्वों में औसतन 29% अग्रपंक्ति स्टाफ के पद रिक्त हैं। मंत्रालय में वन संरक्षकों की कमी का अभयारण्यवार विवरण समेकित नहीं किया जाता है। वन संरक्षकों के रिक्त पदों को भरने के लिए संबंधित राज्य सरकारें जिम्मेदार हैं। भारत सरकार ने बाघ रिजर्वों और वन्यजीव अभयारण्यों में वन्यजीव के संरक्षण को सुनिश्चित करने के लिए निम्नलिखित कदम उठाए हैं:—

- (i) सुरक्षा योजना संबंधी सामान्य दिशानिर्देश परिचालित किए गए हैं जोकि वन्यजीव (संरक्षण) अधिनियम, 1972 के अन्तर्गत अधिदेशित ओवर आर्किंग टाइगर कन्जर्वेशन प्लान (टीसीपी) का भाग है।
- (ii) भारत सरकार ने सभी राज्य/संघ राज्य क्षेत्र की सरकारों को राज्यों/संघ राज्य क्षेत्रों में अग्रपंक्ति स्टाफ के रिक्त पदों को भरने की सलाह दी है।
- (iii) बाघ रिजर्वों की सुरक्षा के संबंध में ऑडिट करने हेतु एक प्रोटोकॉल संस्थापित किया गया है।
- (iv) सभी बाघ रिजर्वों को मॉनसून पैट्रोलिंग हेतु एडवायजरी जारी की गई है।
- (v) बिजली का करंट लगने के कारण होने वाली मौतों से बचाने के लिए एडवायजरी जारी की गई है।

- (vi) कारगर क्षेत्राधिकार के साथ-साथ जवाबदेही को सुनिश्चित करने के लिए सभी बाघ रिजर्वों को एम-स्ट्राइप्स पेट्रोल एप्लिकेशन (एंड्रॉयड बेस्ड) उपलब्ध कराए गए हैं।
- (vii) एक विशेष परियोजना में मानवरहित हवाई वाहन (यूएवी) को कस्टमाइज किया गया है और उपकरण का पहला सेट, क्षमता निर्माण के पश्चात पन्ना बाघ रिजर्व को सौंपा गया है।
- (viii) वन्यजीव अपराध नियंत्रण ब्यूरो के साथ मिलकर ऑनलाइन वन्यजीव अपराध डाटाबेस विकसित किया गया है।
- (ix) अवैध शिकार रोधी उपकरण प्राप्त करने और कानूनी सहायता तथा आसूचना एकत्रण हेतु सहायता के अतिरिक्त अवैध शिकार रोधी स्टाफ की बहाली, निगरानी एवं अवसंरचना विकास के लिए 'बाघ परियोजना' और 'वन्यजीव पर्यावासों का एकीकृत विकास' की जारी केन्द्रीय प्रायोजित स्कीमों के अन्तर्गत बढ़ी हुई वित्तीय सहायता प्रदान की जाती है।
- (x) शस्त्र जुटाने और विशेष बाघ संरक्षण बल (एसीटीपीएफ) की तैनाती के लिए वित्तीय सहायता प्रदान की जाती है।
- (xi) बाघ रिजर्वों और वन्यजीव अभयारण्यों से बाहर के संवेदनशील बाघ क्षेत्रों में पेट्रोलिंग के लिए मंत्रालय द्वारा अनुदान प्रदान किया जाता है।
- (xii) यथा अपेक्षा अवैध शिकारियों के बारे में राज्यों को सतर्क किया जाता है और उनके बारे में सूचना के प्रेषक/प्रापक संबंधी संपर्कों को प्रसारित किया जाता है।
- (xiii) जालों/फंदों का पता लगाने के लिए वन के तल को साफ करने के लिए राज्यों को सलाह दी गई है।
- (xiv) अलग-अलग बाघों का एक फोटो आइडी डाटाबेस रखने के लिए कैमरा ट्रैप का प्रयोग करके बाघ रिजर्व स्तरीय निगरानी की शुरुआत की गई है।
- (xv) जब्त अथवा मृत बाघों के शरीर के अंगों के साथ संबंध स्थापित करने के लिए अलग-अलग बाघों के फोटों कैप्चर का राष्ट्रीय डाटाबेस तैयार किया गया है।
- (xvi) बाघ रिजर्वों में एक ऑनलाइन बाघ/वन्यजीव संबंधी अपराधों की ट्रैकिंग/रिपोर्टिंग प्रणाली के लिए राष्ट्रीय बाघ संरक्षण प्राधिकरण और वन्यजीव अपराध नियंत्रण ब्यूरो के सहयोग और वन्यजीव उत्पादों के सीमापारीय व्यापार को रोकने के लिए इंटरपोल के साथ समन्वय करने हेतु पहल की गई है।
- (xvii) अवैध शिकार और वन्यजीवों तथा पशुओं से संबंधित सामग्रियों के अवैध व्यापार के बारे में आसूचना एकत्र करने और वन्यजीव संबंधी कानूनों के प्रवर्तन में अन्तर राज्यीय एवं सीमापारीय समन्वय प्राप्त करने के लिए वन्यजीव अपराध नियंत्रण ब्यूरो के कार्यकलापों को तेज कर दिया गया है।

- (xviii) भारत, दक्षिण एशिया वन्यजीव प्रवर्तन नेटवर्क (एसएडब्ल्यूईएन) का पक्षकार है ताकि क्षेत्र में वन्यजीव संबंधी अपराध और अवैध व्यापार से मिलकर निपटने में सदस्य देशों के बीच नेटवर्क तथा सहयोग को सुदृढ़ किया जा सके।
- (xix) नेपाल, बांग्लादेश और भूटान जैसे पड़ोसी देशों के साथ द्विपक्षीय सहयोग किया जाता है।
- (xx) बाघ बहुल देशों के बीच बाघ की खाल सहित शरीर के अंगों की जब्ती संबंधी सूचना को साझा किया जाता है। भारत ने जोहान्सबर्ग में सीआईटीईएस सीओपी-17 में इस संबंध में एक प्रस्ताव प्रस्तुत किया था जिस पर सदस्य देशों ने सहमति दी थी।

### **Threat to wild animals**

†\*50. SHRI SANJAY RAUT: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether the threat to wild animals is on the increase due to shortage of forest guards in many tiger reserves and sanctuaries in the country; and

(b) the details of information available with Government in this regard, and the steps taken by Government to ensure effective monitoring for their protection in all tiger reserves and sanctuaries in the country?

THE MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. HARSH VARDHAN): (a) and (b) A Statement is laid on the Table of the House.

### **Statement**

- (a) The threat to the lives of wild animals is not increasing due to shortage of forest guard in Tiger Reserves and Wildlife Sanctuaries in the country as shortage of forest guards is met up by employing anti-poaching watchers through the ongoing Centrally Sponsored Schemes of 'Protect Tiger' and 'Development of Wildlife Habitats'. Local workforce is deployed in a big way for protection to complement the efforts of field staff in Tiger Reserves and Wildlife Sanctuaries.
- (b) On an average there is a vacancy of 29% of frontline staff in Tiger Reserve in the country. The sanctuary-wise detail of shortage of forest guards is not collated in the Ministry. Concerned State Governments are responsible for filling up of the vacant posts of forest guards. The Government of India has taken the following steps to ensure protection of wildlife in tiger reserves and wildlife sanctuaries:—

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† Original notice of the question was received in Hindi.



- (i) Generic guidelines on preparation of Security Plan which forms part of the overarching Tiger Conservation Plan (TCP), mandated under Wild Life (Protection) Act, 1972 have been circulated.
- (ii) Government of India has advised all State/UT Governments for filling up of vacant posts of frontline staff in the States/UTs.
- (iii) A protocol to conduct security audit of tiger reserves has been instituted.
- (iv) Advisory for Monsoon patrolling has been issued to all tiger reserves.
- (v) Advisory to deal with mortality due to electrocution has been circulated.
- (vi) M-Stripes patrol application (android based) has been provided to all tiger reserves to ensure effective area domination as well as accountability.
- (vii) Unmanned Aerial Vehicle (UAV) have been customized in a special project and first set of equipment handed over to Panna Tiger Reserve after capacity building.
- (viii) Online wildlife crime database has been developed with the Wildlife Crime Control Bureau.
- (ix) Increased financial assistance under ongoing Centrally Sponsored Schemes of 'Project Tiger' and 'Development of Wildlife Habitats' is provided to employ anti-poaching staff, monitoring and infrastructure development besides for procuring equipment for anti-poaching and assistance for legal support and intelligence gathering.
- (x) Financial assistance to raise arm and deploy the Special Tiger Protection Force (STPF).
- (xi) Providing grant by the Ministry for patrolling in sensitive forest areas outside tiger reserve and wildlife sanctuaries.
- (xii) Alerting the States as and when required and transmitting backward/forward linkages of information relating to poachers.
- (xiii) Advising the States for combing forest floor to check snares/traps.
- (xiv) Launching tiger reserve level monitoring using camera trap to keep a photo ID database of individual tigers.
- (xv) Preparing a national database of individual tiger photo captures to establish linkage with body parts seized or dead tigers.
- (xvi) Initiative taken for collaboration of National Tiger Conservation

Authority and Wildlife Crime Control Bureau towards an online tiger/wildlife crime tracking/reporting system in tiger reserves and to coordinate with INTERPOL for checking trans-border trade of wildlife products.

- (xvii) Wildlife Crime Control Bureau activities have been intensified to gather intelligence about poaching and unlawful trade in wild animals and animal articles, and to achieve inter-State and transboundary coordination in enforcement of wildlife laws.
- (xviii) India is Party to South Asia Wildlife Enforcement Network (SAWEN) to strengthen the network and co-operation amongst the member countries in jointly combating wildlife crime and illegal trafficking in the region.
- (xix) Bilateral co-operation with neighboring countries like Nepal, Bangladesh and Bhutan.
- (xx) Sharing of information on seizure of body parts including skin of tigers among tiger range countries to ascertain source area. India made a proposal in this regard in CITES CoP-17 in Johannesburg which was agreed by member countries.

**डा. विनय पी. सहस्त्रबुद्धे:** महोदय, मैं आपके माध्यम से माननीय मंत्री जी से पूछना चाहता हूँ कि महाराष्ट्र में बाघों की संख्या कम होने के कारण, क्या महाराष्ट्र सरकार ने भारत सरकार से कोई चिन्ता व्यक्त की है कि महाराष्ट्र में बाघों की संख्या कम हो रही है? ...(व्यवधान)...

**डा. हर्ष वर्धन:** मैं आपके माध्यम से माननीय सदस्य को बताना चाहता हूँ कि हमारे पास ऐसी कोई जानकारी नहीं है कि महाराष्ट्र में टाइगर्स की संख्या कम हो रही है। On the contrary, हमारा जो अभी Tigers' census चल रहा है, जो हर 4 साल बाद होता है, उसके जो preliminary data मिल रहे हैं, उनके अनुसार, including Maharashtra, सारे देश में टाइगर्स की संख्या कम नहीं हो रही, बल्कि बढ़ रही है। ...(व्यवधान)...

**श्री रवि प्रकाश वर्मा:** महोदय, मैं आपके माध्यम से माननीय मंत्री जी के संज्ञान में लाना चाहता हूँ कि राज्य सरकारों से मिलकर wild life protection के लिए बहुत ही skillful and trained staff की जरूरत होती है। इस बारे में आपने कुछ बताया भी है। लेकिन मैं आपको बताना चाहता हूँ कि खीरी और पीलीभीत डिवीजन ऑफ फॉरेस्ट, जो नेपाल बॉर्डर पर है, वहां पर बाघ, तेंदुआ, हाथी और मगरमच्छ जंगल से बाहर आकर सिविलियन एरिया में घूम रहे हैं, गन्ने के खेतों या दूसरी फसलों के बीच में घूम रहे हैं। ...(व्यवधान).... इससे conflict बढ़ रहा है। इसके कारण बहुत से आदमी भी मारे गए हैं और बहुत से जानवर भी मारे गए हैं। ...(व्यवधान).... मैं एक बार माननीय मंत्री जी से मिला भी था। ...(व्यवधान)...

**श्री सभापति:** आपका सवाल क्या है? ...(व्यवधान)...

**श्री रवि प्रकाश वर्मा:** सर, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूँ कि जंगल के क्षेत्र के बाहर जो जंगली जानवर घूम रहे हैं, उनकी मॉनिटरिंग के लिए क्या मेकेनिज्म है और conflict को mitigate करने के लिए क्या उपाय किए जा रहे हैं? ...**(व्यवधान)**...

**डा. हर्ष वर्धन:** सभापति महोदय, Tiger Reserves or Wildlife Sanctuaries में इस काम के लिए जो watch and ward होता है, उसके लिए एक perfect system है और हमने केन्द्र सरकार की तरफ से पिछले दो वर्षों में स्टेट गवर्नमेंट्स को काफी फंडिंग बढ़ाई है। ...**(व्यवधान)**... जहाँ पर watch के लिए स्टाफ की कमी है, वहाँ पर anti-poaching staff और दूसरे स्टाफ को नियुक्त करने के लिए भी उनको बहुत सारी सुविधाएं दी है। सेन्ट्रल गवर्नमेंट के डीजी, फॉरेस्ट तथा अन्य सभी अधिकारी स्टेट्स के सभी अधिकारियों के साथ मिल कर इसके ऊपर लगातार watch रखते हैं। ...**(व्यवधान)**... जो human and animal conflict है, उसको handle करने के लिए जो भी advanced से advanced strategies का इस्तेमाल हो सकता है, वह हम लगातार करते हैं। ...**(व्यवधान)**... हमने इसके लिए सभी स्टेट गवर्नमेंट्स को detailed advisory भेजी हुई है और वे इसके आधार पर इसको follow करते हैं। ...**(व्यवधान)**...

इसके साथ ही जहाँ पर unfortunate incident होता है, वहाँ पर हम भारत सरकार की तरफ से 5 लाख रुपए का compensation भी देते हैं। ...**(व्यवधान)**...

**श्री सभापति:** श्रीमती रूपा गांगुली। ...**(व्यवधान)**...

**श्रीमती रूपा गांगुली:** चेयरमैन सर, बंगाल में कुछ ही दिन पहले डेढ़ महीने से लालगढ़ के जंगल में एक शेर घूम रहा था, उसको ऑफिसर्स पकड़ नहीं पाए और बाद में लोकल लोगों ने उसको मार दिया। ...**(व्यवधान)**... ऐसे ही elephant के tusks seize होते हैं। ...**(व्यवधान)**... बंगाल में tusk के लिए सारे के सारे हाथी मारे जाते हैं। ...**(व्यवधान)**... मैं आपके माध्यम से मंत्री महोदय से यह पूछना चाहती हूँ तक क्या ये जो लोअर लेवल के ऑफिसर्स हैं, उनकी ट्रेनिंग और reprimand करने का हमारे पास कोई बंदोबस्त है? ...**(व्यवधान)**...

**डा. हर्ष वर्धन:** सर, भारत सरकार की ओर से सभी स्टेट गवर्नमेंट्स के फॉरेस्ट विभाग के नीचे लेवल तक के ऑफिसर्स के लिए सब प्रकार की advisories, training तथा उनको arms and ammunition देना तथा जो भी और उनकी ज़रूरियात हैं, उनके लिए सब प्रकार से funding से उनको सशक्त करना, यह हम निरंतर करते हैं। ...**(व्यवधान)**... जैसा मैंने पिछले सप्लीमेंटरी में भी बताया कि पिछले दो-तीन सालों से इस संदर्भ में सारी स्टेट्स की जो फंडिंग है, उसमें हम इम्प्रूवमेंट कर रहे हैं। ...**(व्यवधान)**... पिछले साल उसके पिछले साल के मुकाबले हमने फंडिंग में लगभग 70-80 करोड़ रुपए इम्प्रूव किया। ...**(व्यवधान)**... इसी तरह से wildlife का जो Action Plan है, उसमें जो लोअर लेवल का स्टाफ है, उसकी training के लिए बहुत strong component है। ...**(व्यवधान)**...

MR. CHAIRMAN: Next question, Shri Bhubaneswar Kalita.

**Rise of pollution levels in Guwahati**

\*51. SHRI BHUBANESWAR KALITA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government is aware of the alarming rise of pollution levels in Guwahati;

(b) whether Government is also aware of increase of pollution due to industries and absence of any scientific mechanism for solid waste management in Guwahati, causing serious health hazards for the people; and

(c) if so, whether Government would consider issuing some directives to Government of Assam to immediately initiate effective steps to check the pollution level at Guwahati?

THE MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. HARSH VARDHAN): (a) to (c) A Statement is laid on the Table of the House.

***Statement***

(a) Government is aware of problem of pollution levels in Guwahati. Guwahati has been identified as non-attainment city with respect to PM<sup>10</sup>, requiring proper air quality management. Status of ambient air quality at various locations in Guwahati is given in the Annexure (*See below*). Brahmaputra river and its tributaries in Guwahati city have been identified as polluted river stretches.

(b) and (c) Government has notified Solid Waste Management Rules, 2016, for management of Solid Waste in India. Directions have been issued to Assam State Pollution Control Board, under Section 18(1)(b) of the Water (Prevention and Control of Pollution) Act, 1974 regarding treatment and utilization of sewage; directions for abatement of air pollution under Air (Prevention and Control of Pollution) Act, 1981, under Section 5 of the Environment (Protection) Act, 1986 to the Commissioner Guwahati Municipal Corporation for implementation of Solid Waste Management Rules, 2016 and regarding treatment and utilization of sewage for restoration of water quality of river; and to the Additional Chief Secretary, Environment and Forest, Government of Assam for setting up of Hazardous Waste Treatment, Storage and Disposal Facility.

**Annexure**

*Status of ambient air quality in Guwahati in Assam*  
*(Annual Average concentration in  $\mu\text{g}/\text{m}^3$ )*

State	Location	SO <sub>2</sub>	NO <sub>2</sub>	PM <sub>10</sub>
<b>2013</b>				
Guwahati	Head Office, Bamunimaidam	7	16	166
	Boragaon, IASST, Kamrup	7	15	120
	Guwahati University, Kamrup	7	15	118
	ITI Building, Gopinath Nagar	7	18	169
	Khanapara, Central Dairy, Kamrup	7	15	135
	Near Pragjyotish College, Santipur	7	15	139
Annual Average		7	16	141
<b>2014</b>				
Guwahati	Head Office, Bamunimaidam	7	13	108
	Boragaon, IASST, Kamrup	6	12	42
	Guwahati University, Kamrup	7	14	75
	ITI Building, Gopinath Nagar	7	15	106
	Khanapara, Central Dairy, Kamrup	7	15	110
	Near Pragjyotish College, Santipur	7	13	86
Annual Average		7	14	88
<b>2015</b>				
Guwahati	Head Office, Bamunimaidam	7	14	98
	Boragaon, IASST, Kamrup	8	14	91
	Guwahati University, Kamrup	7	15	94
	ITI Building, Gopinath Nagar	7	14	96
	Khanapara, Central Dairy, Kamrup	7	15	112
	Near Pragjyotish College, Santipur	7	14	93
Annual Average		7	14	97
<b>2016</b>				
Guwahati	Head Office, Bamunimaidam	8	17	98
	Boragaon, IASST, Kamrup	8	17	96

State	Location	SO <sub>2</sub>	NO <sub>2</sub>	PM <sub>10</sub>
	Guwahati University, Kamrup	8	19	105
	ITI Building, Gopinath Nagar	8	18	122
	Khanapara, Central Dairy, Kamrup	8	18	109
	Near Pragjyotish College, Santipur	8	16	102
	Annual Average	8	17	105

**2017**

Guwahati	Head Office, Bamunimaidam	7	16	116
	Boragaon, IASST, Kamrup	7	17	99
	Guwahati University, Kamrup	7	17	94
	ITI Building, Gopinath Nagar	7	16	123
	Khanapara, Central Dairy, Kamrup	7	16	101
	Near Pragjyotish College, Santipur	7	16	101
	Annual Average	7	16	106

SHRI BHUBANESWAR KALITA: Sir, from the reply given by the Minister, I can understand that the responsibility has been bestowed upon the State Government. *...(Interruptions)...* The Brahmaputra river flows through Guwahati. In the reply, it has been admitted that Brahmaputra river and its tributaries in Guwahati city have been identified as polluted river stretches. *...(Interruptions)...* So, the Ministry has agreed that pollution is there. But the number of centres that have been established to monitor is not sufficient. Only six centres have been put up there. *...(Interruptions)...*

MR. CHAIRMAN: What is your question?

SHRI BHUBANESWAR KALITA: Sir, my question is: Will the Minister impress upon the State Government or their Department, the Central Pollution Control Board, to increase the number of centres to monitor the pollution in Guwahati city? *...(Interruptions)...*

DR. HARSH VARDHAN: Sir, I would like to inform the Member that in Guwahati city, six stations are, in fact, identified as polluted, out of which one station is from the river and remaining five are from the streams. *...(Interruptions)...* If he wants, I can name them also. *...(Interruptions)...* As far as providing Central support to them is concerned, we have already apprised the State Government about it. *...(Interruptions)...* The State Government has already sent us an action plan for seeking our help. *...(Interruptions)...* We have given them some suggestions about

asking for timeliness, etc., of the projects and as soon as we get the reply from them, the Central Government is going to help them for taking care of these polluted stretches. *...(Interruptions)...* Also, the NRCD has asked the State Government to submit a revised programme which I have said just now. *...(Interruptions)...*

MR. CHAIRMAN: Second supplementary. *...(Interruptions)...* The question pertains to Guwahati and Assam. *...(Interruptions)...*

SHRI BHUBANESWAR KALITA: Sir, Guwahati is known for its flood-prone situation. *...(Interruptions)...* That is why in every summer, in every rainy season, in Guwahati City, all the sewerage, all the drains are full of water and the drains become the road. *...(Interruptions)...* All the solid waste comes to the road and it becomes totally unusable and polluted. *...(Interruptions)...* I want to know whether the Government has formed some committees for monitoring all these and responsibilities have been bestowed on some officials of the State Government. *...(Interruptions)...* My question is whether the Government has received any feedback of those instructions that have been sent by the Government of India for controlling the pollution there, particularly, management of sewerage and solid waste. *...(Interruptions)...* I want to know whether the Government of India has received any reply, and if it has received, what is the reply of the State Government? *...(Interruptions)...*

DR. HARSH VARDHAN: Respected Sir, let me inform the hon. Member that as far as the Government of India is concerned, in 2016 and 2017, we have revised all the Waste Management Rules whether it is a solid waste or an electronic waste or a plastic waste or any type of waste. We have already notified these rules. *...(Interruptions)...* We have communicated to the State Government also. *...(Interruptions)...* There is a Committee for monitoring at the Central level; there is a Committee for monitoring at the State level. *...(Interruptions)...* In fact, in Guwahati itself, we have organized a big workshop also. *...(Interruptions)...* Apart from that, at six other places in the country, we are continuously in touch with the State Government and as per our information, the State Government has already instructed the Municipal Corporations to develop sewage treatment plants for the sewage waste because that is the main source of pollution in the rivers and the nullahs. *...(Interruptions)...* In fact, there is not much of industrial pollution in Guwahati. *...(Interruptions)...* But the action that is deemed necessary at the level of the State Government, it is being initiated by them and we are in touch with the State Government on a regular basis. *...(Interruptions)...*

MR. CHAIRMAN: Shri Jairam Ramesh. *...(Interruptions)...*

SHRI BHUBANESWAR KALITA: Sir, Sir, *...(Interruptions)...*

MR. CHAIRMAN: You had your second supplementary also. *...(Interruptions)...*

SHRI BHUBANESWAR KALITA: Sir, he had not replied my question. ...*(Interruptions)*... I wanted to know whether ... ...*(Interruptions)*...

MR. CHAIRMAN: Two questions are over. ...*(Interruptions)*... Kalitaji, your two questions are over. ...*(Interruptions)*... Shri Jairam Ramesh. ...*(Interruptions)*...

SHRI JAIRAM RAMESH: Sir, my question is Guwahati-specific. As soon as you land in Guwahati and enter the city, you see a large wetland. ...*(Interruptions)*... It is Deepor Beel, one of India's most well known wetland. It is like Kolleru in your own home State. ...*(Interruptions)*... Sir, this is a Ramsar site but it is highly polluted and there is heavy encroachment. ...*(Interruptions)*... I want to know from the hon. Minister what steps he is taking to ensure that the Deepor Beel wetland is free from pollution and encroachment. ...*(Interruptions)*...

DR. HARSH VARDHAN: Sir, I think I have already admitted in the answer to the question that definitely there is a level of pollution whether it is pertaining to air or the Brahmaputra River. ...*(Interruptions)*... As far as the Central Government is concerned, we issue guidelines, we monitor, we fund the States and we are doing everything possible at our end. ...*(Interruptions)*... We are also continuously monitoring the whole situation. We are advising them. ...*(Interruptions)*... We are asking for their proposals. I think the State Government is also actively pursuing the whole issue with us. ...*(Interruptions)*...

SHRI MANAS RANJAN BHUNIA: Sir, we got every detail on Brahmaputra and Guwahati. What are the steps taken by the Department in relation to the Ganga Action Plan and to make the holy River Ganges free from pollution? ...*(Interruptions)*...

DR. HARSH VARDHAN: Sir, this question is not related to the basic question. I think it needs a detailed reply by the concerned Ministry, but I can only say that the Government of India has made a very detailed Action Plan for cleaning the River Ganga and we have done significantly well. There are already perceptible and measurable changes that can be seen in the Ganga Basin. ...*(Interruptions)*...

MR. CHAIRMAN: Shrimati Vandana Chavan. ...*(Interruptions)*... Shrimati Chavan, this is concerned with Assam and not Maharashtra. ...*(Interruptions)*...

SHRIMATI VANDANA CHAVAN: But, Sir, my question is pertinent. ...*(Interruptions)*... Sir, though this question may not be related to Guwahati, a recent WHO report has revealed that of the 20 most polluted cities in the world, 14 are in India, and so, the Ministry needs to make some holistic plan for all the cities so that we do not become a death trap and a gas chamber. ...*(Interruptions)*...



MR. CHAIRMAN: That is not directly connected with the question. The question is specifically about Guwahati and Assam. You can make a suggestion. ...*(Interruptions)*...

SHRIMATI VANDANA CHAVAN: Sir, this is a WHO report. ...*(Interruptions)*...

MR. CHAIRMAN: Let us go to the next question. Question No. 52.

### विज्ञापनों के लिए बजट का आबंटन

\*52. श्री हरिवंश: क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत तीन वर्षों के दौरान मंत्रालय के लिए आबंटित किए गए विज्ञापन संबंधी बजट का ब्यौरा क्या है; और

(ख) उक्त बजट में से कितनी धनराशि अंग्रेजी भाषा और अन्य क्षेत्रीय भाषाओं के समाचार-पत्रों के विज्ञापनों पर व्यय की गई है?

सूचना और प्रसारण मंत्रालय के राज्य मंत्री (कर्नल राज्यवर्धन सिंह राठौड़): (क) और (ख) एक विवरण सभा पटल पर रख दिया गया है।

### विवरण

(क) सूचना और प्रसारण मंत्रालय तथा भारत सरकार के अन्य ग्राहक मंत्रालयों/विभागों द्वारा मुहैया कराई गई निधियों का उपयोग करते हुए गत तीन वर्षों के दौरान सूचना और प्रसारण मंत्रालय के अंतर्गत लोक संपर्क और संचार ब्यूरो (बीओसी) द्वारा विज्ञापनों पर किए गए व्यय का ब्यौरा निम्नानुसार है:—

(करोड़ रुपये में)

व्यय	2015-16	2016-17	2017-18
सूचना और प्रसारण मंत्रालय द्वारा मुहैया कराए गए बजट में से	176.55	181.29	153.10
अन्य ग्राहक मंत्रालयों/विभागों द्वारा मुहैया कराए गए बजट में से	1013.98	1098.54	1184.16
<b>कुल</b>	<b>1190.53</b>	<b>1279.83</b>	<b>1337.26</b>

(ख) सूचना और प्रसारण मंत्रालय तथा अन्य ग्राहक मंत्रालयों/विभागों द्वारा मुहैया कराए गए उक्त बजट में से अंग्रेजी भाषा तथा अन्य क्षेत्रीय भाषाओं के समाचारपत्रों में विज्ञापनों पर व्यय की गई राशि का ब्यौरा क्रमशः अनुलग्नक-I और अनुलग्नक-II में दिया गया है।

**अनुलग्नक-1**

वर्ष 2015-16, 2016-17 एवं 2017-18 के दौरान सूचना और प्रसारण मंत्रालय के बजट में से अंग्रेजी तथा अन्य क्षेत्रीय भाषाओं में समाचार विज्ञापनों पर किए गए व्यय का ब्यौरा

भाषा	व्यय/सृजित बिल		
	2015-16	2016-17	2017-18
1	2	3	4
अंग्रेजी	13,38,97,920	11,54,05,454	12,55,73,442
हिन्दी	30,19,78,343	30,61,16,743	26,46,20,737
उर्दू	4,06,93,254	3,17,56,599	1,51,96,113
पंजाबी	1,09,30,501	99,04,508	89,58,081
मराठी	3,17,77,719	4,12,25,036	4,21,57,845
गुजराती	2,90,86,662	2,65,51,783	2,37,31,242
सिंधी	10,29,190	10,30,489	7,93,236
असमिया	20,43,148	36,31,962	30,04,132
बंगाली	1,74,27,235	1,93,12,737	2,22,32,351
उड़िया	1,74,88,470	1,71,82,106	1,78,63,326
तमिल	1,99,44,083	2,61,44,124	2,00,89,208
तेलुगु	2,20,67,835	2,64,71,048	1,94,09,124
मलयालम	1,80,27,440	3,11,92,161	2,21,76,795
कन्नड़	1,27,23,257	1,60,75,060	2,18,07,653
संस्कृत	2,05,809	1,75,960	45,847
नेपाली	8,05,538	17,50,480	10,85,905
मिजो	5,23,970	5,93,410	3,10,643
खासी	5,65,664	9,69,782	4,87,543
कोंकणी	6,862	0	0
मणिपुरी	8,32,579	11,56,773	16,64,984
गारो	27,574	87,980	13,734
गढ़वाली	5,348	12,565	11,537

1	2	3	4
राजस्थानी	59,858	31,019	7,610
नागा	28,616	1,82,328	83,631
डोगरी	47,147	20,486	11,805
बोडो	1,02,930	2,49,515	30,670
कार्बी	9,265	60,108	14,611
कश्मीरी	1,40,566	2,91,886	40,682
संथाली	51,309	33,431	0
मैथिली	22,600	27,899	4,678
मितिलन	1,24,096	79,683	57,041
कोक बोर्क	50,377	99,758	0
गोंडी	7,415	9,774	4,136
भोजपुरी	0	6,066	6,066
<b>कुल</b>	<b>66,27,32,580</b>	<b>67,78,38,713</b>	<b>61,14,94,408</b>

**अनुलग्नक-II**

वर्ष 2015-16, 2016-17 एवं 2017-18 के दौरान अन्य ग्राहक मंत्रालयों/विभागों के बजट में से अंग्रेजी तथा अन्य क्षेत्रीय भाषाओं में समाचार विज्ञापनों पर किए गए व्यय का ब्यौरा

भाषा	व्यय/सृजित बिल (लाख रुपये में)		
	2015-16	2016-17	2017-18
1	2	3	4
असमिया	138.77	115.01	165.58
बंगाली	1310.24	1227.56	1794.94
भोजपुरी	0.00	0.05	0.00
बोडो	6.29	2.49	1.96
डोगरी	2.75	2.39	0.98
अंग्रेजी	16202.87	14542.67	15322.26
गढ़वाली	0.03	0.00	0.00
गारो	4.17	4.19	4.83

1	2	3	4
गोंडी	0.00	0.15	0.00
गुजराती	1514.03	1274.79	2348.83
हिन्दी	16466.15	14825.88	23968.41
कन्नड़	692.45	601.06	1307.19
कार्बी	2.18	1.71	6.12
कश्मीरी	7.96	11.73	19.47
खासी	35.77	31.93	53.66
कोक बोर्ड	1.65	0.81	0.31
कोंकणी	1.67	0.16	0.00
मैथिली	5.49	3.35	2.08
मलयालम	526.37	516.40	1120.50
मणिपुरी	74.24	84.20	183.69
मराठी	1940.98	1612.09	3182.44
मिथिलन	5.33	2.67	7.52
मिजो	30.54	32.01	41.47
नागा	7.57	5.75	12.23
नेपाली	79.68	70.16	121.71
उड़िया	1220.83	1093.58	2147.95
पंजाबी	592.59	508.02	866.49
राजस्थानी	4.31	1.21	0.00
संस्कृत	4.75	5.15	9.35
संथाली	3.71	2.63	6.27
सिंधी	59.32	62.80	49.12
तमिल	923.35	863.46	1535.43
तेलुगु	988.81	782.97	1145.24
उर्दू	1586.34	1270.63	1643.73
<b>कुल</b>	<b>44441.20</b>	<b>39559.68</b>	<b>57069.79</b>

**Budget allocation on advertisements**

†\*52. SHRI HARIVANSH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the details of advertisement related budget of the Ministry during the last three years; and

(b) the details of amount spent on advertisements in newspapers of English language and other regional languages, out of the said budget?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) and (b) A Statement is laid on the Table of the House.

**Statement**

(a) The details of the expenditure on advertisements by Bureau of Outreach and Communication (BOC) under Ministry of Information and Broadcasting utilizing the funds provided by the Ministry of Information & Broadcasting as well as those provided by other client Ministries/Departments of Government of India during the last three years is as under:

	(₹ in crore)		
Expenditure	2015-16	2016-17	2017-18
Out of budget provided by M/o I&B	176.55	181.29	153.10
Out of budget provided by other client Ministries/ Departments	1013.98	1098.54	1184.16
TOTAL	1190.53	1279.83	1337.26

(b) The details of amount spent on advertisements in newspapers of English language and other regional languages, out of the said budget provided by Ministry of Information and Broadcasting and that provided by other client Ministries/Departments are given in the Statement-I and Statement-II respectively.

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† Original notice of the question was received in Hindi.

**Statement-I**

*Details of expenditure on newspaper advertisements in english and other regional languages during 2015-16, 2016-17 and 2017-18 out of budget of Ministry of Information and Broadcasting*

Language	Expenditure/Bill Generation		
	2015-16	2016-17	2017-18
1	2	3	4
English	13,38,97,920	11,54,05,454	12,55,73,442
Hindi	30,19,78,343	30,61,16,743	26,46,20,737
Urdu	4,06,93,254	3,17,56,599	1,51,96,113
Punjabi	1,09,30,501	99,04,508	89,58,081
Marathi	3,17,77,719	4,12,25,036	4,21,57,845
Gujarati	2,90,86,662	2,65,51,783	2,37,31,242
Sindhi	10,29,190	10,30,489	7,93,236
Assamese	20,43,148	36,31,962	30,04,132
Bengali	1,74,27,235	1,93,12,737	2,22,32,351
Odia	1,74,88,470	1,71,82,106	1,78,63,326
Tamil	1,99,44,083	2,61,44,124	2,00,89,208
Telugu	2,20,67,835	2,64,71,048	1,94,09,124
Malayalam	1,80,27,440	3,11,92,161	2,21,76,795
Kannada	1,27,23,257	1,60,75,060	2,18,07,653
Sanskrit	2,05,809	1,75,960	45,847
Nepali	8,05,538	17,50,480	10,85,905
Mizo	5,23,970	5,93,410	3,10,643
Khasi	5,65,664	9,69,782	4,87,543
Konkani	6,862	0	0
Manipuri	8,32,579	11,56,773	16,64,984
Garro	27,574	87,980	13,734
Garhwali	5,348	12,565	11,537
Rajasthani	59,858	31,019	7,610
Naga	28,616	1,82,328	83,631
Dogri	47,147	20,486	11,805

1	2	3	4
Bodo	1,02,930	2,49,515	30,670
Karbi	9,265	60,108	14,611
Kashmiri	1,40,566	2,91,886	40,682
Santhali	51,309	33,431	0
Maithili	22,600	27,899	4,678
Meeteilon	1,24,096	79,683	57,041
Kok Borok	50,377	99,758	0
Gondi	7,415	9,774	4,136
Bhojpuri	0	6,066	6,066
TOTAL	66,27,32,580	67,78,38,713	61,14,94,408

**Statement-II**

*Details of expenditure on newspaper advertisements in english and other regional languages during 2015-16, 2016-17 and 2017-18  
Out of budget of other client Ministries/Departments*

Language	Expenditure/Bill Generation (₹ in lakhs)		
	2015-16	2016-17	2017-18
1	2	3	4
Assamese	138.77	115.01	165.58
Bengali	1310.24	1227.56	1794.94
Bhojpuri	0.00	0.05	0.00
Bodo	6.29	2.49	1.96
Dogri	2.75	2.39	0.98
English	16202.87	14542.67	15322.26
Garhwali	0.03	0.00	0.00
Garo	4.17	4.19	4.83
Gondi	0.00	0.15	0.00
Gujarati	1514.03	1274.79	2348.83
Hindi	16466.15	14825.88	23968.41
Kannada	692.45	601.06	1307.19
Karbi	2.18	1.71	6.12

1	2	3	4
Kashmiri	7.96	11.73	19.47
Khasi	35.77	31.93	53.66
Kok Borok	1.65	0.81	0.31
Konkani	1.67	0.16	0.00
Maithili	5.49	3.35	2.08
Malayalam	526.37	516.40	1120.50
Manipuri	74.24	84.20	183.69
Marathi	1940.98	1612.09	3182.44
Meeteilon	5.33	2.67	7.52
Mizo	30.54	32.01	41.47
Naga	7.57	5.75	12.23
Nepali	79.68	70.16	121.71
Odia	1220.83	1093.58	2147.95
Punjabi	592.59	508.02	866.49
Rajasthani	4.31	1.21	0.00
Sanskrit	4.75	5.15	9.35
Santhali	3.71	2.63	6.27
Sindhi	59.32	62.80	49.12
Tamil	923.35	863.46	1535.43
Telugu	988.81	782.97	1145.24
Urdu	1586.34	1270.63	1643.73
TOTAL	44441.20	39559.68	57069.79

**श्री हरिवंश:** माननीय सभापति जी, आपके माध्यम से मैं माननीय मंत्री जी से जानना चाहूंगा कि अंग्रेजी समेत विभिन्न भाषाई अखबारों को विज्ञापन देने के लिए केन्द्र सरकार के सूचना-प्रसारण मंत्रालय की क्या नीति है? ...(व्यवधान)... क्या सरकार अखबारों द्वारा दिखाए गए या दिए गए प्रसार संख्या-प्रभाव के आधार पर विज्ञापन जारी करती है या अपने स्रोतों से अखबारों की प्रसार संख्या-प्रभाव पता करती है? ...(व्यवधान)... इसके साथ ही, यह सूचना भी प्रदान की जाए, कि मौजूदा नीति कितनी पुरानी है? ...(व्यवधान)...

**कर्नल राज्यवर्धन सिंह राठौर:** चेयरमैन सर, सूचना प्रसारण मंत्रालय ने, जो अखबारों में हम विज्ञापन देते हैं, उसके लिए कुछ कैटेगरीज़ बनाई हैं, उसमें कुछ नियम हैं। ...(व्यवधान)... वे कैटेगरीज़ हैं- small, medium and big. ...(व्यवधान)... हमारे 15 प्रतिशत विज्ञापन small में



जाते हैं, 35 प्रतिशत medium में जाते हैं और 50 प्रतिशत big में जाते हैं। ...**(व्यवधान)**... साथ ही, लैंग्वेज के हिसाब से भी हमने उसमें एक स्कीम डाली हुई है, एक योजनाबद्ध तरीके से काम होता है। ...**(व्यवधान)**... अंग्रेजी के अंदर 30 प्रतिशत, हिन्दी और वर्नाक्युलर के अंदर 35-35 प्रतिशत विज्ञापन जाते हैं। ...**(व्यवधान)**... हम इसी ratio को maintain करने की कोशिश करते हैं। ...**(व्यवधान)**... चेयरमैन सर, DAVP की जो पॉलिसी है, उसमें हमने यह clearly दिया हुआ है कि सूचना-प्रसारण का main मकसद यह है तक सरकार की जो योजनाएँ हैं और जो क्लाइंट मिनिस्ट्रीज हैं, उनकी जो योजनाएँ हैं, उन सभी को हम पूरे देश में सही तरह से विस्तार कर सकें। ...**(व्यवधान)**... खास तौर से, जहाँ पर target audience है, उसको ध्यान में रखते हुए हम अपने विज्ञापन देते हैं। ...**(व्यवधान)**...

**श्री सभापति:** हरिवंश जी, सेकेंड सप्लिमेंटरी। ...**(व्यवधान)**...

**श्री हरिवंश:** माननीय सभापति जी, आपके माध्यम से मेरा दूसरा सप्लिमेंटरी यह है कि क्या सरकार ने कभी सूचना और प्रसारण मंत्रालय द्वारा जारी विज्ञापनों का impact assessment कराया है? ...**(व्यवधान)**... साथ ही, मैं यह सूचना भी जानना चाहूंगा कि माननीय सभापति जी जब इस विभाग के मंत्री होते थे, तो उन्होंने यह पता कराने की कोशिश की थी कि अनेक अखबार कम प्रसार संख्या के साथ छपते हैं और गलत ढंग से अधिक प्रसार का दावा कर विज्ञापन लेते हैं, तो वह जांच अभी किस स्थिति में है? ...**(व्यवधान)**...

**कर्मल राज्यवर्धन सिंह राठौर:** सभापति जी, माननीय सांसद ने अपने सेकेंड सप्लिमेंटरी में एक साथ दो सवाल पूछे हैं। ...**(व्यवधान)**... मैं दोनों सवालों का जवाब छोटे रूप में दे देता हूँ। ...**(व्यवधान)**... सबसे पहले ऐसे अखबार, जिनकी सर्कुलेशन सही है, उन सभी के सर्कुलेशन की हमने RNA से फिर से जांच करवाई है और उनके सर्कुलेशन की जांच होने के बाद ही उनको विज्ञापन दिए जाते हैं। ...**(व्यवधान)**... साथ ही, हम अभी impact assessment की कार्रवाई में भी लगे हैं और हम पूरे देश में impact assessment करवा रहे हैं। ...**(व्यवधान)**... इससे पहले भी, हमें हर क्षेत्र से जो information आती थी, उसको हम अपने विज्ञापन का impact assessment ही मानते थे। ...**(व्यवधान)**...

**श्री लाल सिंह वड़ोदिया:** माननीय सभापति जी, मैं आपके माध्यम से मंत्री जी से यह पूछना चाहता हूँ कि क्षेत्रीय भाषाओं के जो समाचार-पत्र हैं, उनमें गुजराती भाषा के लिए कितनी धनराशि small, medium और big समाचार-पत्रों के लिए सरकार ने खर्च की है?

MR. CHAIRMAN: I think it is there in the reply, but the Minister may answer.

**कर्मल राज्यवर्धन सिंह राठौर:** इसको हमने अपने जवाब में जरूर दिया हुआ है। ...**(व्यवधान)**... चेयरमैन सर, हर भाषा की जो क्लाइंट मिनिस्ट्री है, उसकी सूचना के अंदर यह दिया हुआ है। ...**(व्यवधान)**... मैं आपको बताता हूँ कि वर्ष 2017-18 के अंदर तकरीबन 2.37 करोड़ रुपये गुजराती समाचार-पत्रों में विज्ञापन के लिए दिए गए। ...**(व्यवधान)**...

**श्रीमती रूपा गांगुली:** माननीय सभापति जी, मैं आपके माध्यम से मंत्री जी से रिक्वेस्ट करना चाहती हूँ ...**(व्यवधान)**...

MR. CHAIRMAN : Ask only question.

**श्रीमती रूपा गांगुली:** महोदय, प्रश्न रिक्वेस्ट के फॉर्म में है कि पश्चिम बंगाल में केन्द्र सरकार के इतने काम होने के बावजूद एडवर्टाइजमेंट बंगला में क्यों नहीं आता? मैं रिक्वेस्ट करूंगी कि सरकार इस पर ज्यादा गौर करे। पैसा खर्च होता है, लेकिन रिजल्ट नहीं दिखता है, क्या होता है?

**कर्नल राज्यवर्धन सिंह राठौर:** सभापति जी, मैं माननीय सांसद की भावना को समझता हूँ और मैं उनको वास्तविकता बताना चाहूंगा कि दो तरह के विज्ञापन, एक मंत्रालय के खुद के साधनों से और दूसरा क्लाइंट मिनिस्ट्रीज़ के साधनों से जाते हैं। वर्ष 2017-18 के अंदर बंगाली अखबारों के अंदर जो विज्ञापन गए हैं, वे मंत्रालय से 2.2 करोड़ रुपये के दिए गए हैं और क्लाइंट मिनिस्ट्रीज़ से 17.95 करोड़ रुपये के दिए गए हैं।

### खुले में शौच-मुक्त घोषित किए गए गांव

\*53. **श्रीमती छाया वर्मा:** क्या पेयजल और स्वच्छता मंत्री यह बताने की कृपा करेंगे कि:

(क) अक्टूबर, 2014 के दौरान खुले में शौच करने वाले लोगों की संख्या कितनी थी और वर्तमान में यह संख्या कितनी है;

(ख) कितने जनपदों एवं गांवों को अब तक खुले में शौच-मुक्त घोषित किया जा चुका है;

(ग) खुले में शौच-मुक्त घोषित किए गए गांवों एवं जनपदों की वास्तविक स्थिति क्या है; और

(घ) क्या यह सच है कि खुले में शौच-मुक्त घोषित किए गए कई गांव और स्थान सच्चाई से परे हैं और उन्हें मात्र कागजों पर ही 'खुले में शौच-मुक्त' होना दर्शाया गया है?

**पेयजल और स्वच्छता मंत्रालय में राज्य मंत्री (श्री रमेश चंदप्पा जिगाजिनागी):** (क) से (घ) विवरण सभा पटल पर रख दिया गया है।

### विवरण

(क) वर्ष 2012-13 में राज्यों/संघ राज्य क्षेत्रों द्वारा करवाए गए आधारभूत सर्वेक्षण के अनुसार, अनुमान था कि दिनांक 2 अक्टूबर, 2014 तक लगभग 9.85 करोड़ परिवार खुले में शौच करते थे और दिनांक 20 जुलाई, 2018 की स्थिति तक अनुमान है कि लगभग 1.93 करोड़ परिवार खुले में शौच करते हैं।

(ख) स्वच्छ भारत मिशन (ग्रामीण) [एसबीएम (जी)] की एकीकृत प्रबंधन सूचना प्रणाली (आईएमआईएस) पर राज्यों/संघ राज्य क्षेत्रों द्वारा दिए गए आकड़ों के अनुसार, दिनांक 20.7.2018 की स्थिति तक देश में 417 जिले और 3,99,850 गांवों को खुले में शौच मुक्त (ओडीएफ) घोषित किया गया है।

(ग) और (घ) एसबीएम (जी) दिशा-निर्देशों के अनुसार, गांवों और जिलों को जिलों तथा राज्यों द्वारा स्व-घोषणा की दृढ़ प्रक्रिया के माध्यम से और फिर बहु-स्तरीय सत्यापन प्रक्रिया द्वारा ओडीएफ घोषित किया जाता है। इसके अलावा, एसबीएम (जी) की विश्व बैंक सहायता

परियोजना के तहत एक स्वतंत्र सत्यापन एजेंसी के माध्यम से हाल ही में किए गए राष्ट्रीय वार्षिक ग्रामीण स्वच्छता सर्वेक्षण (एनएआरएसएस) 2018 के अनुसार, 95.6% ओडीएफ सत्यापित गांवों के ओडीएफ होने की पुष्टि की गई।

### **Villages declared as Open Defecation Free**

†\*53. SHRIMATI CHHAYA VERMA: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) the number of persons defecating in the open during October, 2014 and the number of the same at present;

(b) the number of districts and villages which have been declared as Open Defecation Free;

(c) the real status of villages and districts that have been declared as Open Defecation Free; and

(d) whether it is a fact that many villages and places which have been declared as Open Defecation Free have been entered only on papers and are far from reality?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAMESH CHANDAPPA JIGAJINAGI): (a) to (d) A Statement is laid on the table of the House.

### ***Statement***

(a) As per the Baseline Survey conducted by the States/UTs in 2012-13, about 9.85 crore households were estimated to be defecating in open as on 2nd October, 2014. And, as on 20th July, 2018, about 1.93 crore households are estimated to be defecating in the open.

(b) As per the data reported by the States/UTs on the Integrated Management Information System (IMIS) of Swachh Bharat Mission(Gramin) [SBM(G)], 417 districts and 3,99,850 villages in the country have been declared as Open Defecation Free (ODF) as on 20.7.2018.

(c) and (d) As per guidelines of SBM(G), villages and districts are declared ODF through a rigorous process of self-declaration, followed by multi-level verification process by the districts and states. Further, as per recent National Annual Rural Sanitation Survey (NARSS) 2018, conducted by an independent verification agency under the World Bank support project to SBM-G, 95.6% of ODF verified villages were confirmed to be ODF.

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† Original notice of the question was received in Hindi.

**श्रीमती छाया वर्मा:** महोदय, मैं समयाभाव के कारण अपने दोनों प्रश्न एक साथ करना चाहती हूँ।...(व्यवधान)...

**श्री सभापति:** दोनों के लिए समाधान सभापटल पर रखा है। ये ऐसा बता रहे हैं।

**श्रीमती छाया वर्मा:** महोदय, आंकड़ों में गांवों को खुले में शौचमुक्त घोषित किया गया है, जबकि सच्चाई यह है कि दिल्ली भी खुले में शौचमुक्त नहीं हुई है।...(व्यवधान)... ट्रेन से आते समय दिल्ली में घुसते ही ट्रेनों की पटरियां शौचयुक्त दिखने लगती हैं। मेरा प्रश्न है कि गरीब परिवार को गांव में शौचालय बनवाने के लिए मात्र 12 हजार रुपये स्वच्छ भारत मिशन के तहत दिये जाते हैं और छत्तीसगढ़ में यह राशि दो किस्तों में देते हैं। पहली बार 6 हजार रुपये देते हैं और बाद में फिर 6 हजार रुपये देते हैं, लेकिन होता यह है कि पहली बार तो 6 हजार रुपये मिलते हैं, लेकिन दूसरी बार जो 6 हजार रुपये की राशि मिलती है, उसमें व्यापक पैमाने पर भ्रष्टाचार हो रहा है।...(व्यवधान)... उस राशि की बंदरबांट हो रही है।

दूसरा मेरा प्रश्न यह है कि क्या मंत्रालय छत्तीसगढ़ राज्य में स्वच्छ भारत मिशन के तहत बनने वाले शौचालय में हो रही बंदरबांट को रोकने के लिए उचित कदम उठाने हेतु राज्य सरकार को निर्देश देगा और उसमें व्याप्त भ्रष्टाचार की जांच कराएगा?

**श्री रमेश चंदप्पा जिगाजिनागी:** महोदय, यह राज्य सरकार का सब्जेक्ट है। मंत्री साहिबा बोल रही हैं कि करप्शन हो रहा है। अगर करप्शन होता है, तो हम डिटेल्ड इन्क्वायरी करते हैं।

**श्रीमती छाया वर्मा:** महोदय, क्या आप राज्य सरकार को जांच कराने के लिए निर्देश देंगे?

**श्री रमेश चंदप्पा जिगाजिनागी:** सर, हम राज्य सरकार को निर्देश देने के लिए नहीं आते हैं, यह उनका सब्जेक्ट है, लेकिन हम लोग इन्क्वायरी करते हैं।

**श्री रेवती रमन सिंह:** सर, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहूंगा कि शौचालय बनाने के लिए मात्र 12 हजार रुपये दिए जाते हैं। 12 हजार रुपये में कोई शौचालय नहीं बन पाता है। वह नहीं बन पाने के कारण ज्यादातर गांवों में जो शौचालय बने हैं, वे शौचालय के रूप में काम नहीं कर रहे हैं, बल्कि उसमें लोग स्टोरेज के रूप में सामान रखते हैं। मैं माननीय मंत्री जी से जानना चाहूंगा कि क्या वे उसकी राशि बढ़ाने का काम करेंगे?

**श्री रमेश चंदप्पा जिगाजिनागी:** ऐसा कुछ विचार नहीं है। वह नहीं बढ़ा सकते।

**श्री सभापति:** वे कह रहे हैं कि ऐसा प्रस्ताव नहीं है।...(व्यवधान)...

**श्री नीरज शेखर:** महोदय, वह 12 हजार रुपये में नहीं बन पाएगा। उसको बढ़ाकर 25 हजार रुपये कर दीजिए।

**श्री राजमणि पटेल:** महोदय, मैं माननीय मंत्री महोदय से जानना चाहता हूँ कि जिन गांवों को खुले में शौचमुक्त घोषित किया गया है उसके लिए सरकार द्वारा प्रमाण पत्र भी दिया गया है और उसको पुरस्कार भी दिया गया है। लेकिन सच्चाई यह है कि इसमें 50 फीसदी से अधिक गलत आंकड़े दिए गए हैं।...(व्यवधान)... क्या माननीय मंत्री महोदय समिति के माध्यम से इसकी जांच कराएंगे और इस संबंध में कोई कार्यवाही करेंगे?

**श्री रमेश चंदप्पा जिगाजिनागी:** सभापति महोदय, देश में टोटल 417 जिले ओडीएफ घोषित किए गए हैं। ...**(व्यवधान)**... Around 4,00,000 villages in the country ...**(Interruptions)**... और 417 जिले ओडीएफ डिक्लेयर किए गए हैं।

**श्री अशोक बाजपेयी:** माननीय सभापति जी, मैं आपके माध्यम से भारत सरकार को बधाई देना चाहता हूँ कि स्वच्छ भारत मिशन के अंतर्गत पूरे देश को ओडीएफ मुक्त करने का निर्णय लिया गया है। मैं इस प्रश्न के माध्यम से माननीय मंत्री जी से जानना चाहता हूँ कि उत्तर प्रदेश के कितने गांवों को ओडीएफ घोषित किया जा चुका है और कब तक पूरे प्रदेश को खुले शौचालय से मुक्ति प्रदान कर दी जाएगी? ...**(व्यवधान)**... इसे कब तक पूरा कर किया जाएगा?

**श्री रमेश चंदप्पा जिगाजिनागी:** महोदय, माननीय सदस्य ने जो जानकारी मांगी है, वह मैं उन्हें उपलब्ध करा दूंगा।

### Impact of climate change

\*54. SHRI P. BHATTACHARYA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has conducted any study to assess the impact of climate changes in different fields including agriculture in India;

(b) if so, the details thereof;

(c) whether any action plan has been formulated by Government to combat ill effects of climate changes in coordination with the global agencies; and

(d) if so, the features of such action plan?

THE MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. HARSH VARDHAN): (a) to (d) A Statement is laid on the Table of the House.

### Statement

(a) and (b) The Government commissioned a scientific study to assess the impact of climate change and published its report titled “Climate Change and India: 4X4 Assessment - A Sectoral and Regional Analysis for 2030s”. The report has assessed impact of climate change on four key sectors of Indian economy, namely Agriculture, Water, Natural Ecosystems and Biodiversity and Health in four climate sensitive regions of India, namely the Himalayan region, the Western Ghats, the Coastal Area and the North-East Region.

The study projects a mixed picture for climate parameters and related impact on the relevant sectors. The study projects a variable rate of agricultural production including decrease in yield in some crops and change in the composition of the forests

and net primary productivity. Extreme precipitation events are likely to increase in all the regions. Water yield is projected to increase in the Himalayan Region, whereas it is likely to be variable across other three regions. Malaria is projected to spread to new areas and its transmission may increase in duration.

The Indian Council of Agriculture Research has also analysed the impact of climate change on crop yields using crop simulation models. Reduction in crop yields has been projected for irrigated maize, wheat, irrigated and rain fed rice.

(c) and (d) The Government has launched the National Action Plan on Climate Change (NAPCC) in June, 2008 to deal with climate change and related issues. NAPCC comprises of eight Missions in specific areas of solar energy, enhanced energy efficiency, habitat, water, sustaining Himalayan ecosystems, forestry, agriculture and strategic knowledge for climate change. Each mission undertakes a number of steps to address climate change while ensuring India's development.

All States and Union Territories (UTs) have also been requested to prepare State Action Plan on Climate Change (SAPCC) in line with the objectives of the NAPCC and highlighting state specific issues relating to climate change and the response to it. So far, 32 States and UTs have prepared their SAPCCs. Information on climate profile of the State/UTs, vulnerability assessment, strategies and intended actions etc. is included in the SAPCC.

All the above efforts have yielded results and India has reduced the emission intensity of its GDP by 12% between 2005 and 2010 (as per BUR January, 2016) and it is on track to meet its commitments.

SHRI P. BHATTACHARYA: Sir, my question was whether the Government has conducted any study to assess the impact of the climate changes in different fields including agriculture in India. ...*(Interruptions)*... But, the Government has said that the Government commissioned a scientific study to assess the impact of the climate change and published its report titled "Climate Change and India". ...*(Interruptions)*... My question to the hon. Minister is this: Where is the detailed study report which we have not yet got? ...*(Interruptions)*...

DR. HARSH VARDHAN: The detailed study report, we can't annexe to the answer. ...*(Interruptions)*...But, I have highlighted the salient aspects and impacts that have been mentioned in the report. These have been enumerated in the answer. ...*(Interruptions)*...If you want, I can read them for you.

SHRI P. BHATTACHARYA: Sir, ...*(Interruptions)*...

MR. CHAIRMAN: Bhattacharyaji, please. ...*(Interruptions)*...

DR. HARSH VARDHAN: Sir, let me read them for the knowledge of the House. ...*(Interruptions)*... Sir, the Government commissioned a scientific study to assess the impact of climate change and published its report titled "Climate Change and India" 4X4 Assessment - A Sectoral and Regional Analysis for 2030s". ...*(Interruptions)*... The report has assessed impact of climate change on four key sectors of Indian economy, namely Agriculture, Water, Natural Ecosystems and Biodiversity and Health in four climate sensitive regions of India, namely, the Himalayan region, the Western Ghats, the Coastal Area and the North-East Region. ...*(Interruptions)*...

Sir, I have also mentioned the salient features of the report. ...*(Interruptions)*... The study projects a mixed picture for climate parameters and related impact on the relevant sectors. ...*(Interruptions)*... The study projects a variable rate of agricultural production including decrease in yield in some crops and change in the composition of the forests and net primary productivity. ...*(Interruptions)*... Extreme precipitation events are likely to increase in all the regions. Water yield is projected to increase in the Himalayan Region, whereas it is likely to be variable across other three regions. Malaria is projected to spread to new areas and its transmission may increase in duration. ...*(Interruptions)*... The Indian Council of Agriculture Research has also analysed the impact of climate change on crop yields using crop simulation models. ...*(Interruptions)*... Reduction in crop yields has been projected for irrigated maize, wheat, irrigated and rain fed rice. Sir, I have mentioned in brief. If the Member wants a detailed report, we can send it to him. ...*(Interruptions)*...

MR. CHAIRMAN: Thank you very much. Question Hour is over.

MR. CHAIRMAN: Hon. Members, it is my desire to see that the House runs properly. That is why, in the beginning itself, I had explained and clarified that the issue in question has already been admitted by me under Rule 176. Then, the other notice given under Rule 168, as it is not as per the procedure, has not been accepted. You cannot have two notices on the same issue and discuss it as two issues. The issue is important. This is not the matter. But, as you know, I could have adjourned the House in the beginning itself, but the general mood of the House is to have Question Hour. That is why, I have conducted it. Thank you very much. The House is adjourned to meet at 2.00 p.m.

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**WRITTEN ANSWERS TO STARRED QUESTIONS****Implementation of PMGSY**

†\*55. SHRI RAM NATH THAKUR: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether it is a fact that Government is implementing an ambitious programme for connecting all settlements of the country with all weather roads under the Pradhan Mantri Gram Sadak Yojana (PMGSY); and

(b) if so, the details thereof and the benefits for State of Bihar?

THE MINISTER OF RURAL DEVELOPMENT (SHRI NARENDRA SINGH TOMAR): (a) and (b) Yes, Sir. Rural Roads' is a State subject and Pradhan Mantri Gram Sadak Yojana (PMGSY) is a one-time special intervention of Government of India to provide rural connectivity, by way of a single all-weather road, to the eligible unconnected habitations in the core network with a population of 500 persons and above in plain area and 250 and above in Special Category States, the Desert Areas (as identified in the District Development Programme), the Tribal (Schedule-V) areas and Selected Tribal and Backward districts as identified by the Ministry of Home Affairs/NITI Aayog on the basis of census, 2001. In the critical Left Wing Extremism affected blocks (as identified by MHA), additional relaxation has been given to connect habitations with population 100 persons and above.

The number of eligible unconnected habitations as per the Core Network under PMGSY is 1,78,184, out of which the Ministry has sanctioned 1,64,913 habitations till 30th June, 2018. The States have reported to have connected 1,41,311 habitations by all-weather road till 30th June, 2018. Further, the States have connected 16,380 habitations, which are a part of core network of PMGSY through State Sponsored Schemes bringing total connectivity to 1,57, 691 habitations.

The benefits accrued from the Scheme to the State of Bihar till June, 2018 are as below:—

Eligible unconnected habitations	Habitations Sanctioned	Habitations connected under PMGSY	Habitation connected under State Scheme	Total Habitation connected	Road length sanctioned (in Km)	Road length constructed (in Km)	Funds released by Government of India (₹ in crore)
38,431	31,427	26,257	7,004	33,261	56,473.95	48,062.32	20,559.44

† Original notice of the question was received in Hindi.



**Army personnel killed during ceasefire**

\*56. SHRI HARNATH SINGH YADAV: Will the Minister of DEFENCE be pleased to state:

(a) the number of occasions of ceasefires, that have taken place in Jammu and Kashmir in the recent months; and

(b) the number of Army personnel killed during those ceasefire periods and incentives given to the families of those personnel who died in the said incidents?

THE MINISTER OF DEFENCE (SHRIMATI NIRMALA SITHARAMAN):  
(a) and (b) Details of ceasefire violations/cross-border firing incidents along Indo-Pakistan border in Jammu and Kashmir (J&K) in the recent months are given below:—

Month	Along Line of Control (LC) and International Border (IB) under operational control of Army	Army personnel martyred
May, 2018	104	00
June, 2018	19	01
July, 2018	06	00

Details of *ex gratia* lump sum compensation being paid to the Next of Kin (NoK) of Defence personnel are as under:—

Sl.No.	Details	w.e.f. 1.1.2006	w.e.f. 1.10.2016
1.	Death in the course of duties attributable to acts of violence by terrorists, etc.	₹ 10 lakh	₹ 25 lakh
2.	Death occurring during enemy action in war or border skirmishes or in action against militants, terrorists, etc.	₹ 15 lakh	₹ 35 lakh
3.	Army Group Insurance Fund	Upto 30.9.2016	w.e.f. 1.10.2016
	Officers	₹ 60 lakh	₹ 75 lakh
	JCOs/Other Ranks	₹ 30 lakh	₹ 37.5 lakh
			₹ 40 lakhs (w.e.f. 1.1.2018)
4.	(a) Liberalised Family Pension as applicable to Battle casualty which is equal to emoluments last drawn by the deceased individual.		
	(b) Death-cum-Retirement Gratuity which is based on length of service rendered and emoluments such drawn by the deceased individual.		

**Environmental issues in Ratnagiri Sindhudurg of Konkan region**

†\*57. SHRI NARAYAN RANE: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether there are environmental issues in Ratnagiri-Sindhudurg of Konkan region;

(b) whether the work of mining, excavation in coastal Konkan region of Maharashtra has been opposed;

(c) if so, the details thereof; and

(d) the steps taken or being taken by Government to protect Konkan region from pollution?

THE MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. HARSH VARDHAN): (a) to (d) Parts of Ratnagiri and Sindhudurg, Konkan region fall in the Western Ghat area, which is considered ecologically sensitive and is included in hotspots of biodiversity. Environmental issues in the region *inter alia* include concerns related to environmental impact of mining and pollution from industries besides management of coastal area. These issues are addressed under various acts and notifications there under *viz.*, Environment (Protection) Act, 1986; Air (prevention and Control of Pollution) Act, 1981 and Water (Prevention and Control of Pollution) Act, 1974.

To address the environmental impacts of the developmental projects/activities, the Ministry of Environment, Forest and Climate Change has issued the Environment Impact Assessment (EIA) Notification, 2006, as amended from time to time, under the Environment (Protection) Act, 1986 which deals with the process for grant of Environmental Clearance (EC). The projects of mining of minerals require prior environmental clearance. As per the EIA Notification 2006, all the Project Proponents need to prepare a detailed Environmental Impact Assessment/Environmental Management Plan for obtaining Environmental Clearance. While according environmental clearance, the Expert Appraisal Committee stipulates necessary conditions for safeguarding the environment. The environmental clearance is a process which involves four stages which are: Stage (1) - Screening; Stage (2) - Scoping *i.e.* prescribing Terms of Reference (TOR) for undertaking detailed Environment Impact Assessment Studies; Stage (3)- Public Consultation to be conducted by the respective State/UT Pollution Control Board/Committee and Stage (4) - Appraisal by the Expert Appraisal Committee

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† Original notice of the question was received in Hindi.

(EAC) as per the provisions prescribed in the EIA Notification, 2006 notified under Environment (Protection) Act, 1986. The EC is required for mining of minerals irrespective of the size of the mine lease area and types of minerals. 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.

The Ministry has also issued the Coastal Regulation Zone (CRZ) Notification, 2011 for regulation of developmental activities along the coastal stretches and to ensure the livelihood security to the fisher communities and other local communities. In accordance with the provisions of the extant Coastal Regulation Zone Notification, 2011, coastal areas in Malvan, Achra–Ratnagiri in the Konkan region of Maharashtra have been declared as critical vulnerable coastal areas (CVCAs). The Integrated Management Plans (IMPs) are required to be prepared for such CVCAs keeping in view the imperatives of conservation and management of natural resources, infrastructure and needs of local communities and the impact of sea level rise and other natural disasters. Mining as an activity is prohibited in the entire Coastal Regulation Zone (upto 500 meter from High Tide Line of the sea), barring selective regulation for manual mining of atomic minerals occurring as such or in association with one or other minerals in the CRZ.

In order to maintain environmental integrity of Western Ghats the Ministry of Environment, Forest and Climate Change has issued directions under Section 5 of the Environment (Protection) Act, 1986 on 13.11.2013. As per the Directions, the five categories of new and/or expansion projects/activities having maximum interventionist impact on ecosystems namely (i) Mining, quarrying and sand mining (ii) Thermal Power Plants (iii) Building and construction projects of 20,000 square meters area and above (iv) Township and area development projects with an area of 50 hectares and above and /or with built up area of 1,50,000 square meters and above and (v) Red category of industries are prohibited.

The State Governments regulate grant of mining leases and other concessions in respect of mining of minerals. The enforcement of mining leases, controlling and preventing illegal mining is largely vested with the State Governments. Further, State Governments are empowered under Section 23C of the Mines and Minerals (Development and Regulation) Act, 1957 [MMDR Act, 1957] to make Rules for prevention of illegal mining, transportation and storage of minerals.

**Delivery of Rafale fighter jets**

\*58. SHRI SANJAY SINGH: Will the Minister of DEFENCE be pleased to state:

- (a) whether it is a fact that 36 Rafale fighter jets were supposed to be delivered in fly-away condition in a deal struck by the Government;
- (b) if so, how many jets have been delivered to India till now;
- (c) the reasons as to why there is a delay in delivery when the deal was struck for immediate requirement; and
- (d) the timeline of delivery of 36 jets?

THE MINISTER OF DEFENCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (d) As per the Inter-Governmental Agreement (IGA) signed between the Government of India and the Government of French Republic, delivery of 36 Rafale aircraft in a fly-away condition along with associated equipment and weapons will commence from September, 2019 and will be completed by April, 2022. The project is progressing as per schedule.

**Advanced technologies to deal with air pollution**

\*59. DR. BANDA PRAKASH: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

- (a) whether Ministry held meeting with expert agencies to discuss application of advanced technologies to deal with air pollution incidents and improve overall air quality management framework;
- (b) whether Government plans to use satellite-based Aerosol Optical Depth (AOD) data for estimating ground based PM 2.5 levels, establishing early warning system and dissemination protocol to inform public and enforcing agencies about episodic high pollution events in advance; and
- (c) whether Government plans to set up a system for certification of air quality emission monitoring instruments to provide a boost to local manufacturing of air quality monitoring instruments and if so, the details thereof?

THE MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. HARSH VARDHAN): (a) Meetings have been held by the Ministry of Environment Forest and Climate Change (MoEF&CC) with experts from institutions such as Satellite Application Centre (SAC), Indian Institute of Remote Sensing (IIRS), India Meteorological Department (IMD), Indian Institute of Tropical Meteorology (IITM), Indian Space Research Organisation (ISRO)-Satellite Application Center (SAC),

National Physical Laboratory (NPL), National Environmental Engineering Research Institute (NEERI), IIT Delhi and Central Pollution Control Board (CPCB) to discuss application of advanced technologies to deal with air pollution incidents and improve the overall air quality management.

(b) Establishing early warning system and dissemination protocol to inform public and enforcement agencies about episodic high pollution events in advance is amongst the priorities identified for improving management of air pollution. Government has considered various options in this regard, including use of satellite based Aerosol Optical Depth for estimating ground level  $PM_{2.5}$  levels.

(c) A certification system for air quality monitoring instruments and equipment in the country through CSIR - National Physical Laboratory has been mandated for certification of Online Continuous Emission Monitoring System (OCEMS) and Continuous Ambient Air Quality Monitoring System (CAAQMS).

#### **Scientific studies on air pollution and its effects on health**

\*60. SHRI VINAY DINU TENDULKAR: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has carried out any scientific studies on air pollution and to determine its effects on health during the last three years and if so, the details thereof;

(b) if not, the reasons therefor and the details of measures that are intended to be taken; and

(c) the reasons for the standards of the Indian Pollution Index being less stringent as compared to the level of permissible pollution index issued by World Health Organisation?

THE MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. HARSH VARDHAN): (a) and (b) Indian Council of Medical Research (ICMR) under the Ministry of Health and Family Welfare, along with Public Health Foundation of India (PHFI) and Institute of Health Metrics and Evaluation (IHME), has published a report titled 'India: Health of the Nation's States', as part of India State-Level Disease Burden Initiative in November, 2017. The report documents that the contribution of air pollution to disease burden remained high in India between 1990 and 2016. Outdoor air pollution caused 6.4% of India's total Disability-Adjusted Life Years (DALY) in 2016, while household air pollution caused 4.8%. The study also States that DALY due to air pollution decreased by 23.6% from 1990 to 2016.

(c) The World Health Organization (WHO) Guidelines for ambient air quality, are designed to provide reliable guidance to policy makers across the world, whereas the National Ambient Air Quality Standards (NAAQS) is the country-specific standards which have been formulated by this Ministry on the basis of health based studies and Indian geo-climatic condition.

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## **WRITTEN ANSWERS TO UNSTARRED QUESTIONS**

### **Absorption of ex-apprentices of National Dockyard**

481. SHRI V. VIJAYASAI REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether the Eastern Naval Command is not considering to absorb unemployed ex-apprentices of National Dockyard; and

(b) the steps taken/proposed to take to rectify injustice, if any, done to them?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) and (b) No, Sir. HQ Eastern Naval Command has issued advertisement in Employment News dated 14-20 July, 2018 inviting applications for recruitment of 144 Tradesman (Skilled) from Ex. Naval apprentices.

### **Infrastructure development on North Western and North Eastern borders**

482. SHRI SAMBHAJI CHHATRAPATI: Will the Minister of DEFENCE be pleased to state:

(a) whether infrastructure development on North-Western and North-Eastern borders in form of all weather roads, modern helipads and aircraft landing stations, are far inferior in comparison to our neighbouring nations, to keep a striking balance;

(b) if so, the details thereof;

(c) whether Government has prioritized the infrastructure development of the area close to international border; and

(d) if so, the details thereof and the expenditure incurred during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) and (b) No, Sir. The Government is fully seized of security needs of the country and reviews the same from time to time. Required

measures are taken through capability development including manpower accretions, infrastructure and modernization to safeguard the sovereignty, territorial integrity and security of India.

(c) and (d) The Government has identified 73 roads as strategic roads. Out of 73 roads, 61 roads of length 3417.50 km. are entrusted to Border Roads Organisation (BRO) for construction/improvement.

The details of expenditure incurred on these roads during the last three years are as under:—

Year	Construction (₹ in crores)
2015-16	379.72
2016-17	812.11
2017-18	744.74

#### **Terrorist attacks on defence stations in Jammu and Kashmir**

483. KUMARI SELJA: Will the Minister of DEFENCE be pleased to state:

(a) the details of terrorist attacks reported on defence stations/Army Camps in Jammu and Kashmir during the last two years;

(b) the number of soldiers, and civilians killed and injured in each attack;

(c) whether Government has received a report of the inquiry conducted on such attacks and if so, the details thereof and the action taken thereon; and

(d) the measures taken/being taken by Government to enhance the security of defence stations/Army Camps, civilians and also retaliatory action against terrorists and other persons involved in such attacks including Pakistan?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) and (b) The details of terrorist attacks on defence stations/Army Camps in Jammu and Kashmir and casualties of soldiers and civilians during the last two years and the current year are as under:—

Sl. No.	Year	No. of incidents	Army Casualties		Terrorists Killed	Civilian Casualties	
			Fatal	Non Fatal		Fatal	Non-Fatal
1.	2016	05	26	25	10	-	-
2.	2017	01	03	07	02	-	-
3.	2018	03	06	08	03	01	06

(c) and (d) All terrorist attacks on Army Camps are investigated in detail. *Prima facie* it was found that these attacks were carried out by terrorist outfits. Government had issued broad guidelines for Security of Defence Installations and in compliance with the said Guidelines, the Defence Forces have taken a number of actions including risk categorisation of military bases; appraisal and upgradation of intelligence gathering capabilities; strengthening and streamlining of the response mechanism; use of Unmanned Aerial Vehicles (UAVs); periodic security audit of all military installations etc. The Army also carries out indepth analysis of the terrorist incidents and security breaches that are identified with various incidents. Perimeter security projects of all three Armed Forces have been sanctioned by the Government.

### **Appointment scam in Armed Forces**

484. SHRI AMAR SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that CBI has recently unearthed a scam in key appointments at the “nursery” of the officer cadres of Indian Armed Force;

(b) if so, the details thereof and action taken against the persons involved therein; and

(c) whether any military officer has been found to be involved in the scam and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) and (b) In 2017, a Preliminary Enquiry (PE) was conducted by CBI against 13 Civilian Academic Officers (CAOs) of National Defence Academy, Pune [including two from Indian Military Academy (IMA), Dehradun] on the allegations regarding claim of erroneous Academic Performance Indicators (API) score and work experience for their selection and appointment. Based on the findings of the PE, the CBI has filed an FIR dated 8th May, 2018 against five CAOs and certain other unknown persons. A regular case has been registered against them and is under investigation by CBI.

(c) No military officer is found to be involved, so far.

### **Low allocation of defence budget**

485. SHRI SANJAY SETH: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that defence budget 2018-19, as a proportion of GDP, is lowest since budget allocation in 1962;

(b) if so, the reasons for such low allocation; and



(c) the details of actions contemplated by Government for better utilisation of budgetary resources?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) and (b) Defence Budget as a percentage of GDP may appear to be decreasing due to increasing trend in the growth of GDP. However, it is increasing in absolute terms, implying higher spending. Defence Budget (including Miscellaneous and Pensions) is ₹ 4,04,364.71 crore, which is 16.6% of total Central Government Expenditure for the year 2018-19. Further, Capital budget of Ministry of Defence for 2018-19 is approximately 33% of the total capital expenditure of the Central Government.

(c) The allocated budgetary resources are optimally utilized towards meeting the operational requirements of the Armed Forces. Depending upon the allocated resources schemes are also reprioritized to ensure that urgent and critical capabilities are acquired without compromise of operational preparedness.

#### **Refit of EKM class submarines**

486. SHRI V. VIJAYASAI REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that Hindustan Shipyard has been selected for refit of EKM class submarines;

(b) the time it will take to complete refit of submarines and additional life expectancy with refit;

(c) whether the technical committee which was supposed to visit in June have visited and cleared the project; and

(d) if so, the details thereof and, if not, the reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) Yes Sir, in 2017.

(b) The contract provides for completion of refit in 27 months. The submarine will be in service for additional 5-6 years after refit.

(c) Visit of Technical Committee is not required.

(d) Does not arise.

**Transfer of defence properties to the successors**

†487. SHRI VISHAMBHAR PRASAD NISHAD:

CH. SUKHRAM SINGH YADAV:

Will the Minister of DEFENCE be pleased to state:

(a) the policy of Ministry regarding transfer of undisputed properties of Defence estate in country to successors;

(b) whether Ministry would consider transferring the properties to successors and removing unauthorized possession by Annual Forces Medical Services (AFMS) and Middle East Free Trade Area Initiative (MEPTA) Golf Course after the succession order of September, 2009 of Civil Court, Lucknow under the Defence estate with regard to Cantonment properties at Guru Govind Singh Marg, Lucknow;

(c) the action taken thereon and if not, the reasons therefor; and

(d) the details of request made in public by the representative of people to the Government for transfer of the said properties?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) Property transfer cases are governed under the following rules/codes:—

(i) GGO 179 of 1836;

(ii) Cantonment Administrative Rules of 1925 and 1937;

(iii) Cantonment Code of 1899 and 1912.

(b) and (c) As per record, there is only one Old Grant property, *i.e.* Bungalow No. 9, with an area of 2.44 acres on Guru Govind Singh Marg, Lucknow. The said site is lying vacant except for a few dilapidated walls. There is no establishment with the name of Annual Forces Medical Services (AFMS) and Middle East Free Trade Area Initiative (MEPTA) Golf Courses. However two valid establishments *viz.* Armed Forces Medical Services Depot (AFMSD) and Maurani Bagh Environmental Park and Training Area (MEPTA) Golf Course exist which are not in unauthorized possession of property B. No. 9, Guru Govind Singh Marg. The transfer of property in respect of Bungalow No. 9, Guru Govind Singh Marg, will be governed by the applicable rules/codes.

(d) Nil

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† Original notice of the question was received in Hindi.

**Bribery in purchase of AN 32 spares**

488. SHRI RAVI PRAKASH VERMA:

SHRI AMAR SINGH:

SHRI NEERAJ SHEKHAR:

Will the Minister of DEFENCE be pleased to state:

(a) whether, as per National Anti-corruption Bureau of Ukraine, defence officials in India have been bribed to the tune of 2.6 million dollars in purchase of spares for military transport aircraft AN-32;

(b) if so, the details thereof;

(c) whether Government has inquired into the alleged scam and has fixed responsibility in this regard;

(d) if so, the details thereof;

(e) if not, reasons for protecting corrupt officials and corruption in defence deals and compromising national security by Government; and

(f) whether the matter was taken up with Government of Ukraine to ascertain the authenticity of the said reports and if so, response thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) and (b) No, Sir. In fact, the Embassy of Ukraine in India has forwarded a request to Government of India from National Anti-Corruption Bureau of Ukraine through Prosecutor General's Office of Ukraine for legal assistance in investigation of a criminal case filed against officials of one of the State owned enterprise of Ukrainian Government. This is as per the International Treaty between India and Ukraine. This request contains a list of questions to be answered. There are no allegations against officials of this Ministry/Indian Air Force. Government of India has only been requested to render legal assistance.

(c) to (f) Do not arise.

**Recommendations of Shekatkar Committee**

489. SHRIMATI AMBIKA SONI:

DR. T. SUBBARAMI REDDY:

Will the Minister of DEFENCE be pleased to state:

(a) whether Government has approved recommendations made by Shekatkar

Committee for redeployment of officers and jawans for combat role by restructuring the service;

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

(c) whether some of the recommendations pertaining to IAF and Navy are still under examination, if so, by when a final decision would be taken; and

(d) the details of steps taken to improve operational capabilities with stress on modern technology in all the three services?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) to (d) The Shekatkar Committee to enhance combat capability and rebalance defence expenditure submitted its report in December, 2016. The Report was taken up by the Ministry of Defence to frame key action points and roadmap for implementation. Measures as recommended by the Committee and taken up for implementation include:—

- (i) Optimization of Signals Establishments to include Radio Monitoring Companies, Corps Air Support Signal Regiments, Air Formation Signal Regiments, Composite Signal Regiments and merger of Corps Operating and Engineering Signal Regiments.
- (ii) Restructuring of repair echelons in the Army to include Base Workshops, Advance Base Workshops and Static/Station Workshops in the field Army.
- (iii) Redeployment of Ordnance echelons to include Vehicle Depots, Ordnance Depots and Central Ordnance Depots apart from streamlining inventory control mechanisms.
- (iv) Better utilization of Supply and Transportation echelons and Animal Transport Units.
- (v) Closure of Military Farms and Army Postal Establishments in peace locations.
- (vi) Enhancement in standards for recruitment of clerical staff and drivers in the Army.
- (vii) Improving the efficiency of the National Cadet Corps.

Full details of the Report and its recommendations are not being placed in the public domain as operational aspects of the armed forces have also been covered, disclosure of which is not in the interest of national security. Improving operational capabilities is a continuous process and requisite measures as required are taken from time to time.

**Aerospace and defence park in Anantapur and Chittoor Nellore**

490. SHRI C. M. RAMESH: Will the Minister of DEFENCE be pleased to state:

(a) the latest status of the aerospace and defence park to be built on PPP basis in Anantapur and Chittoor/Nellore Districts of Andhra Pradesh and the details thereof; and

(b) by when it is likely to be completed and the cost involved and details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) No such project is being undertaken by this Ministry.

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

**Uniforms and refreshments for NCC cadets in Uttar Pradesh**

491. SHRI RAJKUMAR DHOOT: Will the Minister of DEFENCE be pleased to state:

(a) whether attention of Government has been drawn towards media reports stating that NCC cadets in Uttar Pradesh are not getting uniforms and refreshments;

(b) if so, the details thereof; and

(c) action taken by Government or proposed to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) and (b) Yes, Sir. An article appeared in the Economic Times dated 30.4.2018 regarding non-receipt of uniform and refreshment allowance by NCC cadets in Uttar Pradesh.

(c) In the Financial Year 2017-18, NCC UP Directorate has utilised ₹ 4,50,785 for procurement of clothing and distributed to the cadets. UP Government had also allocated funds for procurement of uniform items for 550 cadets participating in Thal Sainik Camp/Vayu Sainik Camp/Nau Sainik Camp and Republic Day Camp.

The money for the refreshment allowance in the case of Uttar Pradesh is provided by the State Government at the rate of ₹ 15 per cadet per parade.

**Reemployment of retired officials of Armed Forces**

492. SHRI AHAMED HASSAN: Will the Minister of DEFENCE be pleased to state:

(a) whether there is a ban on immediate reemployment of retired officials of the Armed Forces by the private sector companies working under the Ministry;

(b) if so, the details thereof;

(c) whether any such complaint has been received by the Armed Forces in this regard; and

(d) if so, the action taken by the Armed Forces to cancel such employment and ensure that such companies are blacklisted for a specific period for their unethical practice?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) There are no private sector companies working under the Ministry.

(b) to (d) Does not arise.

#### **Contracts in Defence sector**

493. SHRI AHAMED HASSAN:

DR. SANJAY SINH:

Will the Minister of DEFENCE be pleased to state:

(a) the number of contracts signed in the Defence sector under the “Make in India” programme;

(b) if so, the details of the project and the name of the company which has been awarded the same;

(c) whether it is a fact that the Defence Manufacturing sector has the potential to fulfil the vision of the Prime Minister under the above programme; and;

(d) if so, the sectors under Armed Forces which are working towards making the vision come true, with details of the project under implementation?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) to (d) Capital procurement of defence equipment is carried out as per the extant Defence Procurement Procedure (DPP). DPP-2016 focuses on institutionalizing streamlining and simplifying defence procurement procedure to give boost to ‘Make in India’ initiative of the Government of India, by promoting indigenous design, development and manufacturing of defence equipment, platforms, systems and sub-systems. Ministry of Defence is committed to the objectives of DPP-2016 and is taking all steps necessary to realize these objectives.

During the last three years and current year (upto June, 2018) out of total 168 contracts, 106 contracts have been signed with Indian vendors for procurement of

defence equipment for Armed Forces such as Helicopters, Radar, Ballistic Helmets, Artillery Guns, Simulators, Missiles, Bullet Proof Jackets, Electronic Fuzes, and ammunition.

Government has also promulgated the policy of Strategic Partnership in the Defence Sector which encourages participation of the private sector in manufacture of major defence platforms and equipment in four selected segments *viz.* Submarines, Fighter Aircraft, Helicopters and Armoured Fighting Vehicles/Tanks.

**Compulsory military education after higher secondary education**

†494. SHRI R. K. SINHA: Will the Minister of DEFENCE be pleased to state:

(a) whether Government proposes to make it mandatory for the students after passing the 12th standard to go for the compulsory military education for a period of three years before they being appointed in any Government job as well as in the Armed Forces and para-military forces; and

(b) if so, the details of the action plan in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) No, Sir.

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

**Introduction of Ayurvedic and Unani system of medicine in Army hospitals**

495. SHRIMATI VIPLOVE THAKUR: Will the Minister of DEFENCE be pleased to state:

(a) whether medical facility for personnel of Armed Forces including ex-servicemen and their dependants under Ayurvedic and Unani system of medicines have been introduced in Army hospitals (R&R) Delhi Cantonment and Air Force hospitals at Hindon and Ghaziabad;

(b) if so, whether Government proposes to introduce the medical facility under Ayurvedic and Unani system of medicine in Army Hospitals located in Himachal Pradesh where a large number of families of armed forces personnel and ex-servicemen are residing; and

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) to (c) As on date, medical facilities in the Armed Forces

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† Original notice of the question was received in Hindi.

are based on allopathic system of medicine. A Committee to examine the feasibility of integration of AYUSH into the Armed Forces had recommended introduction of non-pharmacological AYUSH based 'Lifestyle Centres' at Army Hospital (R&R) Delhi Cantt and Air Force Hospital, Hindon on trial basis with manpower and other assistance from Ministry of AYUSH. There is no proposal to introduce medical facility under Ayurvedic and Unani system of medicine at Army Hospitals located in Himachal Pradesh.

### **Opening of Sainik Schools for girl students**

496. SHRIMATI WANSUK SYIEM:

SHRI RIPUN BORA:

Will the Minister of DEFENCE be pleased to state:

(a) whether Sainik Schools established as preparatory schools for entry into National Defence Academy and Indian Naval Academy, in a welcome break from being guarded as a male bastion, has now opened its doors to girl students from the on-going academic session 2018-19;

(b) whether the Sainik School at Chingchip in Mizoram admitted the first batch of six girls among sixty cadets handpicked after a rigorous selection process;

(c) whether the Defence establishment would consider similar admissions for girl students in rest of the Sainik Schools across the country; and

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) Yes, Sir.

(b) Yes, Sir.

(c) and (d) Girls students have been admitted in Sainik School, Chhingchhip, Mizoram from the academic session 2018-19 on Pilot Project basis. Regarding the admission of girl students in respect of the Sainik Schools across the Country will be decided after the reviewing of the outcome of the Pilot Project.

### **Welfare and rehabilitation schemes for ex-servicemen**

†497. SHRI NARAYAN RANE: Will the Minister of DEFENCE be pleased to state:

(a) the details of welfare and rehabilitation schemes formulated for ex-servicemen by Government through various agencies and the financial assistance provided in this regard;

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† Original notice of the question was received in Hindi.



(b) the year-wise details of the total amount distributed to ex-servicemen and the number of beneficiaries under Raksha Mantri's Discretionary Fund (RMDF) during the last three years;

(c) the main activities of Kendriya Sainik Board and how it is beneficial for ex-servicemen and their families, and the details thereof; and

(d) the details of efforts made towards making grievance redressal system active and fast for redressal of grievances of ex-servicemen?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) The details of the welfare and rehabilitation schemes and financial assistance being provided to ex-servicemen are given in the Statement (*See below*).

(b) ₹ 202.07 crore have been disbursed to 113262 beneficiaries during the last three years as indicated below:—

Year	Amount (in crore)	Beneficiaries
2015-16	77.05	46,383
2016-17	67.21	37,572
2017-18	57.81	29,307

(c) Kendriya Sainik Board is the Apex Body of Government of India responsible for laying down policies/guidelines for the welfare, rehabilitation and resettlement of ex-servicemen/dependents in the country. These policies/programmes are implemented for the benefit of ex-servicemen and their families.

(d) The following efforts/arrangements are made for expeditious redressal of grievances of ex-servicemen:—

- (i) CPGRAMS:- Online Centralized Public Grievance Redress and Monitoring System is maintained by Department of Administrative Reforms and Public Grievances for effective and timely resolution of public grievance. Joint Secretary (ESW) is the nodal officer for Department of Ex. Servicemen Welfare. Joint Secretary (ESW) reviews the status on monthly basis.
- (ii) Controller General of Defence Accounts (CGDA):- Public grievances redressal mechanism for ex-servicemen has already been functioning in the CGDA and are being closely monitored at various level. The grievances are also processed through online Centralized Public Grievance

Redressal and Monitoring System (CPGRAMS) and disposed of as per prescribed time line. A dedicated call centre in PCDA(P), Allahabad has also been established with Toll free number 1800-180-5325 where an ex-serviceman can get the queries resolved through phone calls.

- (iii) Army Headquarters(AG/PS-5):- The redressal of public grievances system for ex-servicemen have been strengthened with setting up of dedicated Directorate in the IHQ of Ministry of Defence (Army) called Directorate of Indian Army Veterans(Army). Apart from this, time bound redressal of grievances has also made through the CPGRAMS, which is web-based programme hosted in pg-portal Department of Administrative Reforms and Public Grievances (DARPG). The grievances redressal is accorded priority and efforts made to redress any grievance within stipulated 60 days of lodging the grievances.
- (iv) Naval Hq/DPA:- The redressal of Public Grievances System for ex-servicemen have been strengthened with setting up of dedicated Directorate in the IHQ of Ministry of Defence (Navy) called “Directorate of Ex-Servicemen Affairs”. Similarly, a dedicated unit called “Naval Pension Office” at Mumbai has also been set-up by the Navy to resolve the grievances of Naval Pensioner’s/family Pensioners. Grievances received through letters/telephone by Navy are addressed by these organizations. Apart from time-bound redressal of grievances through above mechanism, the same are also resolved by Navy through CPGRAMS, an online web-enabled system over NICNET developed by NIC in association with the DARPG to provide speedy redressal and effective monitoring of grievances of citizens by ministries and departments of Government of India. The redressal of grievances through CPGRAMS is accorded highest priority and efforts are made to redress any grievance within stipulated 60 days from the date of lodging the grievance.
- (v) Air Hqrs/DAV: A dedicated Air Veterans Cell is functioning for the Air Force Veterans to redress the grievances of ex-servicemen and every effort is in place to ensure early redressal of queries, if any, with respect to Air Veterans.
- (vi) Department of Ex-Servicemen Welfare:- There is specific cell in Department of Ex-Servicemen Welfare (DESW) for handling grievances relating to pension. The grievances received electronically through CPGRAMS are disposed off electronically and the remaining grievances are disposed off

manually. Grievances relate to pension fixation, disbursal, rehabilitation, re-employment, financial assistance, grant of benefits to ESM/families by the State Governments such as land/houses/flats, compensation, *ex-gratia*, criminal complaints etc. The grievances are forwarded by the Pension Grievance Cell and other sections in the DESW to the respective Government agencies/units in the Armed Forces, Controller General of Defence Accounts (CGDA) etc. for necessary action and disposal.

- (vii) All the three attached offices under the administrative control of DESW namely, Kendriya Sainik Board Sectt., Directorate General of Resettlement and Central Organization, ECHS have their own grievance redressal mechanism in place.
- (viii) ECHS toll-free Helpline has been made available to all ECHS members at 1800-114-115 for resolving queries on Membership, Treatment and Enrolment.
- (ix) A dedicated toll free helpline 1800 11 5250 is functional in Kendriya Sainik Board Secretariat for redressal of ESM grievances and answering their queries.
- (x) References/communications from MP/VIP, NHRC, DARPG, RTI cases as well as grievances/petitions having specific directions of higher authorities are followed up and monitored till final disposal.

### **Statement**

*Details of the welfare and rehabilitation schemes and financial assistance being provided to ex-servicemen*

#### 1. Raksha Mantri Ex-Servicemen Welfare Fund (RMEWF)

Sl.No.	Grants	Amount (in ₹)
1.	Penury Grant (65 Yrs) (Applicable to Non-Pensioners upto Hav. Rank)	4,000/-pm (w.e.f. 01.04.2017)
2.	Education Grant  (Applicable to wards of Pensioners/Non-Pensioners upto Hav. Rank)	1,000/-pm
	(i) Boys/Girls upto Grdn	
	(ii) Widows PG	

Sl.No.	Grants	Amount (in ₹)
3.	Officer Cadet Grant (for Cadets of NDA only) (Applicable to wards of Pensioner/Non-Pen. upto Hav. Rank)	1,000/-pm
4.	Disabled Children Grant (Applicable to 100% disabled wards of Pensioner/Non-Pen. upto Hav. Rank)	1,000/-pm
5.	House Repair Grant (Applicable to Pensioner/Non-Pen. upto Hav. Rank for repairs of own house damaged in Natural Calamity. Gazette Notification from State Government required.) However, following categories may avail of the benefit even in case house damaged otherwise. • 100% Disabled ESM • Orphan Daughter (of all ranks)	20,000/-
6.	Daughter's Marriage Grant (2 Daughters) (Applicable to daughters of Pensioner/Non-Pen. upto Hav. Rank) Widow Re-Marriage Grant (Applicable to widow of Pensioner/Non-Pen. upto Hav. Rank)	50,000/- (w.e.f. 01.4.2016)
7.	Funeral Grant (Applicable to widow of Pensioner/Non-Pen. upto Hav. Rank)	5,000/-
8.	Medical Grant (Applicable to Non-Pensioner upto Hav. Rank and his dependent) Medical Grant Applicable to Pensioner/Non-Pensioner upto Hav. Rank (Non ECHS members only)	30,000/- (Max)
9.	Orphan Grant (Applicable to orphans of Pensioner/Non-Pen. All Ranks) • Daughters of ex-servicemen till she is married • One son of ex-servicemen upto 21 years of age	1,000/-pm

Sl.No.	Grants	Amount (in ₹)
10.	Vocational Trg Grant for Widows (Applicable to widows of Pensioner/Non-Pen. upto Hav. Rank)	20,000/- (One Time)

## 2. Treatment of Listed Serious Diseases:

### Serious Diseases (Listed only) Grant

<ul style="list-style-type: none"> <li>• Angioplasty</li> <li>• Angiography</li> <li>• CABG</li> <li>• OH Surgery</li> <li>• Valve Replacement</li> <li>• Pacemaker Implant</li> <li>• Renal implant</li> <li>• Prostate Surgery</li> <li>• Joint Replacement</li> </ul>	75%/90% of total expenditure (Officer and PBOR respectively). Upto a maximum of 1.25 lac.
<ul style="list-style-type: none"> <li>• Cerebral Stoke</li> <li>• Other Diseases: Where more than ₹ 1.00 lac has been spent on treatment</li> </ul>	75%/90% of total expenditure (Officer and PBOR respectively). Upto a maximum of 75,000/- per Financial Year only.
<ul style="list-style-type: none"> <li>• Dialysis</li> <li>• Cancer</li> </ul>	

## 3. Financial assistance to institutions involved in rehabilitation of disabled ESM:

Ser.	Organization	Quantum of Aid/Grant
(a)	Paraplegic Rehabilitation Centres	Establishment Cost Inmate
	(i) Kirkee	₹ 1.20 crore/- pa 30,000/-
	(ii) Mohali	w.e.f. April 2016 pa per inmate
	Provides to ESM who have lost their limbs while on active service.	₹ 10,00,000/- pa (w.e.f. April, 2015)
(b)	All India Gorkha Ex-Servicemen Welfare Association, Dehradun.	₹ 12,00,000/-pa
(c)	Cheshire Homes	₹ 9,000/-pa per inmate
	(i) Lucknow	
	(ii) Dehradun	
	(iii) Delhi	

Ser.	Organization	Quantum of Aid/Grant
(d)	War Memorial Hostels- There are 36 WWHs which provide shelter to the children of War Widows/War disabled, attributable and non-attributable cases.	₹ 1,350/- per month per child

4. Modified Scooter Grant: Rupees 57,500/- provided to those ESM, who are disabled after service with a disability of 50% or more and who are not covered under the scheme of AG's Branch of IHQ of Ministry of Defence (Army Navy and Air Force).

5. Prime Minister's Scholarship Scheme: To support higher technical/professional education of dependent wards/widows of ex-servicemen and Ex-Indian Coast Guards, the scheme was introduced in the year 2006. 5500 scholarships are being awarded annually under this scheme to wards of Ex-servicemen/widows to be shared equally between boys and girls. The rates of Scholarship are as follows:-

(a) ₹ 2,000/- per month for boys.

(b) ₹ 2,250/- per month for girls.

6. Reservation for ESM in Central Government:

(a) Central Government Ministries/Departments:

(i) 10% Direct recruitment posts upto the level of Asst. Comdt. in CAPF.

(ii) 10% Direct recruitment posts in Group 'C'.

(iii) 20% Direct recruitment posts in Group 'D'.

(b) Central Public Sector Enterprises

(i) 14.5% in Group 'C' Posts Including 4.5% for Disabled ESM and dependents of those killed in action.

(ii) 24.5% in Group 'D' Posts

(c) Nationalized Bank

(i) 14.5% in Group 'C' Posts Including 4.5% for Disabled ESM and dependents of those killed in action.

(ii) 24.5% in Group 'D' Posts

7. Resettlement Training: An option to undergo resettlement courses in reputed institutes pan India is provided to Officers, JCOs/OR and retired personnel's

through the office of DGR to enhance their educational qualifications and increase employment options post retirement. An exemption of 100% of the course fees is given to JCOs/ORs and 60% to officers. The exempted amount against the course fees is paid by the office of DGR.

8. Reservation in Allotment of Oil Product Agencies Under 8% Defence Quota: The Ministry of Petroleum and Natural Gas has reserved 8% quota for LPG Distributorship and Petrol/Diesel Retail Outlets for armed forces personnel, Central/State Government employees, Central/State PSU employees and CAPF. This reservation is applicable to widows/dependents of those members of Armed Forces who died in war or in harness due to attributable or aggravated causes to Military Service. The eligibility certificate for the above distributorship is issued by the office of DGR. Detailed guidelines have been hosted on the DGR website [www.dgrindia.com](http://www.dgrindia.com). The eligibility criteria, application forms and other details of the schemes are given in [www.dgrindia.com](http://www.dgrindia.com) website.

9. Self Employment Options:

- (a) ESM Coal Loading and Transportation Scheme: Based on a MoU signed between CIL and DGR on 12 December, 2013, this scheme involves formation and running of a coal loading and transportation company which is formed by ex-servicemen officers against demand by Coal Subsidiaries. The said company is registered as a Private Limited Company and carries out loading and transportation work at a designated site. It initially commences operations with 1 pay loader and 10 tippers which subsequently increases to maximum of 4 Pay loaders and 40 Tippers. All pay loaders are owned by the ESM Company.
- (b) Tipper Attachment Scheme: This scheme is linked with the ESM Coal Loading and Transportation Scheme run under the aegis of DGR. Retired JCOs/OR/Widows/Dependents who have registered for the said scheme are required to attach a tipper truck with the above company. Ex-servicemen JCOs/OR pay the seed money to procure the tipper.
- (c) Management of CNG Station: DGR has tie up with IGL to operate Company Owned and Company Operated CNG stations of Indraprastha Gas Limited (IGL) in NCR and Delhi by ex-servicemen officers. Retired defence officers who have registered for the said scheme are sponsored to IGL for interview. On selection, the officer is contracted for management of a CNG station on a yearly contractual basis for a maximum period of five years. The scheme is presently operational in Delhi/NCR and Pune.

- (d) Management of Company Owned Company Operated Retail Outlets: Retired defence officers who have registered for the said scheme are sponsored to concerned oil company for interview to manage the COCO retail outlet of the concerned oil company. On selection, the officer is contracted for management of the retail outlet on a contractual basis for a maximum period of three years. The scheme is operational in Pan India.
  - (e) Management of Mother Dairy Booths/Safal Outlets: Retired JCOs/ NCOs who have registered for the said scheme are sponsored to Mother Dairy Corporation for interview to manage their milk booths/Safal outlets in Delhi and NCR area. An initial training for the selected candidates is provided by Mother Dairy.
10. Children Education Concession: Children's Educational Concession is given to the wards of Armed Forces Personnel killed/missing/permanently disabled in various operations.
11. Travel Concessions:
- (a) Rail Concession: Kirti and Shaurya Chakra Gallantry Awardees and their widows are provided with First Class/AC-II Tier Complimentary Card Pass along with one companion in all express/mail trains except Rajdhani and Shatabadi Express trains. Awardees and widows of posthumous awardees of PVC, MVC, VrC and Ashok Chakra are entitled to travel by Shatabadi and Rajdhani Express trains. War Widows and Widows of Defence personnel killed in action against terrorists and extremists are facilitated with 75% concession for travel in 2nd class Mail/Express trains.
  - (b) Air Travel Concession: Recipients of Level-I and Level-II Gallantry Awards, Pre-Independence Awards Level-I and Level-II, War disabled officers of 1962, 1965, 1971 war and Kargil war and war widows of Indian Armed Forces Personnel killed in action are eligible for 75% concession in normal economy class INR fare for travel in domestic flights by Air India.
12. Telephone Concession: The Chakra Series Gallantry Award Winners, War Widows and Disabled Soldiers get exemption from registration charges, installation charges including full and 50% concession in rental charges. They are also given priority under NON-OYT Special category for release of telephone connection.



**Enterprises for manufacturing defence requirements**

†498. MS. SAROJ PANDEY: Will the Minister of DEFENCE be pleased to state:

(a) the number of new enterprises that have been established for manufacturing of the defence requirements in the country itself and whether any contract has been signed with any private players for the same; and

(b) the number of enterprises related to defence sector that were functional before 2014 along with the number of enterprises that are functional at present?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. SUBHASH RAMRAO BHAMRE): (a) and (b) After the opening up of the Defence industry sector in May, 2001 for manufacturing by Indian Private sector subject to licensing, 379 licenses have been issued to 230 Indian companies for manufacturing of various licensable defence items of which some have also signed contracts.

Till 2014, 42 licensed companies reported commencement of production to this Ministry. Since then, 28 more companies have reported commencement of production.

**Contamination of uranium in drinking water**

499. SHRI NEERAJ SHEKHAR:

SHRI RAVI PRAKASH VERMA:

Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether as per the recent study of Duke University, severe contamination of uranium in drinking water in 16 States in the country have been reported;

(b) if so, the details thereof, State-wise and district-wise including the State of Uttar Pradesh; and

(c) the details of population which do not have access to safe drinking water, as on 30th June, 2018, State-wise and district-wise including the States of Bihar and West Bengal?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAMESH CHANDAPPA JIGAJINAGI): (a) and (b) As per report titled "Large Scale Uranium Contamination of Groundwater Resources in India", a publication of American Chemical Society which was Co-Authored by Rachel M. Coyte and Avner Vengosh (Boh from Nicholas School of the Environment of Duke University, Durham, North Carolina, Unites States, 16 Indian States have

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† Original notice of the question was received in Hindi.

been reported to have high prevalence of Uranium concentration above the World Health Organization provisional guideline value of 30µg/L. Based on the information provided by the States, only Punjab has reported that 473 rural habitations and 484 water sources are affected with Uranium contamination in drinking water. District-wise details of the habitations/sources are given in the Statement-I (*See below*).

(c) State-wise and district-wise number of water quality affected rural habitations including Bihar and West Bengal which are yet to be provided safe drinking water as on 31.03.2018 are given in the Statement-II.

***Statement-I***

*District-wise number of rural habitation/sources affected with uranium in drinking water as on 31.03.2018*

Sl.No.	District	No. of Habitations	No. of Sources
1.	Amritsar	0	0
2.	Barnala	46	46
3.	Bathinda	27	27
4.	Faridkot	0	0
5.	Fatehgarh Sahib	7	7
6.	Fazilka	66	72
7.	Firozpur	118	119
8.	Gurdaspur	0	0
9.	Hoshiarpur	13	15
10.	Jalandhar	0	0
11.	Kapurthala	0	0
12.	Ludhiana	21	21
13.	Mansa	2	2
14.	Moga	95	97
15.	Muktsar	0	0
16.	Pathankot	0	0
17.	Patiala	19	19
18.	Rupnagar	2	2

Sl.No.	District	No. of Habitations	No. of Sources
19.	S A S Nagar	0	0
20.	Sangrur	41	41
21.	Shaheed Bhagat Singh Nagar	5	5
22.	Tarn Taran	11	11
TOTAL		473	484

**Statement-II**

*State-wise and District-wise number of Water Quality affected Habitations which are yet to be provided safe drinking water as on 31.03.2018*

Sl.No.	State	District	Contamination-wise number of habitations							
			Total	Fluoride	Arsenic	Iron	Salinity	Nitrate	Heavy Metal	
1	2	3	4	5	6	7	8	9	10	
1.	Andhra Pradesh	Anantapur	116	116	0	0	0	0	0	
2.	Andhra Pradesh	Chittoor	15	15	0	0	0	0	0	
3.	Andhra Pradesh	East Godavari	30	0	0	0	30	0	0	
4.	Andhra Pradesh	Guntur	15	11	0	0	3	1	0	
5.	Andhra Pradesh	Krishna	8	2	0	0	6	0	0	
6.	Andhra Pradesh	Kurnool	18	12	0	1	3	2	0	
7.	Andhra Pradesh	Nellore	116	115	0	0	1	0	0	
8.	Andhra Pradesh	Prakasam	46	46	0	0	0	0	0	
9.	Andhra Pradesh	Srikakulam	20	12	0	0	5	3	0	
10.	Andhra Pradesh	Visakhapatnam	25	16	0	0	9	0	0	
11.	Arunachal Pradesh	Changlang	2	0	0	2	0	0	0	
12.	Arunachal Pradesh	Namsai	1	0	0	1	0	0	0	
13.	Arunachal Pradesh	Papum Pare	26	0	0	26	0	0	0	

14.	Assam	Baksha	1805	0	1456	349	0	0	0
15.	Assam	Barpeta	709	0	527	182	0	0	0
16.	Assam	Bongaigaon	8	0	7	1	0	0	0
17.	Assam	Cachar	5	0	5	0	0	0	0
18.	Assam	Chirang	120	0	0	120	0	0	0
19.	Assam	Darrang	484	0	211	273	0	0	0
20.	Assam	Dhemaji	432	0	72	360	0	0	0
21.	Assam	Dhubri	414	93	259	62	0	0	0
22.	Assam	Dibrugarh	243	0	0	243	0	0	0
23.	Assam	Goalpara	113	0	3	110	0	0	0
24.	Assam	Golaghat	401	0	120	281	0	0	0
25.	Assam	Hailakandi	3	0	0	3	0	0	0
26.	Assam	Jorhat	961	0	814	147	0	0	0
27.	Assam	Kamrup	180	2	0	178	0	0	0
28.	Assam	Kamrup Metropolitan	1	0	0	1	0	0	0
29.	Assam	Karbi Anglong	71	6	0	65	0	0	0
30.	Assam	Karimganj	15	15	0	0	0	0	0
31.	Assam	Kokrajhar	101	0	7	94	0	0	0
32.	Assam	Lakhimpur	129	0	1	128	0	0	0

1	2	3	4	5	6	7	8	9	10
33.	Assam	Morigaon	206	0	2	204	0	0	0
34.	Assam	Nagaon	790	1	1	788	0	0	0
35.	Assam	Nalbari	1106	21	916	169	0	0	0
36.	Assam	Sivasagar	329	0	8	321	0	0	0
37.	Assam	Sonitpur	695	0	7	688	0	0	0
38.	Assam	Tinsukia	500	0	0	500	0	0	0
39.	Assam	Udalguri	1096	145	0	944	0	0	7
40.	Bihar	Araria	474	3	0	471	0	0	0
41.	Bihar	Aurangabad	30	30	0	0	0	0	0
42.	Bihar	Banka	422	391	0	31	0	0	0
43.	Bihar	Begusarai	443	0	215	228	0	0	0
44.	Bihar	Bhagalpur	122	2	120	0	0	0	0
45.	Bihar	Bhojpur	8	0	8	0	0	0	0
46.	Bihar	Buxar	35	0	35	0	0	0	0
47.	Bihar	Darbhanga	16	0	13	3	0	0	0
48.	Bihar	Gaya	18	18	0	0	0	0	0
49.	Bihar	Gopalganj	22	0	0	22	0	0	0
50.	Bihar	Jamui	50	50	0	0	0	0	0

51.	Bihar	Kaimur (Bhabua)	16	16	0	0	0	0	0
52.	Bihar	Katihar	103	0	1	102	0	0	0
53.	Bihar	Khagaria	157	0	41	116	0	0	0
54.	Bihar	Kishanganj	332	0	0	332	0	0	0
55.	Bihar	Lakhisarai	51	0	51	0	0	0	0
56.	Bihar	Munger	204	55	149	0	0	0	0
57.	Bihar	Nalanda	23	23	0	0	0	0	0
58.	Bihar	Nawada	69	68	1	0	0	0	0
59.	Bihar	Patna	3	0	3	0	0	0	0
60.	Bihar	Purnia	481	0	0	481	0	0	0
61.	Bihar	Rohtas	127	127	0	0	0	0	0
62.	Bihar	Saharsa	619	0	0	619	0	0	0
63.	Bihar	Samastipur	41	0	41	0	0	0	0
64.	Bihar	Sheikhpura	115	115	0	0	0	0	0
65.	Bihar	Supaul	37	0	0	37	0	0	0
66.	Bihar	Vaishali	193	0	193	0	0	0	0
67.	Chhattisgarh	Balod	11	0	0	11	0	0	0
68.	Chhattisgarh	Bemetara	1	0	0	0	1	0	0
69.	Chhattisgarh	Bijapur	18	3	0	15	0	0	0

1	2	3	4	5	6	7	8	9	10
70.	Chhattisgarh	Bilaspur	20	0	0	19	1	0	0
71.	Chhattisgarh	Dantewada	94	0	0	94	0	0	0
72.	Chhattisgarh	Dhamtari	22	0	0	22	0	0	0
73.	Chhattisgarh	Gariyaband	3	0	3	0	0	0	0
74.	Chhattisgarh	Janjgir-Champa	3	3	0	0	0	0	0
75.	Chhattisgarh	Jashpur	14	0	0	14	0	0	0
76.	Chhattisgarh	Kanker	63	17	0	36	0	10	0
77.	Chhattisgarh	Kawardha	49	0	0	49	0	0	0
78.	Chhattisgarh	Kondagaon	105	6	0	99	0	0	0
79.	Chhattisgarh	Korba	227	187	0	40	0	0	0
80.	Chhattisgarh	Koriya	145	46	0	99	0	0	0
81.	Chhattisgarh	Mahasamund	45	39	0	6	0	0	0
82.	Chhattisgarh	Narayanpur	25	0	0	25	0	0	0
83.	Chhattisgarh	Raipur	24	24	0	0	0	0	0
84.	Chhattisgarh	Rajnandagon	28	8	16	4	0	0	0
85.	Chhattisgarh	Sukma	1	0	0	1	0	0	0
86.	Chhattisgarh	Surajpur	160	40	0	120	0	0	0
87.	Chhattisgarh	Surguja	98	27	0	71	0	0	0



88.	Haryana	Gurgaon	17	12	0	0	5	0	0
89.	Haryana	Jind	30	30	0	0	0	0	0
90.	Haryana	Kaithal	9	9	0	0	0	0	0
91.	Haryana	Mahendragarh	20	20	0	0	0	0	0
92.	Haryana	Mewat	2	0	0	0	2	0	0
93.	Haryana	Palwal	13	13	0	0	0	0	0
94.	Haryana	Panipat	1	1	0	0	0	0	0
95.	Haryana	Rewari	20	20	0	0	0	0	0
96.	Haryana	Sirsa	12	12	0	0	0	0	0
97.	Haryana	Sonapat	1	1	0	0	0	0	0
98.	Jammu and Kashmir	Anantnag	1	0	0	1	0	0	0
99.	Jammu and Kashmir	Baramulla	3	0	0	3	0	0	0
100.	Jammu and Kashmir	Budgam	2	0	0	2	0	0	0
101.	Jammu and Kashmir	Kulgam	2	0	0	2	0	0	0
102.	Jammu and Kashmir	Kupwara	7	4	0	3	0	0	0
103.	Jammu and Kashmir	Srinagar	1	0	0	1	0	0	0
104.	Jharkhand	Bokaro	81	9	0	72	0	0	0
105.	Jharkhand	Chatra	21	21	0	0	0	0	0
106.	Jharkhand	Deoghar	43	6	0	37	0	0	0

1	2	3	4	5	6	7	8	9	10
107.	Jharkhand	Dhanbad	68	14	0	54	0	0	0
108.	Jharkhand	Dumka	258	8	1	249	0	0	0
109.	Jharkhand	Garhwa	168	166	0	2	0	0	0
110.	Jharkhand	Giridih	27	20	7	0	0	0	0
111.	Jharkhand	Godda	35	17	15	3	0	0	0
112.	Jharkhand	Gumla	7	4	0	3	0	0	0
113.	Jharkhand	Hazaribag	67	63	1	3	0	0	0
114.	Jharkhand	Jamtara	150	28	1	121	0	0	0
115.	Jharkhand	Khuti	1	1	0	0	0	0	0
116.	Jharkhand	Koderma	8	7	0	1	0	0	0
117.	Jharkhand	Latehar	5	3	0	2	0	0	0
118.	Jharkhand	Lohardaga	243	1	0	242	0	0	0
119.	Jharkhand	Pakur	177	56	2	119	0	0	0
120.	Jharkhand	Palamu	29	1	0	27	0	1	0
121.	Jharkhand	Paschim Singhbhum	139	3	0	136	0	0	0
122.	Jharkhand	Ramgarh	93	13	0	80	0	0	0
123.	Jharkhand	Ranchi	495	61	1	430	0	3	0
124.	Jharkhand	Sahibganj	102	21	73	5	3	0	0

125.	Jharkhand	Simdega	580	11	0	569	0	0	0
126.	Karnataka	Bagalkot	13	5	0	0	1	7	0
127.	Karnataka	Bangalore Rural	5	0	0	1	0	4	0
128.	Karnataka	Bangalore Urban	5	0	0	0	0	5	0
129.	Karnataka	Belgaum	5	1	0	1	1	2	0
130.	Karnataka	Bellary	18	16	0	0	1	1	0
131.	Karnataka	Bidar	1	0	0	0	0	1	0
132.	Karnataka	Bijapur	55	34	0	3	2	16	0
133.	Karnataka	Chik Ballapur	222	217	0	0	0	5	0
134.	Karnataka	Chikmagalur	2	1	0	1	0	0	0
135.	Karnataka	Chitradurga	104	46	0	5	2	50	1
136.	Karnataka	Dakshin Kannad	24	0	0	15	0	9	0
137.	Karnataka	Davangere	26	9	0	2	1	14	0
138.	Karnataka	Gadag	37	29	0	0	1	7	0
139.	Karnataka	Gulbarga	15	5	0	0	0	10	0
140.	Karnataka	Hassan	3	1	0	0	2	0	0
141.	Karnataka	Kolar	60	38	0	0	0	22	0
142.	Karnataka	Koppal	10	9	0	0	0	1	0
143.	Karnataka	Mandya	182	46	0	19	6	111	0

1	2	3	4	5	6	7	8	9	10
144.	Karnataka	Mysore	3	0	2	1	0	0	0
145.	Karnataka	Raichur	28	23	1	0	2	2	0
146.	Karnataka	Ramanagaram	19	13	0	0	0	6	0
147.	Karnataka	Shimoga	9	0	0	9	0	0	0
148.	Karnataka	Tumkur	20	1	0	1	10	8	0
149.	Karnataka	Udupi	3	0	0	3	0	0	0
150.	Karnataka	Yadgir	3	3	0	0	0	0	0
151.	Kerala	Alappuzha	51	0	0	4	47	0	0
152.	Kerala	Ernakulam	4	0	0	2	2	0	0
153.	Kerala	Idukki	10	1	0	3	0	6	0
154.	Kerala	Kannur	50	0	0	41	1	8	0
155.	Kerala	Kasaragod	45	0	0	26	17	2	0
156.	Kerala	Kollam	21	0	0	16	5	0	0
157.	Kerala	Kottayam	2	0	0	0	2	0	0
158.	Kerala	Kozhikode	22	0	0	18	3	1	0
159.	Kerala	Malappuram	35	0	0	20	2	13	0
160.	Kerala	Palakkad	79	33	0	42	4	0	0
161.	Kerala	Pathanamthitta	12	0	0	0	12	0	0

162.	Kerala	Thiruvananthapuram	4	0	0	4	0	0	0
163.	Kerala	Thrissur	16	0	0	15	1	0	0
164.	Kerala	Wayanad	10	0	0	8	0	2	0
165.	Madhya Pradesh	Bhind	10	0	0	0	10	0	0
166.	Madhya Pradesh	Dhar	69	69	0	0	0	0	0
167.	Madhya Pradesh	Dindori	3	3	0	0	0	0	0
168.	Madhya Pradesh	Mandla	30	30	0	0	0	0	0
169.	Madhya Pradesh	Ratlam	61	61	0	0	0	0	0
170.	Madhya Pradesh	Seoni	3	3	0	0	0	0	0
171.	Madhya Pradesh	Shahdol	5	0	0	5	0	0	0
172.	Maharashtra	Ahmednagar	7	0	0	1	4	2	0
173.	Maharashtra	Amravati	5	0	0	0	5	0	0
174.	Maharashtra	Aurangabad	1	0	0	0	1	0	0
175.	Maharashtra	Beed	12	4	0	4	1	3	0
176.	Maharashtra	Buldana	44	3	0	0	27	14	0
177.	Maharashtra	Chandrapur	40	24	0	0	0	16	0
178.	Maharashtra	Gadchiroli	7	5	0	1	0	1	0
179.	Maharashtra	Jalgaon	7	1	0	0	0	6	0
180.	Maharashtra	Nagpur	18	13	0	0	1	4	0

1	2	3	4	5	6	7	8	9	10
181.	Maharashtra	Nanded	7	7	0	0	0	0	0
182.	Maharashtra	Nashik	5	1	0	0	3	1	0
183.	Maharashtra	Osmanabad	3	1	0	1	1	0	0
184.	Maharashtra	Palghar	1	0	0	1	0	0	0
185.	Maharashtra	Parbhani	4	4	0	0	0	0	0
186.	Maharashtra	Sangli	1	0	0	0	1	0	0
187.	Maharashtra	Sindhudurg	1	0	0	1	0	0	0
188.	Maharashtra	Solapur	10	0	0	0	6	4	0
189.	Maharashtra	Wardha	42	4	0	7	1	30	0
190.	Meghalaya	South West Garo Hills	22	0	0	22	0	0	0
191.	Meghalaya	West Garo Hills	10	0	0	10	0	0	0
192.	Nagaland	Dimapur	30	0	0	30	0	0	0
193.	Odisha	Angul	7	4	0	3	0	0	0
194.	Odisha	Balangir	29	26	0	3	0	0	0
195.	Odisha	Balasore	39	0	0	10	29	0	0
196.	Odisha	Bargarh	46	6	0	40	0	0	0
197.	Odisha	Bhadrak	91	0	0	54	37	0	0
198.	Odisha	Boudh	48	31	0	17	0	0	0

199.	Odisha	Cuttack	224	2	0	0	222	0	0	0
200.	Odisha	Dhenkanal	2	0	0	0	2	0	0	0
201.	Odisha	Gajapati	20	0	0	0	20	0	0	0
202.	Odisha	Ganjam	6	0	0	0	6	0	0	0
203.	Odisha	Jagatsinghpur	18	0	0	0	12	6	0	0
204.	Odisha	Jajpur	1034	6	0	0	982	46	0	0
205.	Odisha	Jharsuguda	1	0	0	0	1	0	0	0
206.	Odisha	Kalahandi	2	2	0	0	0	0	0	0
207.	Odisha	Kendrapara	118	0	0	0	88	30	0	0
208.	Odisha	Kendujhar	26	0	0	0	26	0	0	0
209.	Odisha	Khordha	95	0	0	0	84	11	0	0
210.	Odisha	Koraput	401	0	0	0	401	0	0	0
211.	Odisha	Malkangiri	48	0	0	0	48	0	0	0
212.	Odisha	Mayurbhanj	7	0	0	0	7	0	0	0
213.	Odisha	Nabarangapur	7	0	0	0	7	0	0	0
214.	Odisha	Nayagarh	267	15	0	0	252	0	0	0
215.	Odisha	Nuapada	12	12	0	0	0	0	0	0
216.	Odisha	Puri	418	0	0	0	206	212	0	0
217.	Odisha	Sambalpur	5	0	0	0	5	0	0	0

1	2	3	4	5	6	7	8	9	10
218.	Odisha	Subarnapur	5	0	0	5	0	0	0
219.	Punjab	Amritsar	322	2	262	32	0	6	20
220.	Punjab	Barnala	58	3	0	2	0	0	53
221.	Punjab	Bathinda	30	2	0	0	0	0	28
222.	Punjab	Faridkot	6	1	0	1	0	0	4
223.	Punjab	Fatehgarh Sahib	67	25	1	8	0	11	22
224.	Punjab	Fazilka	99	11	3	4	5	0	76
225.	Punjab	Firozepur	330	7	22	41	2	38	220
226.	Punjab	Gurdaspur	289	4	141	13	0	0	131
227.	Punjab	Hoshiarpur	230	4	14	48	0	20	144
228.	Punjab	Jalandhar	201	0	5	2	0	19	175
229.	Punjab	Kapurthala	123	1	13	25	0	3	81
230.	Punjab	Ludhiana	172	5	3	5	2	5	152
231.	Punjab	Mansa	6	2	1	0	0	0	3
232.	Punjab	Moga	180	1	1	11	0	2	165
233.	Punjab	Pathankot	122	2	0	1	0	4	115
234.	Punjab	Patiala	556	186	25	24	1	10	310
235.	Punjab	Rupnagar	337	6	67	36	0	3	225



236.	Punjab	Sangrur	105	20	0	8	1	8	68
237.	Punjab	SAS Nagar	42	11	2	2	0	6	21
238.	Punjab	Shaheed Bhagat Singh Nagar	59	0	2	1	3	2	51
239.	Punjab	Tarn Taran	182	5	133	3	0	4	37
240.	Rajasthan	Ajmer	64	57	0	0	7	0	0
241.	Rajasthan	Alwar	236	172	0	0	64	0	0
242.	Rajasthan	Banswara	235	219	0	0	2	14	0
243.	Rajasthan	Baran	13	2	0	0	6	5	0
244.	Rajasthan	Barmer	9295	625	0	0	8665	5	0
245.	Rajasthan	Bharatpur	599	45	0	0	547	7	0
246.	Rajasthan	Bhilwara	152	117	0	0	21	14	0
247.	Rajasthan	Bikaner	140	8	0	0	29	103	0
248.	Rajasthan	Bundi	208	92	0	0	53	63	0
249.	Rajasthan	Chittaurgarh	236	147	0	1	45	43	0
250.	Rajasthan	Churu	174	94	0	0	50	30	0
251.	Rajasthan	Dausa	184	154	0	0	6	24	0
252.	Rajasthan	Dhaulpur	1	0	0	0	1	0	0
253.	Rajasthan	Dungarpur	167	148	0	0	1	18	0

1	2	3	4	5	6	7	8	9	10
254.	Rajasthan	Ganganagar	4	4	0	0	0	0	0
255.	Rajasthan	Hanumangarh	5	2	0	0	3	0	0
256.	Rajasthan	Jaipur	348	239	0	0	82	27	0
257.	Rajasthan	Jaisalmer	367	346	0	1	2	18	0
258.	Rajasthan	Jalor	675	535	0	0	110	30	0
259.	Rajasthan	Jhalawar	30	12	0	0	9	9	0
260.	Rajasthan	Jhunjhunun	122	73	0	0	10	39	0
261.	Rajasthan	Jodhpur	3265	598	0	0	2581	86	0
262.	Rajasthan	Karauli	207	125	0	0	39	43	0
263.	Rajasthan	Kota	106	54	0	3	32	17	0
264.	Rajasthan	Nagaur	1246	1011	0	0	100	135	0
265.	Rajasthan	Pali	217	176	0	0	9	32	0
266.	Rajasthan	Pratapgarh	209	37	0	0	8	164	0
267.	Rajasthan	Rajsamand	302	231	0	0	5	66	0
268.	Rajasthan	Sawai Madhopur	121	72	0	0	43	6	0
269.	Rajasthan	Sikar	116	104	0	0	4	8	0
270.	Rajasthan	Sirohi	132	115	0	0	17	0	0
271.	Rajasthan	Tonk	341	313	0	0	13	15	0

272.	Rajasthan	Udaipur	50	12	0	0	0	23	15	0
273.	Tamil Nadu	Nagapattinam	169	0	0	0	152	17	0	0
274.	Telangana	Bhadradi	16	0	0	0	0	1	15	0
		Kothagudem (02)								
275.	Telangana	Jagitial (03)	6	0	0	0	0	0	6	0
276.	Telangana	Jangoan (04)	9	0	0	0	4	1	4	0
277.	Telangana	Jayashankar Bhupalpalli (05)	23	0	0	0	0	5	18	0
278.	Telangana	Jogulamba Gadwal (06)	25	0	0	0	0	23	2	0
279.	Telangana	Kamareddy (07)	18	0	0	0	0	16	2	0
280.	Telangana	Khammam (09)	1	0	0	0	0	0	1	0
281.	Telangana	Mahabubabad (11)	39	0	0	0	15	13	11	0
282.	Telangana	Mahabubnagar (12)	72	0	0	0	3	40	29	0
283.	Telangana	Medak (14)	9	0	0	0	3	2	4	0
284.	Telangana	Medchal Malkajiri (15)	2	0	0	0	1	1	0	0
285.	Telangana	Nagarkurnool (16)	12	0	0	0	4	7	1	0
286.	Telangana	Nalgonda (17)	6	0	0	0	1	4	1	0
287.	Telangana	Nizamabad (19)	12	0	0	0	0	12	0	0
288.	Telangana	Peddapalli (20)	1	0	0	0	0	0	1	0

1	2	3	4	5	6	7	8	9	10
289.	Telangana	Rangareddy (22)	24	0	0	1	6	17	0
290.	Telangana	Sangareddy (23)	10	0	0	0	2	8	0
291.	Telangana	Siddipet (24)	1	0	0	0	0	1	0
292.	Telangana	Suryapet (25)	29	0	0	0	22	7	0
293.	Telangana	Vikarabad (26)	31	0	0	4	14	13	0
294.	Telangana	Wanaparthy (27)	11	1	0	0	9	1	0
295.	Telangana	Warangal Rural (29)	6	0	0	0	3	3	0
296.	Telangana	Yadadri Bhongiri (30)	1	0	0	0	1	0	0
297.	Tripura	Dhalai	333	0	0	333	0	0	0
298.	Tripura	Gomati	420	0	0	420	0	0	0
299.	Tripura	Khowai	330	0	0	330	0	0	0
300.	Tripura	North Tripura	160	0	0	160	0	0	0
301.	Tripura	Sepahijala	340	0	0	340	0	0	0
302.	Tripura	South Tripura	567	0	0	567	0	0	0
303.	Tripura	Unakoti	103	0	0	103	0	0	0
304.	Tripura	West Tripura	279	0	0	279	0	0	0
305.	Uttar Pradesh	Agra	12	10	0	0	2	0	0
306.	Uttar Pradesh	Allahabad	47	5	0	36	0	6	0

307.	Uttar Pradesh	Ambedkar Nagar	17	7	10	0	0	0	0
308.	Uttar Pradesh	Azamgarh	7	5	2	0	0	0	0
309.	Uttar Pradesh	Baghpat	3	3	0	0	0	0	0
310.	Uttar Pradesh	Bahraich	752	0	538	214	0	0	0
311.	Uttar Pradesh	Ballia	109	2	107	0	0	0	0
312.	Uttar Pradesh	Balrampur	105	0	1	104	0	0	0
313.	Uttar Pradesh	Basti	9	2	7	0	0	0	0
314.	Uttar Pradesh	Bulandshahr	13	6	0	4	0	3	0
315.	Uttar Pradesh	Chitrakoot	2	2	0	0	0	0	0
316.	Uttar Pradesh	Deoria	9	1	8	0	0	0	0
317.	Uttar Pradesh	Ghaziabad	5	4	0	1	0	0	0
318.	Uttar Pradesh	Ghazipur	30	30	0	0	0	0	0
319.	Uttar Pradesh	Gonda	1	0	0	1	0	0	0
320.	Uttar Pradesh	Gorakhpur	10	1	8	1	0	0	0
321.	Uttar Pradesh	Hapur	7	5	0	1	0	1	0
322.	Uttar Pradesh	Jhansi	3	3	0	0	0	0	0
323.	Uttar Pradesh	Kanpur Dehat	5	5	0	0	0	0	0
324.	Uttar Pradesh	Kheri	27	4	23	0	0	0	0
325.	Uttar Pradesh	Kushi Nagar	19	0	19	0	0	0	0

1	2	3	4	5	6	7	8	9	10
326.	Uttar Pradesh	Lucknow	1	0	1	0	0	0	0
327.	Uttar Pradesh	Maharajganj	3	0	3	0	0	0	0
328.	Uttar Pradesh	Mau	13	5	8	0	0	0	0
329.	Uttar Pradesh	Pilibhit	2	2	0	0	0	0	0
330.	Uttar Pradesh	Rae Bareilly	79	1	0	0	78	0	0
331.	Uttar Pradesh	Sambhal	1	0	1	0	0	0	0
332.	Uttar Pradesh	Sant Kabir Nagar	6	0	6	0	0	0	0
333.	Uttar Pradesh	Siddharth Nagar	9	4	5	0	0	0	0
334.	Uttar Pradesh	Sonbhadra	62	61	1	0	0	0	0
335.	Uttar Pradesh	Sultanpur	1	1	0	0	0	0	0
336.	Uttar Pradesh	Varanasi	10	10	0	0	0	0	0
337.	Uttarakhand	Haridwar	15	0	0	12	0	3	0
338.	West Bengal	Bankura	450	73	0	363	0	0	14
339.	West Bengal	Bardhaman	613	0	164	439	0	0	10
340.	West Bengal	Birbhum	321	208	0	111	0	0	2
341.	West Bengal	Coochbehar	545	0	0	545	0	0	0
342.	West Bengal	Dakshin Dinajpur	1562	674	0	828	0	0	60
343.	West Bengal	Darjeeling	277	0	0	277	0	0	0

344.	West Bengal	Hooghly	1803	0	1307	493	0	0	3
345.	West Bengal	Howrah	286	0	70	215	0	0	1
346.	West Bengal	Jalpaiguri	47	0	0	45	0	0	2
347.	West Bengal	Maldah	1252	36	1052	159	0	0	5
348.	West Bengal	Murshidabad	1358	0	1102	247	0	0	9
349.	West Bengal	Nadia	1644	0	1619	24	0	0	1
350.	West Bengal	North 24 Paraganas	4008	0	3924	44	39	0	1
351.	West Bengal	Paschim Medinipur	442	0	0	316	0	0	126
352.	West Bengal	Purba Medinipur	934	0	0	576	358	0	0
353.	West Bengal	Purulia	403	290	0	113	0	0	0
354.	West Bengal	South 24 Paraganas	643	0	511	71	61	0	0
355.	West Bengal	Uttar Dinajpur	801	12	7	747	0	0	35
TOTAL			69258	11160	16609	23398	13964	1749	2378

**Provision of Funds to Rajasthan under SBM (Gramin)**

†500. SHRI OM PRAKASH MATHUR: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) the total funds sanctioned as Central Assistance towards Annual Action Plan for the State of Rajasthan under the Swachh Bharat Mission (SBM) (Gramin);

(b) whether Government proposes to release the first installment of the aid for this programme; and

(c) if so, the amount proposed to be released as the first installment and the time limit set for the same, if any and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAMESH CHANDAPPA JIGAJINAGI): (a) Swachh Bharat Mission (Gramin) [SBM(G)] is a demand driven programme. Hence, no fixed allocation is made to the States/UTs under the programme. However, based on the demands of the States as made in their Annual Implementation Plans for 2018-19 and the availability of funds with the Government under SBM(G), an amount of ₹ 865.88 crore has been tentatively allocated for the State of Rajasthan.

(b) and (c) As per the provisions of the SBM(G) guidelines, an amount of ₹ 432.94 crore is considered to be released as 1st instalment to the State subject to receipt of requisite documents from the State Government.

**CWMI report on access to drinking water**

501. SHRI RAM KUMAR KASHYAP: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether according to the "Composite Water Management Index" (CWMI) report by NITI Aayog, nearly half of India's population could end up with no access to drinking water by 2030;

(b) whether some of India's biggest metros like Delhi, Hyderabad, Bengaluru and Chennai will run out of ground water as early as 2020;

(c) if so, the reaction of Government on CWMI's report of NITI Aayog; and

(d) the main reasons for the water crisis in the country and steps taken to overcome those reasons?

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† Original notice of the question was received in Hindi.



THE MINISTER OF STATE IN THE MINISTRY OF DRINKING WATER AND SANITATION (SHRI RAMESH CHANDAPPA JIGAJINAGI): (a) to (d) As per latest report (June, 2018) of NITI Aayog on “Composite Water Management Index” (CWMI), 40% of the population will have no access to drinking water by 2030. However, as per information received from Ministry of Water Resources, River Development and Ganga Rejuvenation, ground water is a replenishable resource which gets recharged through rainfall and other sources periodically. In some places annual ground water withdrawal is more than the annual replenishable resource, which results in ‘overexploitation’ of ground water resource and its consequent depletion. However, over-exploitation is a reversible process and can be controlled through judicious and holistic management of water.

The main reasons for water crisis in the country are erratic monsoon and climate change, droughts, drying of rivers, flood irrigation and over exploitation of ground water for agriculture, silting and encroachment of water bodies and inadequate conservation of natural resources by public at large. Rural drinking water supply is a State subject. This Ministry under the centrally sponsored National Rural Drinking Water Programme (NRDWP) assists the State Governments by providing technical and financial assistance for improving the coverage of drinking water in rural areas of the country. The Ministry has recently restructured the NRDWP to make it more competitive, result-oriented and outcome based to reduce the slippages and inefficiencies. State Governments are empowered to plan, design and implement the drinking water supply schemes as per terrain based requirement in the States. An amount of ₹ 1967 crores has been released till date to the States against annual allocation of ₹ 7000 crore for the year 2018-19. States are enthused to endorse best water conservation model from other States as well as around the world to supplement the requisite measures and meet the requirement of population in rural areas. Adopting best practices related to groundwater management, efficient irrigation management and rainwater harvesting measures etc. will considerably help in mitigating the water crisis in future.

#### **Potable water crisis in the country**

502. SHRI D. RAJA: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether it is a fact that a study conducted by NITI Aayog has found that India is facing its worst water crisis in history and that the demand for potable water will outstrip supply by 2030 if steps are not taken; and

(b) if so, the details thereof and the remedial steps proposed to be taken to face such a situation?

THE MINISTER OF STATE FOR DRINKING WATER AND SANITATION (SHRI RAMESH CHANDAPPA JIGAJINAGI): (a) and (b) Yes Sir. As per latest report by NITI Aayog on 'Composite Water Management Index', 60 crore population of India face high to extreme water stress. By 2030, the country's water demand is projected to be twice the available supply. There is an imminent need to deepen our understanding of our water resources and usage and put in place interventions that make our water use efficient and sustainable. As far as this Ministry is concerned, through centrally sponsored scheme National Rural Drinking Water Programme (NRDWP), technical and financial assistance are provided to States for providing safe drinking water in rural areas. The Ministry has recently restructured the NRDWP to make it more competitive, result oriented and outcome based to reduce the slippages and inefficiencies in the rural drinking water supply. Further, States are enthused to endorse best water conservation model from other States as well as around the world to supplement the domestic measures and meet the requirement of population in rural areas of the country. Adopting best practices related to groundwater management, efficient irrigation management and rainwater harvesting measures etc. will considerably help in mitigating the water crisis in future.

### **Provision of pure drinking water**

503. KUMARI SELJA: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) the action taken by Government to provide pure drinking water to all people in the country during the last three years;

(b) whether Government has implemented an action plan at national level to overcome the crisis of drinking water in various parts of the country; and

(c) if so, the details thereof?

THE MINISTER OF STATE FOR DRINKING WATER AND SANITATION (SHRI RAMESH CHANDAPPA JIGAJINAGI): (a) Rural Water Supply is a State subject. State Governments are empowered to plan, design and execute the drinking water supply schemes. Ministry of Drinking Water and Sanitation under the centrally sponsored National Rural Drinking Water Programme (NRDWP) provides financial and technical assistance to State Governments for improving the coverage of rural drinking water supply. During last three years an amount of about ₹ 17185 crore has been released to the States for coverage of drinking water supply. Further, as

per information reported by the States on Integrated Management Information System (IMIS), a total of 2,00,341 rural habitations have been covered with a service level of at least 40 litres per capita per day (lpcd) during last three years. During 2017, the Ministry has restructured NRDWP to make it competitive, outcome based and result-oriented which will help in catering to the needs of drinking water to the rural population of the country.

(b) and (c) Under restructured NRDWP, funds are released to States on the basis of pre-approved criteria. During 2018-19, an amount of ₹ 7000 crore has been allocated under NRDWP for coverage of rural water supply schemes and out of which ₹ 1967 crores has been released till date to the States. Besides, the Ministry has launched National Water Quality Sub Mission (NWQSM) in March, 2017 to tackle Arsenic and Fluoride contaminated areas for which affected States are getting focused funding within the overall NRDWP.

#### **Low GDWQI rank for India**

†504. SHRI PRABHAT JHA: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether India is ranked lowest in the Global Drinking Water Quality Index (GDWQI);

(b) whether the Central Government has vigorously pursued the task of providing clean and quality water to all in the country during the last three years and if so, the details thereof; and

(c) whether the States of Madhya Pradesh, Chhattisgarh and Rajasthan *vis-a-vis* other States have fared better during the last three years in terms of providing clean and quality drinking water and if so, the details thereof?

THE MINISTER OF STATE FOR DRINKING WATER AND SANITATION (SHRI RAMESH CHANDAPPA JIGAJINAGI): (a) There is no reference regarding India ranked lowest in the Global Drinking Water Quality Index (GDWQI) which is prepared and published by the United Nations Environment Programme, Global Environment Monitoring System (GEMS)/Water Programme.

(b) As regards drinking water supply, the Ministry of Drinking Water and Sanitation assists the State Governments for improving the coverage of safe drinking water in respect of rural areas only by providing them with technical and financial

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† Original notice of the question was received in Hindi.

assistance through the centrally sponsored National Rural Drinking Water Programme (NRDWP). It is the State Governments who plan, design, approve, execute and operate and maintain the schemes for providing safe drinking water to rural population. The funds provided to the States under NRDWP can be utilized for coverage and tackling drinking water quality problems with priority to arsenic and fluoride affected habitations. Under National Rural Drinking Water Programme (NRDWP) during the last three years, funds as indicated below were released to the states:—

Sl.No.	Year	Amount
1.	2015-16	₹ 4264.58 crores
2.	2016-17	₹ 5931.90 crores
3.	2017-18	₹ 6989.66 crores

The above funds are inclusive of ₹ 2825.6968 crore released up to 31st March, 2018 to the States affected with arsenic and fluoride contamination under National Water Quality Sub-Mission (NWQSM) which was launched on 22nd March, 2017 under NRDWP to provide safe drinking water to the rural habitations affected with arsenic/fluoride. 2% of the NRDWP funds are earmarked for Japanese Encephalitis/Acute Encephalitis Syndrome for 60 high priority affected districts of 5 States.

In addition to the above, to deal with arsenic and fluoride contamination, with the recommendation of NITI Aayog, Government of India has released ₹ 1000 crore in March, 2016 to the affected States.

(c) The comparative data of Madhya Pradesh, Chhattisgarh and Rajasthan with other States in respect of coverage of rural habitation with supply of safe drinking water with at least 40 litres per capita per day during the last three years (with base date 01.04.2015) is as follows:—

Year	All States of the country	Madhya Pradesh	Rajasthan	Chhattisgarh
As on 01.04.2015	74.14%	99.10%	55.32%	92.14%
As on 01.04.2016	75.08%	99.73%	44.85%	94.41%
As on 01.04.2017	76.78%	99.76%	44.41%	94.34%
As on 01.04.2018	79.44%	99.87%	47.26%	97.77%

**Association of college students in Swachhata Abhiyan**

†505. SHRI LAL SINH VADODIA: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) whether it is a fact that Government is considering to associate the college students towards making the “Swachhata Abhiyan” even more effective;

(b) if so, whether any step has been taken by Government in this regard, so far; and

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

THE MINISTER OF STATE FOR DRINKING WATER AND SANITATION (SHRI RAMESH CHANDAPPA JIGAJINAGI): (a) to (c) Ministry of Drinking Water and Sanitation engages College Students, from time to time, in various sanitation campaigns.

During Swachhata Hi Seva campaign (September 15th–October 2nd, 2017), College students were among those involved to intensify the focus on cleanliness and create an environment of cleanliness across the country.

The Government has also launched “Swachh Bharat Summer Internship” during April, 2018–July, 2018 to engage college students and NYKS (Nehru Yuva Kendra Sangathan) youths in doing Swachhata related work in villages across the country.

During observance of Swachhata Pakhwada, the Ministries/Departments dealing with Colleges engage college students to spread awareness on Swachhata.

**Utilisation of funds under SBM in Kerala**

506. SHRI M.P. VEERENDRA KUMAR: Will the Minister of DRINKING WATER AND SANITATION be pleased to state:

(a) the present status of Swachh Bharat Mission (SBM) including the details of the funds sanctioned, allocated and utilized under the Mission across the country, State-wise including Kerala;

(b) the details of the targets set and achievements made under the Mission; and

(c) the number of Key Resource Centres (KRCs) identified under this Mission, State-wise?

THE MINISTER OF STATE FOR DRINKING WATER AND SANITATION

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† Original notice of the question was received in Hindi.

(SHRI RAMESH CHANDAPPA JIGAJINAGI): (a) The Swachh Bharat Mission (Gramin) [SBM(G)] was launched with effect from 2nd October, 2014 with the aim to attain Open Defecation Free India by 2nd October, 2019 by providing access to toilet facilities to all rural households in the country. The focus of the scheme is on behavior change and usage of toilets. Good progress has been registered under SBM(G). Sanitation coverage, which was 38.7% on 2.10.2014, has increased to 87.96% as on 19.7.2018. 19 States/UTs, namely, Andaman and Nicobar Islands, Andhra Pradesh, Arunachal Pradesh, Chandigarh, Chhattisgarh, Dadra and Nagar Haveli, Daman and Diu, Gujarat, Haryana, Himachal Pradesh, Kerala, Lakshadweep, Maharashtra, Meghalaya, Mizoram, Punjab, Rajasthan, Sikkim and Uttarakhand, 3,99,364 villages, 1,76,556 Gram Panchayats, 4,073 Blocks and 417 Districts have declared themselves as Open Defecation Free (ODF).

SBM(G) is a demand driven scheme, hence State-wise allocation of funds is not made. However, the details of funds released to the States/UTs (including Kerala) under the programme and utilised by them during the last 4 years and the current year are given in the Statement (*See below*).

(b) Since SBM(G) is a demand driven programme, hence annual targets are not set. However, after the launch of the programme with effect from 2nd October, 2014, 777.43 lakh individual household latrines (IHHLs) have been constructed.

(c) Government has empaneled 36 Key Resource Centres (KRCs) who are specialized agencies in training and capacity building at the national level. The State Government can engage any or all these agencies to undertake capacity building training programmes at State, district and village levels.

**Statement**

*Funds released to the States/UTs under SBM(G) and utilised by them during the last 4 years and the current year*

(₹ in crore)

State/UT	2014-15 (From 2.10.2014 to 31.3.2015)		2015-16		2016-17		2017-18		2018-19 (Upto 19.7.2018)	
	Released	Utilised	Released	Utilised	Released	Utilised	Released	Utilised	Released	Utilised
1	2	3	4	5	6	7	8	9	10	11
Andaman and Nicobar Islands			3.40	0.00	3.00	0.20	30.72	5.92	0.00	11.85
Andhra Pradesh	57.56	86.75	234.17	292.09	342.21	415.07	1219.88	1255.91	562.99	185.68
Arunachal Pradesh	4.38	13.54	38.71	29.22	65.09	65.05	137.30	56.72	0.00	10.51
Assam	185.78	119.99	474.27	484.35	747.58	568.23	1171.95	721.63	0.00	245.58
Bihar		86.27	221.55	325.59	131.86	148.69	875.92	153.79	2088.18	594.21
Chhattisgarh	18.63	9.76	144.72	263.19	584.46	408.88	677.83	570.47	83.29	177.75
Dadra and Nagar Haveli		0.00	0.00	0.00	0.00	0.00	17.68	0.00	0.00	13.05
Daman and Diu			0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.99
Goa		0.00	1.05	4.83	0.00	0.00	0.52	5.77	0.00	15.15

1	2	3	4	5	6	7	8	9	10	11
Gujarat	31.38	133.48	478.22	575.90	751.23	626.48	466.04	395.60	0.00	33.62
Haryana	5.93	39.52	32.76	72.27	68.79	34.20	39.66	34.43	0.00	1.57
Himachal Pradesh	77.78	24.71	4.37	71.42	117.30	81.37	20.68	24.41	0.00	6.98
Jammu and Kashmir	66.03	4.66	4.05	66.92	59.51	53.19	202.38	164.54	278.37	53.35
Jharkhand	23.05	61.05	97.32	262.77	455.46	423.44	698.66	560.57	284.42	196.16
Karnataka	219.66	440.87	450.77	444.21	419.56	399.53	983.39	773.44	213.04	100.44
Kerala	33.97	15.01	8.50	17.03	196.28	137.52	59.36	16.92	0.00	1.82
Madhya Pradesh		152.77	374.33	803.06	1210.77	1121.10	1380.61	757.38	409.74	574.12
Maharashtra	151.30	231.49	567.45	644.49	528.94	616.11	1235.34	839.04	0.00	113.70
Manipur	9.18	18.81	44.19	53.48	27.28	4.54	77.02	6.10	0.00	14.73
Meghalaya		28.76	35.65	56.13	75.70	41.13	153.89	77.06	0.00	4.24
Mizoram		2.21	3.32	6.66	10.98	4.31	46.24	31.73	4.98	1.35
Nagaland		0.33	10.83	28.10	64.12	44.12	71.41	7.22	0.00	36.47
Odisha	65.84	104.70	571.50	1197.06	863.65	868.28	457.02	462.50	1052.27	178.60
Puducherry	2.00	0.00	4.40	0.00	0.00	2.65	50.25	9.37	0.00	15.70



Punjab		7.16	38.70	59.34	197.02	73.26	283.48	43.02	0.00	5.98
Rajasthan	213.82	306.78	938.73	1287.23	777.30	1065.63	981.51	848.21	0.00	49.15
Sikkim	3.89	2.54	6.12	5.90	6.87	2.85	12.98	1.01	0.00	0.34
Tamil Nadu	205.12	99.76	78.94	560.44	537.02	506.17	865.94	784.86	0.00	124.58
Telangana	48.25	34.80	128.39	157.53	135.72	173.63	481.94	305.68	0.00	213.90
Tripura	50.65	15.74	38.89	52.89	24.98	20.03	24.00	16.30	0.00	4.54
Uttar Pradesh	237.99	253.08	565.39	571.91	1153.33	1131.74	3155.37	2532.22	2395.65	2615.72
Uttarakhand	26.26	36.29	49.37	71.67	348.05	149.55	146.69	175.05	0.00	11.22
West Bengal	263.49	431.06	712.92	904.79	655.50	838.58	583.23	430.87	127.06	29.07
	2001.94	2761.87	6362.96	9370.47	10559.58	10025.49	16610.88	12067.77	7500.00	5642.10

**Conversion of sea water into potable water**

507. SHRI A. K. SELVARAJ: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether it is a fact that the country will soon have potable water from sea at just 5 paise per litre;

(b) whether it is also a fact that trials for conversion of sea water into potable water have commenced in Tuticorin; and

(c) if so, the details thereof?

THE MINISTER OF EARTH SCIENCES (DR. HARSH VARDHAN): (a) Ministry of Earth Sciences does not have any project for producing potable water from sea at a cost 5 paise per litre.

(b) No Sir.

(c) Does not arise.

**UN Clean Seas Campaign**

508. SHRI MAJEED MEMON: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether it is a fact that the Ministry is proposing to join United Nations Clean Seas Campaign;

(b) if so, the details of the observatory centres planned, accordingly; and

(c) the steps taken by Government to control marine litter like plastics and micro plastics?

THE MINISTER OF EARTH SCIENCES (DR. HARSH VARDHAN): (a) Yes Sir.

(b) There is no such observatory which has been planned or set up. However, National Centre for Coastal Research (NCCR), Chennai, Ministry of Earth Sciences is identified as a nodal point.

(c) Few steps have been initiated:—

(i) Cleaning of beaches.

(ii) Installing booms or separators in the canals, rivers and creeks carrying sewage and litters.

(iii) By creating awareness among the people through print and digital media.

- (iv) Generating awareness among public government offices, schools and colleges.
- (v) Research and development activities on the impact of marine litter on the various marine organisms, human health and environment as a whole.

### **Warning system for air pollution**

509. SHRI MAJEED MEMON: Will the Minister of EARTH SCIENCES be pleased to state:

- (a) whether Government is planning an early warning system for air pollution in the wake of recent dust storm that engulfed Delhi-NCR region;
- (b) if so, whether SAFAR (System of Air Quality and Weather Forecasting and Research) programme can provide warning, a couple of days in advance; and
- (c) the steps taken by Government to tackle ground-level  $PM_{2.5}$  concentrations pollutants?

THE MINISTER OF EARTH SCIENCES (DR. HARSH VARDHAN): (a) Yes Sir. Recently, Ministry of Environment and Forest and Climate Change (MoEF&CC) has convened a meeting under the chairmanship of Secretary, MoEF&CC on 25th June, 2018 to discuss the application of advanced technologies to deal with air pollution incidents, improve the overall air quality management framework and early warning system for air pollution with officials of expert agencies from Ministry of Earth Sciences (MoES), Indian Space Research Organization-Space Applications Centre (ISRO-SAC), Indian Institute of Remote Sensing (IIRS), India Meteorological Department (IMD), Indian Institute of Tropical Meteorology (IITM), National Physical Laboratory (NPL), National Environmental Engineering Research Institute (NEERI), Indian Institute of Technology (IIT), Delhi and Central Pollution Control Board (CPCB).

(b) Yes.

(c) Yes. Government plans to use satellite-based Aerosol Optical Depth (AOD) data for estimating ground-based  $PM_{2.5}$  levels. However, tackling the ground-level  $PM_{2.5}$  pollutant concentrations is under the purview of CPCB.

### **Study on Bio-geochemical and Biological changes of coastal seas**

510. SHRI PARIMAL NATHWANI: Will the Minister of EARTH SCIENCES be pleased to state:

- (a) whether Government proposes to conduct a thorough study on various aspects of bio-geochemical and biological changes of coastal seas of the country;

(b) if so, the details thereof and the objectives of the study along with the institutes involved in the study; and

(c) the remedial steps being taken by Government to check erosion, salt-ingress on marine-life, etc. on the country's sea-coasts?

THE MINISTER OF EARTH SCIENCES (DR. HARSH VARDHAN): (a) and (b) The Ministry has been implementing a project to study various aspects of biogeochemistry in the seas around India including east and west coast of India for over decade. The Biogeochemistry is a multi-disciplinary subject that interacts with physical, chemical, biological, and geological processes and reactions that govern the composition of and changes to the natural environment. A system, scientific and long-term study on biogeochemistry of the seas around India was launched by MoES in 2010 with the participation of a network of national scientific and academic institutions. There are 24 sub-projects under the programme addressing various aspects of biogeochemical aspects. The participating agencies include National Institute of Oceanography (NIO), Goa, Physical Research Laboratory (PRL), Ahmedabad, Central Marine Living Resources, (CMLRE), Kochi, Central Marine Fishery Research Institute (CMFRI), Cochin University of Science and Technology (CUSAT), Kochi, Andhra University, Goa University, Mangalore University. The study contributes towards understanding climate change and marine biogeochemistry. This program envisaged collection of time-series data both in the Open Ocean and estuarine/coastal waters of India. A set of 3 time-series observing stations were established on the west coast of India near Kochi, Condolim Goa and in the Arabian Sea. The various important parameters being monitored periodically include chlorophyll, pH, dissolved, oxygen, nutrients such as dissolved nitrogen (nitrate, Nitrite), phosphorus, organic and inorganic carbon, bacteria, temperature, and salinity etc., Considering the outcome of the project, a dedicated project has been launched for conducting systematic studies in the west coast of India. A set of six cruises were taken during the year 2017 onboard Fishery Oceanographic Research Vessel (FORV) Sagar Sampada to understand the ecosystem dynamics in the South East Arabian Sea. These studies have contributed significantly towards understanding the biogeochemistry of the coastal seas of the west coast of India.

(c) Towards periodical monitoring and assessment of erosion of the coast, a set of shoreline management maps on 1:25000 scale has been development for the entire coast of India, using remote sensing, field and mathematical modeling and GIS tools. A GIS based interactive database was created and 517 maps depicting cumulative shoreline changes for the years 1990-2016 were generated. The analysis of last 26 years data suggests that about 33%, 38% and 29% coast is eroding, accreting and

is stable in nature respectively. A web based coastal service on shoreline change is developed to disseminate the information to all stakeholders. The Coastal Regulation Zone (CRZ-2011) was also issued in 2011 with a view to, ensure livelihood of coastal community, to protect and conserve coastal areas and to promote development through sustainable manner based on scientific principles.

### **Earthquake prediction system**

†511. SHRI NARAYAN RANE: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether earthquake prediction system of the country is capable of predicting earthquake of any magnitude;

(b) if so, the extent to which it can be accurately predicted and alert sent across to save human lives; and

(c) if not, the reasons therefor?

THE MINISTER OF EARTH SCIENCES (DR. HARSH VARDHAN): (a) to (c) To date, there is no proven scientific technique available, anywhere in the world, to predict the occurrence of earthquakes with reasonable degree of accuracy with regard to space, time and magnitude. However, National Centre for Seismology (NCS), maintains a country wide national seismological network, to detect and locate earthquakes occurring in and around the country. The network consists of state-of-art digital broadband seismographs, VSAT based communication systems and latest tools for dissemination of earthquake information to the concerned disaster management authorities and other user agencies in least possible time. The earthquake information is also made available on India Meteorological Department (IMD) website and on mobile App India Quake.

The national seismological network also includes a 17-station real time seismic monitoring system to monitor and report large magnitude earthquakes capable of generating tsunamis on the Indian coastal regions. An tsunami early warning system is also in place at Indian National Centre for Ocean Information Services (INCOIS), Hyderabad to provide early warning on tsunamis likely to be generated on the Indian Coastal areas by large magnitude under sea earthquakes.

The seismic hazard analysis for the whole country has been done. Under the aegis of Bureau of Indian Standard (BIS) [IS 1983 (Part I):2016], seismic hazard vulnerability of the country has been assessed and the seismic zoning map covering

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† Original notice of the question was received in Hindi.

whole of India has been prepared. The country is grouped into four seismic zones viz. Zone-II, III, IV and V. Of these, Zone V is seismically the most prone region, while Zone II is the least.

Guidelines have been published by the Bureau of Indian Standards (BIS), Building Materials and Technology Promotion Council (BMTPC) and Housing and Urban Development Corporation (HUDCO) etc. for the design and construction of earthquake resistant structures to minimize the loss of life and damage to property caused by earthquakes. These guidelines are in wide circulation amongst the public and the administrative authorities responsible for the design and construction of earthquake resistant structures in earthquake prone areas.

### **Forecast of monsoon**

512. SHRIMATI WANSUK SYIEM: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether the India Meteorological Department has predicted that the southwest monsoon normally expected to cover the country by July 15 will now cover the entire country fourteen days before the anticipated date;

(b) whether the southwest monsoon that gives 70 per cent of rain to the country, is expected to be normal this year with bumper yields for the granaries and water levels in reservoirs; and

(c) if so, the details thereof?

THE MINISTER OF EARTH SCIENCES (DR. HARSH VARDHAN): (a) No Sir. India Meteorological Department (IMD) had not predicted that the southwest monsoon will cover entire country by 15th July. It may be mentioned that 15th July is the normal date of monsoon covering entire country. However, IMD had predicted monsoon will set in over Kerala on 29th May and actually monsoon set in over Kerala on 29th May.

(b) and (c) Yes sir. As per the latest IMD press release on forecast update issued on 30th May, 2018, the seasonal rainfall over the country as whole is expected to be normal. The summary of the IMD forecast is given below. The details of the forecast are given in the attached press release Statement (*See below*).

- Rainfall over the country as a whole for the 2018 southwest monsoon season (June to September) is most likely to be NORMAL (96% to 104% of long period average (LPA)).

- Quantitatively, monsoon season (June to September) rainfall for the country as a whole is likely to be 97% of the LPA with a model error of  $\pm 4\%$ .
- Region-wise, the season rainfall is likely to be 100% of LPA over North-West India, 99% of LPA over Central India, 95% of LPA over South Peninsula and 93% of LPA over North-East India all with a model error of  $\pm 8\%$ .
- The monthly rainfall over the country as whole is likely to be 101% of its LPA during July and 94% of LPA during August both with a model error of  $\pm 9\%$

**Statement**

Press Release  
New Delhi, 30th May, 2018

भारत सरकार  
Government of India

पृथ्वी विज्ञान मंत्रालय (एम.ओ.ई.एस.)  
Ministry of Earth Sciences (MoES)

भारत मौसम विज्ञान विभाग  
INDIA METEOROLOGICAL DEPARTMENT

2nd Stage Long Range Forecast for the  
2018 Southwest Monsoon Rainfall

**HIGHLIGHTS**

- Rainfall over the country as a whole for the 2018 southwest monsoon season (June to September) is most likely to be NORMAL {96% to 104% of long period average (LPA)}.
- Quantitatively, monsoon season (June to September) rainfall for the country as a whole is likely to be 97% of the LPA with a model error of  $\pm 4\%$ .
- Region-wise the season rainfall is likely to be 100% of LPA over North-West India. 99% of LPA over Central India. 95% of LPA over South Peninsula and 93% of LPA over North-East India all with a model error of  $\pm 8\%$ .
- The monthly rainfall over the country as whole is likely to be 101% of its LPA during July and 94% of LPA during August both with a model error of  $\pm 9\%$ .

**1. Background**

India Meteorological Department (IMD) had issued the first stage operational long range forecasts for the 2018 southwest monsoon season (June-September) rainfall over the country as a whole on 16th April. IMD has now prepared the 2nd Stage long Range forecast of the seasonal rainfall over the country as a whole, forecasts for the monthly rain fall for July and August over the country as a whole. and forecasts for the seasonal rainfall for the 4 broad geographical regions of India (Northwest India, Northeast India, Central India and South Peninsula). The 2nd stage forecasts for the southwest monsoon season (June-September) rainfall over the country as a whole was prepared using a 6-parameter Statistical Ensemble Forecasting System (SEFS) and the operational Monsoon Mission Climate Forecast System (MMCFS).

**2. Sea Surface Temperature Conditions in the Pacific and Indian Oceans**

The moderate La Nina conditions developed in the equatorial Pacific in later part of the last year weakened to weak La Nina conditions early this year and currently have turned to neutral ENSO conditions. The MMCFS and other global climate models indicate conditions over the Pacific likely to continue to be Neutral during most part of the monsoon season and turn to weak El Nino conditions after the monsoon season.

At present, the warm neutral Indian Ocean Dipole (IOD) conditions are prevailing over the Indian Ocean. The MMCFS and other global climate models indicate weak negative IOD conditions are likely to develop during the middle of the monsoon season and continue to persist till the early part of the post-monsoon season.

**3. Monsoon Mission Coupled Forecasting System (MMCFS)**

The latest experimental forecast based on the MMCFS suggests that the monsoon season rainfall during the 2018 monsoon season (June to September) averaged over the country as a whole is likely to be  $102\% \pm 4\%$  of LPA.

**4. The Operational Second Stage Forecasts for the 2018 Southwest Monsoon Rainfall****(i) Season (June-September) Rainfall over the country as a whole**

Quantitatively, the season rainfall for the country as a whole is likely to be 97% of the long period average (LPA) with a model error of  $\pm 4\%$ . The LPA rainfall over the country as a whole for the period 1951-2000 is 89 cm.



The 5 category probability forecasts for the Season (June to September) rainfall over the country as a whole is given below:—

Category	Rainfall Range (% of LPA)	Forecast Probability (%)	Climatological Probability (%)
Deficient	< 90	13	16
Below Normal	90 - 96	28	17
Normal	96-104	43	33
Above Normal	104 - 110	13	16
Excess	> 110	3	17

**(ii) Season (June-September) Rainfall over the Broad Geographical Regions**

The season rainfall is likely to be 100% of LPA over North-West India, 99% of LPA over Central India, 95% of LPA over South Peninsula, and 93% of LPA over North-East India all with a model error of  $\pm 8\%$ .

**(iii) Monthly (July and August) Rainfall over the country as a whole**

The monthly rainfall over the country as a whole is likely to be 101% of its LPA during July and 94% of LPA during August both with a model error of  $\pm 9\%$ .

**Earthquake warning system**

†513. SHRI NARAYAN RANE: Will the Minister of EARTH SCIENCES be pleased to state:

(a) the details of the earthquakes which occurred in the country during the last three years and current year;

(b) the details of the loss of life and property due to these earthquakes;

(c) whether it is also a fact that the Council of Scientific and Industrial Research has developed an earthquake warning system; and

(d) whether this warning system has been established in various cities of the country, if so, the details thereof?

THE MINISTER OF EARTH SCIENCES (DR. HARSH VARDHAN): (a) Details of significant earthquakes that took place in the country (covering the area bounded by 6°-38°N Latitude and 68°-98°E Longitude) from National Seismological Network,

† Original notice of the question was received in Hindi.

National Centre for Seismology, MoES during the last three years 2015, 2016 and 2017 and current year up to 12th July, 2018 is given in the Statement (See below). Magnitude-wise details of earthquakes are given below:—

Magnitude range	Number of earthquakes
3.0 – 5.0	1739
5.1 – 6.0	121
6.1 – 7.0	20
> 7.0	3 (Maximum magnitude 7.7)

(b) The detail of loss of life and property due to earthquakes are compiled by National Disaster Management Agency/Ministry of Home Affairs (NDMA/MHA).

(c) and (d) An Earthquake Warning System (EqWS) has been deployed by Council of Scientific and Industrial Research – Central Scientific Instrumentation Organization (CSIR-CSIO) in Delhi Metro. System comprises five sensors installed at Mundka, Botanical Garden, Huda City Centre, Metro Bhawan and Faridabad stations. On 10th April, 2016, the EqWS helped to stop the Metro services after the tremors hit the national capital. The system sensed and recorded the event and generated SMS to the concerned action points, in real time. The same technology is being tried in Greater NOIDA-NOIDA Metro line through M/s Siemens.

### ***Statement***

*Details of earthquakes ( $M \geq 3.0$ ) which have been detected and located in and around the country (covering the area bounded by  $6^{\circ}$ - $38^{\circ}$ N Latitude and  $68^{\circ}$ - $98^{\circ}$ E Longitude) by the National Seismological Network during 2015, 2016, 2017 and current year (up to 12th July, 2018)*

Year	Origin-TIME		hr.	min.	sec.	Latitude Longitude		Depth	
	Month	Day	(UTC)			$^{\circ}$ N	$^{\circ}$ E	(Km)	Magnitude (Richter scale)
1	2	3	4	5	6	7	8	9	10
<b>YEAR 2015</b>									
2015	01	01	17	16	34.4	35.94	70.17	10	3.9
2015	01	02	07	23	33.0	24.09	94.08	84	3.8
2015	01	02	23	23	14.8	22.31	96.34	10	3.5

1	2	3	4	5	6	7	8	9	10
2015	01	03	12	46	41.0	36.44	71.63	185	4.9
2015	01	05	09	20	16.7	24.13	93.94	79	3.6
2015	01	05	19	41	42.5	28.87	81.65	10	4.0
2015	01	05	23	25	32.0	33.10	92.97	10	4.8
2015	01	06	20	21	46.5	36.26	70.65	100	4.3
2015	01	07	04	08	25.0	36.75	70.50	200	4.3
2015	01	08	14	12	39.5	30.27	69.59	33	3.8
2015	01	08	16	29	23.2	36.66	71.06	100	4.0
2015	01	09	04	08	56.5	36.74	70.04	300	4.1
2015	01	10	13	06	44.7	11.77	93.45	150	5.3
2015	01	11	20	05	55.4	35.99	70.05	150	4.3
2015	01	11	20	55	33.5	36.20	70.79	111	4.7
2015	01	11	22	56	13.1	36.81	75.30	10	3.3
2015	01	13	06	33	53.9	24.67	94.27	76	3.3
2015	01	14	21	29	4.4	37.77	72.39	100	4.2
2015	01	15	01	33	1.0	22.62	92.52	10	4.6
2015	01	17	05	25	4.0	35.89	70.29	10	4.5
2015	01	17	23	30	15.1	36.32	69.54	139	4.7
2015	01	18	13	09	32.5	25.39	96.99	10	4.0
2015	01	18	22	23	59.5	27.99	93.90	10	3.1
2015	01	20	18	43	52.0	36.30	70.77	10	4.2
2015	01	20	21	41	33.0	31.89	71.69	10	3.4
2015	01	22	03	42	36.4	29.20	80.95	10	4.1
2015	01	22	07	43	14.8	12.91	92.94	30	4.1
2015	01	23	00	29	42.2	12.87	92.80	10	4.1
2015	01	23	04	49	7.0	29.71	80.44	18	3.1
2015	01	24	16	11	41.5	25.09	95.00	124	4.9
2015	01	24	17	19	10.6	35.66	69.75	10	3.9
2015	01	26	18	29	24.2	12.52	92.68	10	4.4
2015	01	27	12	41	31.5	22.94	95.85	10	3.8

1	2	3	4	5	6	7	8	9	10
2015	01	28	17	04	18.0	33.21	75.33	5	3.5
2015	01	29	15	52	40.9	33.15	85.69	10	3.2
2015	01	30	01	49	55.4	37.47	71.38	33	4.2
2015	01	30	06	37	41.5	12.85	95.26	10	3.6
2015	01	31	09	35	16.0	35.94	70.43	10	4.6
2015	01	31	13	59	43.9	28.25	84.10	10	4.1
2015	01	31	21	55	21.2	32.67	73.54	10	3.6
2015	02	01	13	33	1.0	24.99	96.94	21	4.2
2015	02	01	16	00	49.2	26.52	93.29	35	4.2
2015	02	01	16	54	43.2	36.40	70.65	194	4.7
2015	02	02	23	51	30.2	36.67	72.26	60	4.2
2015	02	03	09	28	4.4	26.24	90.83	11	3.8
2015	02	04	10	44	17.2	32.97	83.46	10	5.1
2015	02	04	19	52	56.2	33.00	84.24	10	3.4
2015	02	05	00	47	3.0	34.38	73.66	41	4.0
2015	02	05	10	36	53.7	36.44	71.11	250	3.8
2015	02	06	13	13	9.3	26.87	91.97	16	3.4
2015	02	06	22	39	27.1	25.46	94.50	82	3.6
2015	02	07	01	42	53.5	36.60	70.15	200	4.4
2015	02	07	02	41	45.2	36.00	70.29	190	4.2
2015	02	07	06	27	18.2	33.24	83.35	10	4.4
2015	02	07	13	40	39.0	36.55	70.27	80	3.9
2015	02	07	17	25	48.7	37.38	72.38	115	4.5
2015	02	07	23	35	54.0	36.83	72.54	33	4.4
2015	02	09	14	13	0.1	9.80	93.22	18	4.6
2015	02	10	12	34	15.3	37.34	71.89	252	4.2
2015	02	10	23	16	28.7	37.60	72.31	204	4.2
2015	02	11	03	30	12.0	13.23	92.22	9	5.3
2015	02	11	20	14	58.5	35.89	72.74	266	3.6
2015	02	12	08	19	34.2	34.74	74.97	15	3.6

1	2	3	4	5	6	7	8	9	10
2015	02	12	14	33	8.3	24.10	93.83	60	4.7
2015	02	12	15	33	52.4	24.15	93.88	38	3.6
2015	02	13	22	21	48.2	31.51	81.07	31	3.6
2015	02	14	00	44	29.2	31.47	81.17	19	3.9
2015	02	14	09	18	15.1	37.51	71.93	100	4.3
2015	02	14	17	06	44.2	27.42	86.88	17	3.7
2015	02	14	18	16	43.0	36.16	71.30	100	5.2
2015	02	15	14	14	12.3	35.07	76.04	72	4.5
2015	02	15	14	46	9.0	36.74	76.79	15	4.0
2015	02	15	20	51	51.0	11.28	91.74	41	3.0
2015	02	18	04	07	48.9	24.13	93.80	77	3.5
2015	02	18	13	49	30.2	37.96	73.55	90	4.5
2015	02	19	09	18	15.6	26.74	96.93	15	3.7
2015	02	21	15	55	35.5	25.71	94.21	97	3.9
2015	02	23	06	32	3.4	10.84	91.69	10	4.2
2015	02	23	06	36	32.7	26.09	95.23	114	4.2
2015	02	23	08	17	46.9	23.67	90.91	31	3.6
2015	02	24	12	54	41.4	25.66	91.50	18	3.6
2015	02	25	00	39	13.6	15.69	80.24	8	4.0
2015	02	26	13	58	7.3	36.72	71.02	150	5.0
2015	02	26	21	59	0.4	34.99	72.83	29	5.3
2015	02	27	14	54	22.2	36.43	69.86	80	4.3
2015	03	02	16	01	27.0	35.84	70.99	143	4.8
2015	03	02	20	51	54.7	36.03	77.67	28	4.4
2015	03	03	20	58	36.0	36.68	70.60	200	3.9
2015	03	04	06	00	49.5	36.01	69.15	100	4.1
2015	03	05	21	27	24.2	36.66	70.93	176	5.1
2015	03	08	05	45	20.7	22.79	95.82	10	3.5
2015	03	10	17	49	37.2	29.83	70.02	10	3.9
2015	03	11	19	14	33.7	36.54	71.00	159	4.5

1	2	3	4	5	6	7	8	9	10
2015	03	12	00	20	14.6	33.81	69.20	33	3.9
2015	03	12	13	24	8.8	32.63	73.50	10	3.1
2015	03	12	21	55	42.4	36.10	69.81	150	3.9
2015	03	13	04	17	20.2	9.70	92.04	115	3.7
2015	03	14	19	42	14.3	36.26	70.19	150	4.2
2015	03	14	20	37	26.0	23.97	93.88	23	3.8
2015	03	15	20	21	3.2	36.85	71.55	272	4.6
2015	03	17	15	28	40.7	24.48	94.93	100	4.1
2015	03	19	02	15	0.6	37.40	75.92	33	4.0
2015	03	19	03	43	14.8	29.32	92.16	10	3.3
2015	03	19	03	37	8.1	15.54	80.27	15	3.4
2015	03	19	09	41	57.2	24.02	72.72	10	3.6
2015	03	20	08	24	24.2	33.37	68.78	15	4.4
2015	03	21	17	44	31.7	36.74	71.42	66	4.9
2015	03	21	23	14	16.7	36.11	70.52	120	4.2
2015	03	22	10	20	19.0	25.61	92.67	40	3.8
2015	03	22	12	06	44.7	22.73	92.69	10	3.5
2015	03	23	11	53	27.6	29.00	77.64	10	3.4
2015	03	24	00	16	52.7	36.63	70.87	268	4.5
2015	03	24	20	45	46.7	29.74	69.55	10	4.2
2015	03	25	06	41	24.2	36.78	70.99	79	4.7
2015	03	25	10	13	10.1	13.44	91.83	29	4.6
2015	03	26	03	20	39.0	7.43	91.87	10	4.4
2015	03	26	04	43	18.7	31.20	69.92	10	3.6
2015	03	26	13	35	5.5	32.15	68.93	10	3.9
2015	03	27	02	00	46.4	36.47	71.34	299	4.4
2015	03	27	18	51	40.7	9.56	93.90	52	4.9
2015	04	01	09	43	35.2	25.87	90.60	10	4.0
2015	04	01	21	23	54.2	30.27	79.49	5	4.9
2015	04	02	00	56	40.7	28.71	86.43	35	4.8

1	2	3	4	5	6	7	8	9	10
2015	04	03	12	23	58.9	23.79	94.54	28	4.1
2015	04	03	12	45	23.2	10.79	93.78	100	4.8
2015	04	03	21	42	42.2	38.00	74.07	73	4.4
2015	04	05	00	21	56.4	37.22	71.74	130	4.4
2015	04	07	04	41	51.0	33.10	83.52	10	4.4
2015	04	07	17	07	18.7	36.69	70.83	100	4.5
2015	04	07	22	37	16.7	35.82	70.64	100	4.5
2015	04	08	01	43	49.7	21.83	89.60	30	4.5
2015	04	09	02	14	18.7	37.16	71.56	100	4.5
2015	04	09	11	19	57.2	26.66	92.80	38	3.5
2015	04	09	12	58	29.6	25.67	91.52	5	3.4
2015	04	09	14	12	47.2	37.02	71.55	165	4.8
2015	04	09	22	49	41.2	14.09	92.80	15	5.0
2015	04	10	06	21	56.7	36.72	71.61	150	4.4
2015	04	10	09	19	54.4	33.86	80.87	282	3.8
2015	04	10	15	47	54.7	36.55	71.68	66	4.2
2015	04	10	18	49	43.5	36.13	70.63	236	4.5
2015	04	12	19	13	18.7	36.65	71.32	200	4.4
2015	04	12	23	39	35.7	24.03	93.85	90	3.8
2015	04	13	04	27	23.1	37.07	71.71	66	4.2
2015	04	13	05	55	11.6	14.17	93.85	28	4.2
2015	04	13	09	27	3.5	35.61	70.39	136	5.2
2015	04	15	04	49	48.9	28.15	95.71	26	4.5
2015	04	15	17	56	59.4	24.58	96.25	10	3.8
2015	04	15	20	49	34.0	36.52	70.75	50	4.2
2015	04	16	22	05	48.2	26.91	92.65	8	4.8
2015	04	17	00	13	0.6	36.78	69.99	200	4.0
2015	04	17	00	20	14.5	26.33	92.40	24	3.8
2015	04	18	09	48	7.3	26.45	92.64	39	3.4
2015	04	18	17	22	19.2	10.13	92.39	100	4.0

1	2	3	4	5	6	7	8	9	10
2015	04	20	22	48	12.1	26.67	92.51	10	3.8
2015	04	21	00	17	27.7	14.16	92.92	10	5.1
2015	04	21	14	02	17.6	28.76	82.41	5	4.7
2015	04	21	14	32	34.0	28.63	81.88	5	3.4
2015	04	21	23	07	5.5	37.53	71.65	100	3.9
2015	04	22	01	29	11.3	28.85	82.39	10	3.9
2015	04	23	20	26	40.0	27.35	88.14	10	4.0
2015	04	23	23	58	21.6	12.17	94.57	30	5.1
2015	04	24	05	39	15.0	36.16	70.54	200	4.1
2015	04	24	06	20	46.9	36.38	68.30	100	4.4
2015	04	25	06	11	27.6	28.11	84.58	10	7.1
2015	04	25	06	45	24.2	28.00	84.81	5	6.5
2015	04	25	06	37	57.5	27.89	85.64	10	4.8
2015	04	25	06	56	36.4	28.16	85.90	10	5.4
2015	04	25	07	08	2.9	28.08	86.04	10	4.6
2015	04	25	07	39	35.5	27.45	85.57	5	4.3
2015	04	25	07	47	3.7	27.74	85.53	10	4.8
2015	04	25	08	05	39.7	27.61	85.72	10	4.6
2015	04	25	08	16	59.7	27.52	85.68	10	4.8
2015	04	25	08	20	46.0	26.64	84.61	10	4.7
2015	04	25	08	29	25.7	27.81	84.65	5	4.7
2015	04	25	08	49	10.3	27.62	85.02	5	4.3
2015	04	25	08	55	56.9	27.43	85.44	5	5.5
2015	04	25	09	17	3.4	28.40	87.19	8	5.4
2015	04	25	09	30	31.5	27.81	85.48	10	4.8
2015	04	25	09	43	3.0	27.97	85.00	10	4.0
2015	04	25	10	10	35.5	27.90	84.55	10	4.0
2015	04	25	10	23	19.6	27.52	85.67	10	4.0
2015	04	25	10	40	36.5	27.44	85.82	5	4.3
2015	04	25	11	05	3.5	27.74	85.43	10	4.0



1	2	3	4	5	6	7	8	9	10
2015	04	25	12	01	12.8	27.79	85.75	5	4.1
2015	04	25	12	12	16.7	27.51	85.79	9	4.1
2015	04	25	12	17	57.5	27.37	85.26	10	4.4
2015	04	25	12	44	7.4	27.91	84.62	10	5.2
2015	04	25	13	30	30.7	27.85	85.07	10	4.5
2015	04	25	13	36	15.3	27.19	85.80	10	4.5
2015	04	25	14	10	5.0	27.47	85.77	10	4.2
2015	04	25	15	17	17.1	27.52	85.36	10	4.0
2015	04	25	16	27	24.1	27.83	85.57	10	4.6
2015	04	25	17	42	54.0	28.20	85.85	10	5.1
2015	04	25	18	58	35.7	27.55	85.35	10	4.1
2015	04	25	20	07	4.9	28.03	84.56	10	4.3
2015	04	25	20	32	49.9	27.58	85.90	10	4.2
2015	04	25	21	07	20.2	27.75	85.79	10	4.5
2015	04	25	23	16	16.7	27.78	84.93	10	5.2
2015	04	25	23	41	55.5	27.51	85.94	10	4.4
2015	04	26	02	48	40.7	28.00	84.52	10	4.2
2015	04	26	03	21	39.7	27.48	85.47	10	4.3
2015	04	26	04	58	41.0	27.94	84.82	10	4.1
2015	04	26	04	50	30.5	27.94	85.35	5	3.9
2015	04	26	04	58	41.2	27.99	84.84	5	4.3
2015	04	26	07	09	10.5	27.68	85.90	10	6.7
2015	04	26	07	26	6.0	27.59	85.83	10	4.8
2015	04	26	07	36	29.2	27.61	85.94	10	4.5
2015	04	26	07	50	28.2	27.73	85.97	10	3.9
2015	04	26	08	10	37.5	27.85	85.65	10	4.1
2015	04	26	08	40	58.2	27.69	85.93	10	4.6
2015	04	26	08	46	16.6	27.08	85.38	10	4.3
2015	04	26	09	14	30.1	35.88	68.04	100	4.4
2015	04	26	09	42	8.3	27.65	85.78	10	4.2

1	2	3	4	5	6	7	8	9	10
2015	04	26	13	11	16.7	27.73	85.51	10	4.2
2015	04	26	14	44	54.2	28.44	86.29	10	4.3
2015	04	26	14	57	4.5	28.08	84.73	10	4.0
2015	04	26	15	56	54.2	26.36	92.83	39	3.5
2015	04	26	16	26	7.5	27.63	85.74	10	5.4
2015	04	26	17	38	46.7	27.90	85.25	10	3.6
2015	04	26	18	06	36.0	27.77	85.48	10	3.2
2015	04	26	18	54	52.0	28.03	84.97	10	4.1
2015	04	26	20	39	21.7	27.88	85.79	10	4.1
2015	04	26	21	52	26.1	27.69	85.09	10	3.6
2015	04	26	22	32	36.0	27.52	85.66	10	4.1
2015	04	27	00	01	49.4	27.48	85.85	10	3.7
2015	04	27	00	39	15.5	27.09	84.69	10	3.8
2015	04	27	01	15	52.2	27.66	85.92	7	3.9
2015	04	27	04	14	46.9	28.12	85.14	10	4.1
2015	04	27	06	00	1.7	27.67	85.98	10	4.0
2015	04	27	12	35	51.4	26.84	88.10	10	5.2
2015	04	27	13	17	48.2	27.91	84.79	10	4.1
2015	04	27	14	42	39.5	27.63	85.67	10	4.2
2015	04	27	14	57	2.4	27.67	85.99	10	4.0
2015	04	27	15	51	46.7	27.52	85.17	10	4.0
2015	04	27	18	59	56.0	27.82	84.72	10	4.4
2015	04	27	20	21	58.2	31.64	83.88	10	3.3
2015	04	27	21	27	42.7	27.74	85.64	10	4.0
2015	04	27	22	26	8.3	27.90	84.53	10	4.0
2015	04	27	23	20	30.2	27.91	85.37	10	4.3
2015	04	28	05	03	25.1	37.17	71.79	175	5.2
2015	04	28	19	34	59.9	27.56	85.80	10	4.0
2015	04	28	21	44	26.0	27.63	85.68	10	3.7
2015	04	28	21	57	49.5	27.44	85.83	10	3.3

1	2	3	4	5	6	7	8	9	10
2015	04	29	00	48	15.8	26.85	92.47	6	3.6
2015	04	29	05	52	12.3	37.28	71.85	107	5.0
2015	04	29	09	39	17.2	27.62	84.73	10	4.1
2015	04	29	11	27	47.2	27.69	85.40	10	4.4
2015	04	29	17	16	36.4	27.77	85.52	10	4.1
2015	04	29	22	10	54.5	28.06	87.26	10	4.2
2015	04	30	00	37	12.8	27.61	84.68	10	4.3
2015	04	30	09	00	20.6	28.70	96.52	10	3.9
2015	04	30	17	34	40.2	27.59	85.74	10	3.9
2015	04	30	19	21	19.0	26.45	94.74	10	4.8
2015	04	30	20	19	1.2	26.46	92.69	37	3.9
2015	04	30	20	33	19.1	26.06	95.02	10	3.7
2015	05	01	04	39	20.1	28.25	85.82	10	3.5
2015	05	01	04	52	14.6	27.71	85.88	10	3.7
2015	05	01	08	58	40.5	10.88	91.89	7	5.2
2015	05	01	18	47	21.7	27.98	84.76	10	3.3
2015	05	01	22	10	16.0	27.80	85.70	10	3.8
2015	05	02	00	10	52.0	27.70	86.17	10	4.2
2015	05	02	01	03	13.5	27.73	85.82	10	4.0
2015	05	02	03	47	8.6	27.81	85.48	18	3.6
2015	05	02	05	35	47.7	28.04	84.70	10	4.9
2015	05	02	08	01	7.9	36.37	70.93	250	4.7
2015	05	02	09	41	13.8	28.34	85.11	39	3.8
2015	05	02	15	16	21.7	27.70	85.96	16	3.6
2015	05	02	21	44	11.1	27.73	85.86	10	4.4
2015	05	02	22	39	33.0	28.00	84.87	6	3.2
2015	05	03	02	15	30.0	27.69	84.74	10	3.7
2015	05	03	02	22	22.5	28.00	87.67	10	3.4
2015	05	03	11	35	10.8	27.98	85.00	10	4.3
2015	05	03	23	14	17.6	27.63	85.82	10	4.0

1	2	3	4	5	6	7	8	9	10
2015	05	04	01	15	8.6	27.44	85.89	10	4.5
2015	05	04	08	50	3.0	27.76	86.11	10	3.7
2015	05	04	12	17	15.6	27.53	85.92	10	3.9
2015	05	04	14	19	7.5	27.81	85.71	37	3.5
2015	05	05	00	54	5.5	28.04	84.92	10	3.5
2015	05	05	10	38	48.7	27.57	85.95	10	4.1
2015	05	05	11	15	43.9	27.83	85.89	10	3.8
2015	05	06	12	17	12.8	28.25	84.44	10	3.7
2015	05	06	12	35	36.5	28.60	86.56	10	3.3
2015	05	06	14	45	44.7	12.73	92.04	25	4.5
2015	05	06	15	13	22.7	27.43	85.46	10	3.5
2015	05	06	21	56	30.0	27.60	85.12	10	3.3
2015	05	07	03	13	52.5	36.34	70.72	80	4.2
2015	05	07	16	30	49.4	27.80	85.31	10	3.3
2015	05	07	20	34	48.0	27.87	85.57	10	3.7
2015	05	08	00	32	34.7	27.51	85.82	10	4.6
2015	05	08	05	08	26.7	29.11	76.85	6	3.3
2015	05	08	07	47	55.5	27.61	85.76	10	4.2
2015	05	08	21	23	29.6	28.01	85.13	7	3.6
2015	05	09	01	01	52.2	23.56	70.36	15	3.8
2015	05	10	00	49	53.5	27.76	85.88	10	3.7
2015	05	10	03	18	9.3	36.27	71.12	77	4.2
2015	05	10	03	47	15.3	36.27	70.11	150	4.5
2015	05	10	09	38	36.7	27.47	85.46	10	4.2
2015	05	10	14	17	37.0	27.66	85.74	10	3.3
2015	05	11	03	20	38.7	27.81	85.64	10	3.4
2015	05	11	14	51	2.7	28.25	85.89	10	3.7
2015	05	11	14	52	34.0	27.79	85.29	10	3.6
2015	05	11	20	17	47.7	36.04	70.71	150	4.0
2015	05	11	22	43	6.0	36.64	70.22	225	4.4

1	2	3	4	5	6	7	8	9	10
2015	05	12	06	10	49.7	37.79	68.64	52	4.4
2015	05	12	07	05	19.7	27.53	86.01	10	7.4
2015	05	12	07	17	23.2	28.11	86.32	22	5.4
2015	05	12	07	20	46.5	28.77	86.24	10	4.3
2015	05	12	07	22	26.1	27.64	86.24	10	4.3
2015	05	12	07	23	42.0	27.35	86.53	10	4.2
2015	05	12	07	36	54.7	27.27	86.04	10	6.2
2015	05	12	07	34	22.2	28.12	86.17	10	5.2
2015	05	12	07	51	28.6	27.83	85.93	10	4.2
2015	05	12	07	47	47.5	27.64	85.97	10	4.2
2015	05	12	07	43	15.1	27.63	85.98	10	4.3
2015	05	12	07	57	14.5	27.16	86.10	10	4.2
2015	05	12	08	06	8.0	27.10	85.79	10	4.6
2015	05	12	08	13	56.0	27.50	85.75	10	4.9
2015	05	12	08	21	11.6	27.52	86.04	10	4.9
2015	05	12	08	05	24.2	27.31	85.85	10	4.1
2015	05	12	08	59	41.2	27.55	86.19	10	4.2
2015	05	12	08	34	26.0	27.93	85.80	15	4.2
2015	05	12	08	39	8.3	27.57	85.85	10	4.0
2015	05	12	08	43	4.0	28.01	86.30	10	3.8
2015	05	12	08	48	51.7	27.37	85.97	10	3.4
2015	05	12	08	51	39.4	27.71	86.40	10	3.3
2015	05	12	09	02	12.8	28.44	86.40	10	4.1
2015	05	12	09	09	34.2	27.22	85.82	15	3.6
2015	05	12	09	14	36.5	28.93	86.52	10	3.5
2015	05	12	09	38	15.8	27.43	85.82	10	3.2
2015	05	12	09	21	20.1	29.52	87.77	10	3.3
2015	05	12	09	41	17.7	28.11	87.11	10	3.2
2015	05	12	09	44	33.0	27.85	85.49	10	3.4
2015	05	12	09	48	30.6	27.63	86.00	10	3.4

1	2	3	4	5	6	7	8	9	10
2015	05	12	09	55	59.2	27.42	86.21	10	3.3
2015	05	12	10	04	5.0	27.44	85.85	10	3.9
2015	05	12	10	15	9.8	27.24	86.06	10	4.1
2015	05	12	10	31	7.5	28.14	86.20	10	3.7
2015	05	12	10	35	43.0	27.49	86.03	10	4.5
2015	05	12	10	40	19.7	27.33	86.79	10	3.2
2015	05	12	10	41	31.2	28.30	86.39	10	4.0
2015	05	12	10	49	18.7	27.37	85.11	10	3.5
2015	05	12	10	53	19.1	28.35	86.03	10	3.7
2015	05	12	11	06	35.7	27.48	86.06	10	4.0
2015	05	12	11	13	23.5	27.57	85.83	10	4.2
2015	05	12	11	21	32.7	27.65	86.07	10	4.1
2015	05	12	11	26	57.2	28.07	86.23	10	3.2
2015	05	12	11	58	14.6	27.58	85.91	10	4.1
2015	05	12	12	28	25.7	27.51	85.92	10	4.2
2015	05	12	13	02	13.5	27.16	86.20	10	3.7
2015	05	12	13	10	46.9	28.56	86.41	10	3.5
2015	05	12	13	25	28.0	27.47	86.03	10	3.5
2015	05	12	13	08	13.1	27.37	85.78	10	3.9
2015	05	12	13	43	19.2	27.50	85.77	10	3.8
2015	05	12	13	47	6.0	27.97	85.77	10	3.5
2015	05	12	13	57	16.0	28.58	86.07	10	3.4
2015	05	12	13	59	1.6	27.22	86.25	10	3.5
2015	05	12	15	28	22.7	27.57	86.18	15	4.1
2015	05	12	15	59	46.9	27.42	86.00	11	3.4
2015	05	12	16	15	14.8	27.86	86.25	10	3.7
2015	05	12	16	32	11.5	27.60	86.14	10	4.0
2015	05	12	16	49	52.4	27.93	85.99	10	3.1
2015	05	12	16	55	25.7	27.67	85.91	10	3.9
2015	05	12	17	28	41.7	27.53	86.14	10	5.1

1	2	3	4	5	6	7	8	9	10
2015	05	12	18	49	9.3	27.49	86.39	10	3.6
2015	05	12	18	51	46.4	28.11	86.38	10	3.8
2015	05	12	19	35	1.2	27.56	86.06	10	3.7
2015	05	12	19	37	42.7	27.25	86.01	10	4.1
2015	05	12	20	22	17.2	27.22	85.14	10	3.8
2015	05	12	20	44	31.1	27.61	86.10	10	3.8
2015	05	12	21	13	3.4	27.56	85.82	10	3.4
2015	05	12	21	25	12.8	27.85	84.69	7	5.3
2015	05	12	21	57	16.1	27.82	85.94	10	3.7
2015	05	12	22	53	19.5	27.66	86.31	10	4.1
2015	05	13	02	23	12.1	27.47	86.13	10	4.2
2015	05	13	02	43	49.2	27.60	86.18	10	4.1
2015	05	13	04	48	6.5	27.77	86.13	10	3.8
2015	05	13	06	26	9.1	27.66	86.11	10	4.5
2015	05	13	06	37	32.0	27.64	86.06	10	4.5
2015	05	13	06	53	1.2	27.60	86.14	2	4.7
2015	05	13	08	45	58.7	28.03	86.37	10	4.1
2015	05	13	09	52	29.7	27.57	86.17	10	3.7
2015	05	13	10	59	45.7	27.45	86.03	10	4.2
2015	05	13	12	59	33.0	28.35	85.36	10	3.9
2015	05	13	15	36	18.6	27.73	85.58	10	3.8
2015	05	13	15	51	5.0	27.44	85.86	10	3.7
2015	05	13	18	31	4.0	27.70	86.14	10	4.0
2015	05	13	21	38	7.0	27.35	85.95	10	4.8
2015	05	14	03	07	11.1	27.60	86.07	10	4.3
2015	05	14	09	35	23.7	27.49	85.97	10	4.1
2015	05	14	14	36	44.9	27.61	85.17	39	3.6
2015	05	15	01	42	44.0	27.66	84.71	10	4.7
2015	05	15	09	24	16.7	27.52	86.10	8	3.7
2015	05	16	00	46	10.0	27.96	84.77	10	3.7

1	2	3	4	5	6	7	8	9	10
2015	05	16	03	39	29.1	27.50	85.72	10	4.6
2015	05	16	08	36	15.3	31.70	69.11	10	4.4
2015	05	16	11	34	11.8	27.42	86.06	10	5.7
2015	05	16	16	23	45.7	27.30	86.11	10	3.9
2015	05	16	20	02	55.7	28.03	84.89	10	3.1
2015	05	16	23	15	27.5	27.53	86.01	10	4.3
2015	05	17	05	45	40.4	27.27	85.79	10	4.2
2015	05	17	09	10	7.8	30.27	69.44	10	4.5
2015	05	17	14	55	4.5	27.41	86.14	10	3.9
2015	05	17	19	59	59.5	29.32	69.04	10	4.0
2015	05	18	12	16	19.7	28.41	85.33	10	3.6
2015	05	18	12	18	42.9	36.53	71.07	150	4.1
2015	05	18	12	42	12.3	28.04	84.81	10	3.7
2015	05	18	13	05	33.5	8.37	93.15	10	3.8
2015	05	18	16	46	34.9	34.38	73.58	10	4.0
2015	05	18	22	49	51.5	27.56	85.93	10	4.2
2015	05	19	10	59	32.2	27.86	85.99	10	4.1
2015	05	20	09	02	39.0	27.51	85.17	10	4.1
2015	05	20	08	54	29.5	36.24	71.38	100	4.0
2015	05	21	08	26	45.2	27.83	86.26	10	3.8
2015	05	21	09	11	58.9	27.79	85.31	10	3.3
2015	05	21	12	43	35.4	22.91	96.07	10	3.4
2015	05	22	01	55	6.5	36.33	70.14	200	4.5
2015	05	22	10	59	36.0	28.13	85.11	10	4.3
2015	05	22	11	45	50.2	27.66	86.19	10	4.1
2015	05	22	13	04	7.8	27.80	85.87	10	4.0
2015	05	22	19	07	43.5	29.78	81.68	10	3.9
2015	05	22	20	11	36.7	24.69	93.29	16	3.8
2015	05	23	11	53	57.7	30.42	79.23	6	3.4
2015	05	24	01	12	11.0	26.37	93.47	39	3.3



1	2	3	4	5	6	7	8	9	10
2015	05	24	17	30	39.4	28.24	86.43	10	3.6
2015	05	24	21	38	42.7	27.88	84.61	10	4.1
2015	05	25	05	15	44.5	28.24	86.31	16	3.7
2015	05	25	10	46	0.2	28.44	87.34	10	4.2
2015	05	25	15	59	7.8	22.27	93.88	33	3.5
2015	05	26	14	15	33.9	27.73	85.44	10	3.6
2015	05	26	17	07	15.3	27.95	85.11	10	4.4
2015	05	26	17	24	13.1	24.37	94.03	65	4.4
2015	05	27	06	18	37.7	27.57	86.12	10	4.0
2015	05	27	07	30	45.5	27.82	85.46	10	4.2
2015	05	27	16	45	1.0	27.92	85.03	10	3.9
2015	05	28	01	29	3.2	37.35	72.20	150	4.1
2015	05	28	11	46	28.2	28.17	93.39	10	4.1
2015	05	28	15	19	21.7	25.76	90.99	15	3.6
2015	05	28	23	35	56.0	28.00	84.89	10	3.3
2015	05	29	03	57	53.2	26.16	90.03	18	4.0
2015	05	29	06	45	34.5	27.76	84.72	10	4.0
2015	05	29	10	00	1.7	27.76	84.74	10	4.6
2015	05	29	13	11	20.5	29.45	85.59	10	3.3
2015	05	30	00	04	46.2	34.87	91.13	10	4.0
2015	05	30	16	28	21.7	27.69	85.00	10	4.0
2015	05	30	16	44	12.1	36.72	70.65	182	4.7
2015	06	01	07	12	4.5	26.54	96.18	114	4.0
2015	06	01	14	41	1.2	36.39	70.10	80	5.0
2015	06	01	23	30	29.1	37.83	72.88	126	5.3
2015	06	02	06	34	14.3	28.65	77.79	17	3.6
2015	06	02	17	58	59.7	37.98	73.67	38	3.7
2015	06	02	20	33	8.3	30.00	81.83	10	4.3
2015	06	02	22	09	10.0	25.77	89.92	10	3.6
2015	06	03	07	52	37.5	27.66	85.74	10	3.8

1	2	3	4	5	6	7	8	9	10
2015	06	03	11	28	25.7	30.44	79.25	5	4.3
2015	06	04	06	52	54.0	36.85	70.10	260	4.7
2015	06	04	13	43	31.2	27.53	92.92	10	3.1
2015	06	07	05	17	46.9	27.69	85.54	10	4.2
2015	06	07	19	47	27.7	18.99	94.61	50	4.0
2015	06	08	03	28	8.6	36.64	70.88	220	4.8
2015	06	08	15	21	18.2	6.94	92.37	30	3.9
2015	06	11	04	17	46.9	27.68	85.72	10	4.0
2015	06	11	16	12	19.6	27.79	85.65	10	4.4
2015	06	11	19	37	8.1	28.28	84.82	10	3.7
2015	06	12	00	24	23.7	22.98	94.29	90	4.0
2015	06	12	04	34	8.8	27.62	86.04	10	4.1
2015	06	12	08	51	57.0	35.91	69.92	90	4.0
2015	06	12	18	29	28.7	14.03	93.67	35	5.3
2015	06	13	01	18	30.2	27.55	86.04	10	4.5
2015	06	14	06	09	57.5	36.40	71.28	150	4.3
2015	06	14	07	47	48.0	28.00	85.74	10	4.0
2015	06	14	07	47	46.5	28.06	85.80	10	4.1
2015	06	14	13	12	17.1	36.53	70.01	200	4.0
2015	06	15	14	21	14.6	37.21	71.72	33	4.0
2015	06	15	21	39	19.7	22.26	94.12	60	4.3
2015	06	17	00	13	21.7	27.50	85.03	10	3.8
2015	06	17	00	30	0.1	27.51	85.46	10	4.1
2015	06	17	02	15	15.8	28.24	85.93	10	4.3
2015	06	18	01	31	56.5	36.33	70.66	100	4.3
2015	06	18	11	28	20.2	28.37	70.50	10	4.0
2015	06	18	14	36	3.2	22.80	92.17	10	3.6
2015	06	19	07	12	45.2	36.55	70.32	150	4.3
2015	06	20	12	23	7.0	28.48	82.73	10	4.5
2015	06	20	18	46	50.5	37.83	72.03	200	4.3

1	2	3	4	5	6	7	8	9	10
2015	06	21	13	41	48.5	27.67	85.98	11	3.9
2015	06	22	07	34	34.5	27.65	86.17	10	3.7
2015	06	23	17	38	37.7	37.07	72.26	100	4.5
2015	06	23	20	33	26.2	30.45	77.92	10	4.0
2015	06	24	22	29	13.0	24.74	94.94	106	3.7
2015	06	25	15	22	21.6	28.47	85.35	10	3.3
2015	06	26	17	41	50.0	36.68	68.41	28	4.5
2015	06	27	06	04	29.7	29.84	80.21	10	3.5
2015	06	27	18	37	15.1	35.40	70.00	33	4.3
2015	06	27	18	44	30.6	34.80	69.39	175	4.2
2015	06	28	01	05	25.6	26.40	90.25	5	5.6
2015	06	28	12	53	14.8	32.20	69.35	10	4.4
2015	06	28	23	57	13.1	27.50	86.21	10	4.4
2015	06	29	17	27	5.9	26.54	94.98	10	3.7
2015	06	29	17	42	44.2	27.71	85.61	10	3.7
2015	06	29	21	46	25.6	27.40	85.72	10	4.5
2015	06	29	22	07	46.5	36.47	71.14	166	5.9
2015	06	30	13	15	54.9	26.06	90.78	15	3.8
2015	07	01	02	42	36.7	27.47	91.26	6	4.0
2015	07	02	01	56	12.8	27.85	85.63	10	4.2
2015	07	02	07	18	19.6	34.77	73.34	10	5.4
2015	07	02	15	09	5.9	25.84	89.86	15	3.0
2015	07	03	00	37	45.4	13.20	93.24	46	4.3
2015	07	03	01	07	47.9	37.50	78.07	33	5.9
2015	07	03	01	31	36.0	36.99	78.16	38	4.4
2015	07	03	01	44	46.2	37.31	78.33	10	4.9
2015	07	03	02	20	38.7	12.06	94.67	10	4.6
2015	07	03	02	37	27.1	37.62	78.01	10	3.9
2015	07	03	03	11	15.6	37.37	78.79	10	4.3
2015	07	03	03	16	39.0	11.95	94.89	10	5.6

1	2	3	4	5	6	7	8	9	10
2015	07	03	15	18	2.2	36.57	70.93	120	4.1
2015	07	03	17	01	28.0	23.78	94.01	39	3.3
2015	07	03	20	04	10.1	27.67	84.99	18	4.3
2015	07	04	18	41	33.0	13.25	93.17	33	3.6
2015	07	04	23	08	22.6	24.70	95.24	90	4.2
2015	07	05	15	12	12.8	37.43	78.37	10	3.7
2015	07	06	15	29	10.6	28.49	85.87	10	3.4
2015	07	07	09	31	43.9	29.47	81.63	7	3.8
2015	07	09	03	29	58.4	34.87	73.99	15	4.1
2015	07	10	01	53	14.3	27.41	94.06	10	4.0
2015	07	10	12	53	21.7	26.75	90.50	10	4.4
2015	07	10	21	13	3.0	27.61	86.14	10	4.0
2015	07	10	22	27	37.0	25.18	90.77	15	4.1
2015	07	11	05	19	34.7	36.76	70.54	150	4.0
2015	07	12	08	58	56.2	17.21	73.75	6	5.1
2015	07	12	16	45	49.7	37.28	71.50	150	4.3
2015	07	12	21	36	45.7	36.97	70.85	156	4.3
2015	07	13	11	03	2.0	26.63	96.57	139	4.3
2015	07	14	12	29	22.5	37.29	77.24	33	4.0
2015	07	14	14	35	47.5	35.82	70.66	77	5.2
2015	07	14	22	12	1.6	36.66	70.55	200	4.0
2015	07	15	21	35	48.2	36.74	70.06	200	4.3
2015	07	17	19	36	48.5	37.12	68.53	33	4.1
2015	07	17	19	51	6.5	37.86	68.49	15	3.9
2015	07	18	05	41	17.2	31.15	95.42	10	4.8
2015	07	18	23	48	9.3	30.45	79.17	6	4.2
2015	07	19	01	26	16.7	36.66	71.48	229	4.6
2015	07	20	15	28	48.7	30.47	94.40	52	4.7
2015	07	21	01	26	59.4	18.96	97.21	10	5.2
2015	07	21	08	21	41.5	24.40	93.69	53	3.7

1	2	3	4	5	6	7	8	9	10
2015	07	21	15	10	22.1	30.50	94.32	33	4.4
2015	07	22	16	29	55.2	27.64	85.08	21	3.3
2015	07	22	22	00	43.5	30.34	94.01	38	4.4
2015	07	23	06	04	13.5	15.81	73.90	10	3.1
2015	07	23	14	36	6.0	21.35	80.11	10	4.0
2015	07	24	20	59	49.4	33.96	72.25	58	5.5
2015	07	24	21	30	10.6	33.70	72.64	33	3.7
2015	07	25	16	38	43.4	35.57	69.34	77	4.4
2015	07	25	19	24	8.3	36.10	70.55	100	3.8
2015	07	26	10	04	8.5	36.80	71.34	100	4.8
2015	07	26	16	59	8.1	30.04	80.70	10	3.6
2015	07	26	18	09	13.6	36.41	70.88	100	3.9
2015	07	27	07	33	41.7	27.47	91.08	16	4.0
2015	07	28	09	40	47.7	30.62	94.81	33	4.4
2015	07	31	03	18	17.5	30.59	94.46	10	4.7
2015	08	01	12	14	28.6	28.57	87.58	39	4.2
2015	08	02	05	58	0.0	30.74	94.99	40	4.6
2015	08	03	00	55	20.2	30.74	94.57	10	4.0
2015	08	03	20	47	48.0	11.70	92.30	30	4.7
2015	08	04	02	10	28.2	37.33	71.64	120	4.3
2015	08	04	16	44	35.0	36.65	70.99	150	5.3
2015	08	04	22	18	25.1	34.67	70.27	50	4.1
2015	08	05	19	15	57.7	30.19	80.51	10	4.3
2015	08	05	21	04	13.0	36.85	82.14	10	5.0
2015	08	06	12	34	15.1	30.17	93.69	33	4.6
2015	08	06	21	43	41.0	30.16	79.37	10	3.1
2015	08	07	01	54	20.2	36.47	69.86	200	5.2
2015	08	07	13	52	33.2	31.19	95.59	89	4.6
2015	08	07	22	00	8.6	36.23	70.05	60	4.3
2015	08	09	22	30	28.7	27.98	84.64	10	3.9

1	2	3	4	5	6	7	8	9	10
2015	08	10	05	41	10.8	36.46	69.66	200	4.4
2015	08	10	10	05	30.0	36.10	71.38	239	6.3
2015	08	10	17	05	20.2	17.81	95.71	10	5.1
2015	08	11	19	12	58.5	31.32	94.76	10	4.5
2015	08	12	02	44	50.9	24.63	94.81	15	4.0
2015	08	13	02	00	11.3	31.88	95.27	40	4.1
2015	08	13	14	56	7.8	30.56	96.35	30	3.7
2015	08	13	15	51	49.9	30.00	96.26	334	3.5
2015	08	14	13	02	33.0	26.73	86.12	10	3.6
2015	08	14	13	48	26.2	34.82	72.61	15	4.4
2015	08	15	05	42	21.7	27.33	88.01	10	4.0
2015	08	15	11	45	43.2	23.12	97.11	30	3.7
2015	08	15	18	11	38.7	27.57	86.03	10	4.5
2015	08	16	08	24	6.5	17.24	95.19	10	4.0
2015	08	16	10	53	16.1	36.06	70.50	70	3.7
2015	08	16	21	35	27.2	13.74	92.53	10	5.0
2015	08	17	02	24	5.5	37.43	68.75	19	4.2
2015	08	17	22	23	57.7	27.70	85.97	10	4.1
2015	08	18	00	23	42.2	35.35	71.18	70	3.8
2015	08	19	19	18	14.8	31.50	76.99	10	3.7
2015	08	19	20	50	4.5	36.94	70.54	30	4.0
2015	08	20	19	21	14.6	25.71	89.50	18	4.1
2015	08	21	11	12	30.2	35.40	70.60	98	4.4
2015	08	22	01	48	56.2	36.93	71.67	175	4.5
2015	08	23	09	02	4.9	27.73	86.07	10	4.7
2015	08	24	06	53	37.7	28.61	86.92	10	4.0
2015	08	25	10	17	4.8	17.17	73.78	5	3.9
2015	08	26	01	56	51.9	18.70	84.39	10	4.4
2015	08	26	13	18	26.2	36.76	71.21	150	4.0
2015	08	26	14	48	7.0	37.21	71.57	120	4.2

1	2	3	4	5	6	7	8	9	10
2015	08	26	18	05	8.1	29.65	95.54	10	4.4
2015	08	27	12	51	12.6	36.69	71.07	230	4.2
2015	08	27	13	01	48.4	35.88	69.47	70	4.0
2015	08	28	19	22	0.8	25.75	89.60	10	4.1
2015	08	29	02	05	15.8	13.83	92.84	18	4.0
2015	08	29	16	31	12.6	24.80	95.31	117	4.3
2015	08	30	13	17	35.4	27.57	85.59	10	4.2
2015	08	31	00	27	48.4	35.73	78.39	80	4.0
2015	09	01	09	10	52.5	28.24	87.16	15	3.9
2015	09	01	19	17	5.3	36.53	71.17	214	4.9
2015	09	01	23	06	39.9	27.51	86.15	10	4.0
2015	09	03	07	59	24.7	30.00	79.65	6	3.5
2015	09	03	17	57	52.7	27.61	75.68	10	4.3
2015	09	04	11	49	49.9	36.70	70.56	80	5.0
2015	09	04	20	45	53.7	37.57	71.36	70	4.1
2015	09	05	04	15	20.7	36.28	69.82	200	4.1
2015	09	05	05	39	1.0	26.23	92.80	17	4.0
2015	09	06	03	21	40.5	35.83	78.21	194	4.1
2015	09	06	12	23	15.1	26.19	92.79	38	3.5
2015	09	07	10	13	35.0	23.22	93.55	86	3.2
2015	09	07	10	21	29.7	36.76	71.04	150	4.5
2015	09	07	12	55	45.0	28.21	87.74	85	3.6
2015	09	07	17	50	57.9	36.74	70.75	218	4.4
2015	09	07	23	38	6.0	36.55	71.36	70	4.0
2015	09	08	21	21	39.5	36.84	71.87	227	4.2
2015	09	09	21	03	21.2	36.01	70.37	82	5.5
2015	09	10	15	25	46.7	37.43	71.40	124	4.1
2015	09	11	12	54	5.9	29.80	80.55	5	3.1
2015	09	13	09	45	22.0	28.58	76.26	10	3.3
2015	09	15	22	38	30.7	35.67	78.83	10	4.6

1	2	3	4	5	6	7	8	9	10
2015	09	16	11	10	13.3	35.31	78.97	33	4.8
2015	09	16	14	52	16.2	28.08	86.28	10	3.5
2015	09	17	14	50	8.0	37.92	78.81	33	4.2
2015	09	17	18	34	17.7	24.64	94.57	80	4.7
2015	09	18	20	25	20.1	23.90	93.95	73	3.3
2015	09	18	21	16	44.2	23.25	93.72	102	3.7
2015	09	19	01	01	15.1	7.60	94.44	33	4.7
2015	09	20	14	30	18.0	37.05	71.58	200	3.9
2015	09	22	06	32	47.5	27.65	85.03	10	4.1
2015	09	22	13	19	24.2	23.09	94.36	115	4.6
2015	09	23	03	33	18.7	37.01	70.98	100	4.7
2015	09	23	04	51	33.5	13.20	92.50	39	4.1
2015	09	24	06	12	29.7	36.57	71.16	250	4.0
2015	09	24	14	50	48.9	37.38	71.81	150	4.0
2015	09	24	16	50	36.0	38.00	78.96	33	4.5
2015	09	24	18	25	39.0	37.29	71.76	190	3.7
2015	09	25	05	06	13.1	36.48	70.75	90	4.6
2015	09	25	16	57	40.5	26.52	91.72	33	4.1
2015	09	25	20	28	38.7	23.09	94.46	33	4.0
2015	09	26	16	54	13.3	24.42	94.67	100	4.0
2015	09	27	01	13	29.6	36.25	70.98	120	3.8
2015	09	27	02	24	51.7	28.48	69.32	10	3.8
2015	09	27	14	31	25.2	37.27	72.36	271	4.5
2015	09	27	18	02	17.7	7.26	92.31	49	3.2
2015	09	27	22	54	52.9	7.33	92.38	15	3.3
2015	09	29	01	59	39.0	21.07	94.11	90	3.7
2015	09	29	09	27	14.6	29.82	80.56	10	4.6
2015	09	29	10	54	43.7	27.81	85.82	10	4.1
2015	09	29	16	33	26.6	30.64	69.58	10	4.3
2015	09	29	19	05	15.6	10.02	93.97	99	3.4



1	2	3	4	5	6	7	8	9	10
2015	09	30	11	27	22.0	36.45	71.53	373	4.7
2015	10	02	11	29	20.7	22.27	93.36	40	4.6
2015	10	02	16	20	14.1	36.72	71.08	220	4.6
2015	10	03	23	17	15.0	36.23	71.64	100	3.8
2015	10	04	21	39	24.6	35.98	70.73	261	4.6
2015	10	05	07	33	23.7	27.56	86.09	10	4.2
2015	10	05	07	36	26.7	27.31	85.93	10	3.9
2015	10	05	16	18	5.9	31.55	86.52	10	3.7
2015	10	06	04	17	34.5	28.87	76.68	13	3.0
2015	10	06	12	02	39.7	27.92	86.00	10	3.5
2015	10	06	23	30	29.1	27.60	86.05	10	3.7
2015	10	07	04	58	19.5	28.79	85.11	10	3.3
2015	10	07	08	01	56.7	36.80	70.82	320	4.8
2015	10	08	01	04	19.0	31.49	77.05	10	3.6
2015	10	09	01	01	27.2	28.57	86.32	10	3.7
2015	10	09	01	07	30.7	37.85	79.21	10	3.9
2015	10	09	06	09	32.5	36.38	70.02	200	4.8
2015	10	09	20	10	13.8	28.62	77.18	5	3.3
2015	10	09	20	30	1.0	28.57	86.27	10	4.6
2015	10	10	01	48	45.4	27.23	88.65	13	3.9
2015	10	10	23	54	31.2	24.26	96.29	40	4.4
2015	10	11	08	34	53.4	24.86	94.16	20	4.2
2015	10	12	11	32	36.2	35.74	69.75	110	4.0
2015	10	12	15	39	9.0	28.95	86.28	10	3.8
2015	10	13	15	40	5.0	36.70	70.40	165	4.9
2015	10	16	11	43	42.2	35.81	69.90	120	4.3
2015	10	17	06	29	40.2	24.75	94.40	38	4.3
2015	10	18	06	44	50.7	36.42	70.57	150	4.3
2015	10	19	00	04	40.7	29.67	80.42	5	3.3
2015	10	20	03	46	2.2	36.15	70.51	214	3.9

1	2	3	4	5	6	7	8	9	10
2015	10	20	17	54	12.6	37.49	71.94	108	4.3
2015	10	21	23	37	16.7	36.01	69.23	100	3.9
2015	10	22	07	10	46.0	31.60	95.44	585	4.0
2015	10	23	00	27	37.4	29.58	70.06	10	5.5
2015	10	23	00	36	54.7	29.27	70.44	10	4.5
2015	10	23	01	06	29.5	29.49	70.36	30	4.0
2015	10	23	01	24	25.2	29.55	70.05	10	3.8
2015	10	23	01	31	22.2	29.53	70.07	10	3.7
2015	10	23	01	43	59.0	29.66	69.75	10	3.7
2015	10	23	04	42	56.2	29.60	70.23	5	4.0
2015	10	23	04	50	40.2	29.62	70.24	5	3.5
2015	10	23	18	19	5.5	36.25	78.15	100	4.6
2015	10	24	04	35	3.0	30.13	80.33	20	3.8
2015	10	26	09	09	23.7	36.84	70.29	145	7.7
2015	10	26	09	49	29.2	36.58	70.11	10	5.2
2015	10	26	10	30	31.7	36.22	70.57	200	4.2
2015	10	26	10	37	2.5	36.36	70.04	200	4.2
2015	10	26	11	14	43.5	35.40	69.54	200	4.0
2015	10	26	12	50	51.0	36.56	69.86	200	4.5
2015	10	26	13	18	46.4	36.44	70.00	200	4.4
2015	10	26	13	41	49.2	35.99	69.90	100	3.8
2015	10	26	15	39	5.0	36.64	70.01	100	3.9
2015	10	26	15	47	21.6	36.42	69.61	100	4.0
2015	10	26	23	35	15.1	36.53	69.96	200	4.0
2015	10	27	00	01	32.5	36.53	69.98	200	3.8
2015	10	27	00	17	11.1	35.96	70.02	200	3.7
2015	10	27	00	27	24.1	36.29	70.13	150	3.8
2015	10	27	00	44	32.0	36.10	69.84	150	4.0
2015	10	27	01	17	47.7	36.11	70.00	200	4.3
2015	10	27	13	14	3.2	36.39	70.07	200	4.9

1	2	3	4	5	6	7	8	9	10
2015	10	27	13	50	48.0	24.56	94.94	20	4.4
2015	10	27	15	30	37.2	36.69	69.91	200	3.8
2015	10	27	17	55	43.9	36.42	70.05	200	4.4
2015	10	28	00	04	2.0	36.72	70.61	300	4.1
2015	10	28	10	04	15.1	36.07	70.12	200	4.0
2015	10	28	10	12	48.9	36.21	70.64	200	4.3
2015	10	28	14	16	29.0	36.48	70.14	200	4.5
2015	10	28	15	29	35.9	36.59	70.00	200	4.2
2015	10	28	22	50	36.2	36.11	69.92	200	4.1
2015	10	28	23	26	22.2	36.61	70.31	200	4.2
2015	10	28	23	54	46.2	24.17	93.12	10	4.1
2015	10	29	17	11	26.6	35.47	70.77	17	3.9
2015	10	29	22	15	52.0	24.58	92.39	10	5.1
2015	10	30	04	39	54.0	36.58	68.95	10	4.0
2015	10	30	23	33	41.4	36.70	70.48	200	4.0
2015	10	31	05	16	48.2	25.76	92.18	10	3.2
2015	10	31	20	52	10.5	36.74	70.31	150	4.3
2015	11	01	12	50	3.9	36.56	70.58	316	4.9
2015	11	02	13	40	30.5	32.09	69.12	33	5.1
2015	11	02	17	02	56.5	32.20	68.79	33	4.6
2015	11	02	17	34	57.4	28.83	76.69	10	3.2
2015	11	02	20	39	45.5	20.43	73.00	18	3.0
2015	11	05	00	12	15.8	36.83	70.24	199	4.3
2015	11	05	16	27	45.9	31.70	74.32	24	3.5
2015	11	06	14	11	56.5	36.56	70.36	200	3.8
2015	11	07	09	29	30.1	23.64	94.42	132	3.9
2015	11	08	10	41	54.2	6.35	95.02	7	5.2
2015	11	08	10	53	27.2	6.61	95.20	20	4.8
2015	11	08	11	54	41.2	7.12	94.52	10	4.7
2015	11	08	13	23	59.0	6.95	94.36	10	5.0

1	2	3	4	5	6	7	8	9	10
2015	11	08	14	34	1.0	6.34	94.90	10	5.1
2015	11	08	15	37	31.1	36.32	70.10	200	4.0
2015	11	08	16	47	2.2	6.57	94.81	35	5.8
2015	11	08	16	59	22.2	6.93	94.61	10	5.0
2015	11	08	17	46	49.7	6.43	94.25	10	4.7
2015	11	08	18	48	50.5	6.94	94.41	10	4.8
2015	11	08	19	14	42.5	6.34	94.76	10	5.0
2015	11	09	06	12	11.1	6.23	94.84	10	5.0
2015	11	09	08	12	48.7	6.66	94.67	10	5.5
2015	11	09	13	58	41.0	36.77	71.09	180	4.6
2015	11	13	01	56	22.0	24.61	94.53	101	3.6
2015	11	13	07	44	23.6	29.82	80.66	10	3.2
2015	11	14	16	53	31.2	6.73	94.51	10	5.1
2015	11	15	09	19	7.0	13.54	93.49	29	3.5
2015	11	15	15	47	45.2	36.47	70.13	265	4.9
2015	11	15	23	24	39.7	24.72	94.73	92	4.3
2015	11	16	05	10	8.8	36.34	70.36	130	3.6
2015	11	17	09	17	5.3	36.51	71.70	362	4.5
2015	11	17	21	04	46.5	37.15	71.74	100	4.6
2015	11	17	22	15	28.2	31.98	95.15	10	4.1
2015	11	18	00	59	5.0	36.61	70.18	200	4.6
2015	11	18	08	25	38.2	29.73	80.72	6	3.5
2015	11	19	04	15	53.0	27.68	85.60	10	4.9
2015	11	19	13	37	56.2	32.68	76.36	10	3.7
2015	11	19	23	28	15.6	37.32	71.53	150	4.5
2015	11	22	18	16	8.1	36.11	71.47	119	5.8
2015	11	23	04	27	15.3	36.98	71.27	200	4.1
2015	11	23	15	39	43.5	36.59	71.68	100	4.2
2015	11	24	12	24	15.3	27.92	84.78	10	4.1
2015	11	25	05	02	5.5	29.61	90.02	142	4.6

1	2	3	4	5	6	7	8	9	10
2015	11	25	16	15	10.0	26.42	92.97	36	4.7
2015	11	26	12	57	4.5	36.42	71.59	76	4.3
2015	11	27	08	34	0.8	22.39	94.38	10	5.3
2015	11	27	11	40	34.7	34.97	73.89	10	5.0
2015	11	27	18	58	55.0	10.69	91.49	11	4.5
2015	11	28	18	32	53.2	12.55	93.84	34	3.6
2015	11	29	02	47	38.7	30.62	79.68	14	4.0
2015	11	30	16	27	20.7	36.60	71.46	125	3.8
2015	12	01	01	10	28.2	34.94	69.72	80	3.8
2015	12	02	10	02	9.3	36.26	68.64	100	4.4
2015	12	05	23	13	34.0	18.62	71.49	10	4.3
2015	12	06	03	47	32.2	36.28	69.82	296	4.5
2015	12	06	12	35	17.7	28.80	76.87	5	3.4
2015	12	06	16	06	37.0	37.46	72.17	50	4.2
2015	12	07	09	13	31.0	36.17	70.27	120	4.8
2015	12	07	14	27	26.1	37.97	72.75	10	4.3
2015	12	08	09	28	52.5	37.87	71.14	10	4.5
2015	12	10	08	43	22.5	36.58	70.08	200	4.3
2015	12	11	00	07	38.7	35.70	70.07	200	4.5
2015	12	11	05	37	44.7	29.00	77.01	10	3.1
2015	12	11	22	09	35.2	29.91	95.69	10	4.0
2015	12	13	11	17	26.2	24.60	95.39	109	4.2
2015	12	13	18	24	27.1	26.37	93.33	30	3.6
2015	12	14	13	45	38.7	36.18	70.84	200	4.2
2015	12	15	00	33	46.0	27.28	97.04	17	3.4
2015	12	15	02	35	15.6	24.17	86.56	10	4.2
2015	12	15	09	34	54.0	36.75	71.28	170	4.4
2015	12	16	04	48	17.5	12.71	93.63	70	4.2
2015	12	16	13	24	46.7	34.41	82.59	10	4.3
2015	12	17	03	04	40.2	9.07	93.58	50	4.0

1	2	3	4	5	6	7	8	9	10
2015	12	18	22	17	0.1	29.17	81.42	13	5.1
2015	12	21	23	52	31.0	25.01	90.43	10	3.8
2015	12	23	09	22	5.8	26.28	93.07	35	4.2
2015	12	23	13	27	10.1	25.68	94.92	30	4.2
2015	12	24	07	47	5.3	37.68	71.79	10	4.0
2015	12	24	20	01	24.1	26.25	90.91	20	3.0
2015	12	25	19	14	45.0	36.44	71.00	184	6.8
2015	12	26	04	48	43.4	29.25	81.52	10	3.7
2015	12	27	11	34	24.7	7.65	91.46	60	4.5
2015	12	28	03	31	13.1	36.35	69.76	200	4.2
2015	12	28	04	53	50.0	35.67	70.64	50	3.9
2015	12	29	00	06	56.0	35.54	72.83	50	4.6
2015	12	29	00	06	46.7	27.20	92.91	10	3.7
2015	12	29	07	14	57.7	36.51	70.62	200	4.9
2015	12	29	15	50	20.2	30.23	79.59	10	3.3
2015	12	29	18	26	12.3	17.38	73.64	5	4.1
2015	12	30	17	24	57.0	24.94	91.57	10	3.7
2015	12	31	03	23	37.5	8.19	94.04	40	4.2
<b>YEAR 2016</b>									
2016	01	01	06	54	40.2	29.84	80.37	10	3.3
2016	01	01	11	16	43.7	36.46	70.12	166	4.8
2016	01	02	08	37	16.7	36.66	70.62	149	5.5
2016	01	03	23	05	22.7	25.02	93.38	72	6.6
2016	01	04	02	27	57.7	12.35	93.63	59	4.1
2016	01	04	03	57	48.5	25.33	93.18	3	3.2
2016	01	04	09	00	0.8	24.80	93.48	77	3.6
2016	01	06	10	25	13.6	25.00	93.37	68	4.1
2016	01	07	13	42	51.7	27.90	92.91	7	3.8
2016	01	07	15	32	42.9	36.49	70.55	200	4.1
2016	01	08	09	07	5.0	36.64	70.79	175	5.2

1	2	3	4	5	6	7	8	9	10
2016	01	09	05	50	29.7	36.71	70.93	170	4.0
2016	01	09	17	43	56.4	27.66	85.61	10	3.7
2016	01	09	23	45	0.6	35.98	69.04	100	3.8
2016	01	11	12	42	56.7	37.08	71.10	80	3.7
2016	01	12	20	05	0.5	36.21	70.90	223	5.9
2016	01	13	14	19	24.7	36.58	71.21	94	4.3
2016	01	13	20	34	57.2	32.78	91.38	10	4.9
2016	01	14	00	03	56.7	29.64	88.18	10	3.5
2016	01	14	18	45	52.5	36.34	70.06	235	3.8
2016	01	14	22	45	58.9	36.17	71.02	169	3.5
2016	01	14	23	21	44.9	36.11	70.29	33	3.5
2016	01	15	00	25	23.1	24.88	92.39	24	3.3
2016	01	15	19	24	50.2	11.52	92.79	59	4.5
2016	01	16	17	11	47.7	36.49	69.94	171	4.8
2016	01	16	20	43	39.4	36.60	69.22	33	4.6
2016	01	17	19	46	43.2	37.01	70.94	92	5.1
2016	01	18	00	50	31.7	37.46	72.13	243	4.4
2016	01	18	00	52	51.0	26.37	93.08	10	3.2
2016	01	18	06	04	55.2	24.26	94.56	115	4.4
2016	01	21	19	22	44.4	27.97	85.01	10	4.4
2016	01	22	12	56	27.5	35.94	70.08	128	4.6
2016	01	23	04	54	6.5	36.71	71.21	82	5.1
2016	01	24	06	05	51.9	36.50	70.21	166	4.8
2016	01	24	17	09	26.7	26.93	92.24	10	3.3
2016	01	26	02	24	23.2	36.31	70.86	194	3.9
2016	01	26	08	45	9.0	36.15	70.13	252	4.2
2016	01	26	09	16	54.7	36.91	71.25	279	3.6
2016	01	26	14	59	50.7	36.95	70.53	150	4.1
2016	01	26	16	57	35.0	29.70	88.23	34	3.5
2016	01	26	23	19	0.8	37.10	69.48	248	5.7

1	2	3	4	5	6	7	8	9	10
2016	01	27	22	09	56.2	13.77	93.78	89	4.2
2016	01	28	09	36	3.7	29.73	88.14	10	3.6
2016	01	28	11	52	54.2	36.76	71.39	226	4.2
2016	01	28	22	47	10.1	27.12	75.40	10	3.7
2016	01	30	00	29	22.6	36.44	70.28	269	3.8
2016	01	30	09	39	23.2	28.72	76.49	10	3.1
2016	01	31	04	18	27.5	29.64	84.31	10	3.6
2016	01	31	04	39	51.7	29.59	84.23	10	3.4
2016	02	01	19	48	36.5	23.89	93.81	20	3.7
2016	02	01	23	49	31.6	26.51	93.29	33	3.6
2016	02	04	07	10	30.5	32.69	75.88	5	4.3
2016	02	04	15	30	46.4	13.96	93.12	10	4.6
2016	02	05	16	20	13.1	27.76	85.37	20	4.7
2016	02	08	00	33	5.3	36.80	70.78	100	4.7
2016	02	08	01	15	32.2	36.34	70.87	150	4.8
2016	02	08	11	05	56.5	25.04	94.86	94	4.0
2016	02	09	02	29	1.2	31.52	86.58	30	4.3
2016	02	09	15	13	47.7	32.87	76.21	10	4.1
2016	02	10	16	27	43.4	27.62	85.64	20	3.7
2016	02	10	19	15	20.7	36.08	70.78	200	4.4
2016	02	10	21	33	8.6	36.34	71.05	100	4.1
2016	02	10	22	45	31.5	25.68	91.92	5	3.1
2016	02	13	19	40	16.6	36.72	71.32	150	5.0
2016	02	13	20	50	23.0	36.73	71.07	200	3.8
2016	02	13	21	37	53.5	27.22	89.34	20	3.7
2016	02	14	19	57	15.5	30.05	70.12	20	4.0
2016	02	15	16	35	28.0	30.32	79.88	10	3.6
2016	02	16	23	06	57.0	26.24	93.43	12	4.2
2016	02	17	17	34	12.1	6.36	94.99	10	4.9
2016	02	18	06	05	58.7	36.94	70.20	200	4.6



1	2	3	4	5	6	7	8	9	10
2016	02	20	00	57	53.0	31.72	69.78	10	4.1
2016	02	20	12	56	37.5	37.93	73.72	200	4.8
2016	02	20	18	43	42.5	36.57	70.20	200	4.4
2016	02	21	03	39	37.4	7.09	92.66	50	4.7
2016	02	21	07	50	56.4	30.92	78.28	5	3.3
2016	02	21	09	12	5.5	36.34	70.61	180	6.0
2016	02	21	16	32	7.3	36.20	78.29	50	4.6
2016	02	21	18	09	56.5	28.29	84.22	30	4.7
2016	02	22	18	21	7.0	8.32	91.78	10	5.0
2016	02	23	00	33	30.7	32.53	95.31	10	4.6
2016	02	24	02	06	52.9	24.84	72.19	10	3.3
2016	02	24	07	06	52.5	36.60	70.16	200	4.5
2016	02	24	08	29	28.7	35.99	71.20	100	4.0
2016	02	24	09	22	18.2	27.51	85.57	10	4.5
2016	02	27	00	31	0.6	13.17	94.05	100	4.9
2016	02	28	23	11	8.6	11.10	94.10	50	4.4
2016	03	01	07	33	36.7	36.08	68.13	33	4.4
2016	03	02	04	03	50.7	26.73	95.31	11	3.9
2016	03	02	06	35	9.3	29.70	69.62	10	4.6
2016	03	03	14	52	47.5	33.62	81.71	10	3.9
2016	03	04	22	55	43.5	35.60	70.02	90	3.8
2016	03	06	00	50	20.2	24.47	92.84	31	3.7
2016	03	06	00	49	2.4	30.98	68.93	10	3.3
2016	03	06	02	46	1.6	36.72	71.76	100	4.2
2016	03	06	08	51	16.2	24.47	92.93	25	3.6
2016	03	07	03	13	59.9	20.90	94.89	104	4.5
2016	03	07	08	05	16.6	29.87	82.15	10	3.7
2016	03	07	12	22	59.7	22.82	93.82	13	4.4
2016	03	08	09	55	10.3	9.38	93.03	15	4.5
2016	03	08	18	35	4.4	37.31	71.80	83	4.2

1	2	3	4	5	6	7	8	9	10
2016	03	09	01	22	8.1	36.73	69.96	150	4.1
2016	03	10	09	46	59.0	25.63	91.88	9	3.1
2016	03	10	09	50	32.5	25.64	91.90	5	3.0
2016	03	10	11	55	51.5	35.10	72.88	38	3.3
2016	03	10	15	02	10.5	22.80	94.11	33	3.6
2016	03	11	14	44	30.2	36.35	84.25	10	4.3
2016	03	12	02	01	24.7	36.34	70.06	256	3.7
2016	03	12	09	39	33.7	10.72	91.84	33	3.5
2016	03	12	13	51	58.0	36.86	69.95	225	4.6
2016	03	12	16	15	13.0	26.85	89.13	10	4.0
2016	03	13	05	15	35.7	27.74	84.84	10	3.9
2016	03	13	10	30	9.6	26.27	92.40	34	4.0
2016	03	13	15	04	36.0	10.54	94.16	115	3.7
2016	03	14	21	27	34.2	27.79	85.63	10	3.8
2016	03	15	04	28	28.0	30.44	97.79	33	4.1
2016	03	17	16	46	55.4	34.78	78.46	33	4.1
2016	03	17	23	46	38.9	36.53	71.41	307	3.6
2016	03	18	03	37	38.4	25.81	73.21	7	3.6
2016	03	19	00	11	24.6	36.79	70.78	156	3.8
2016	03	20	00	18	58.5	36.38	70.44	225	4.3
2016	03	20	16	54	9.6	30.58	93.31	10	4.8
2016	03	20	18	22	49.4	36.46	71.71	383	4.3
2016	03	21	02	19	40.7	25.25	92.49	22	3.1
2016	03	22	11	48	46.2	26.30	96.39	7	4.0
2016	03	22	20	14	52.4	36.41	71.18	182	3.9
2016	03	23	10	49	55.7	24.54	96.46	13	4.0
2016	03	23	21	23	36.0	36.86	71.13	100	4.0
2016	03	24	06	17	12.8	24.91	93.95	33	3.2
2016	03	24	09	10	53.0	35.45	71.56	33	3.9
2016	03	24	17	26	11.1	27.83	88.10	68	3.6

1	2	3	4	5	6	7	8	9	10
2016	03	25	19	03	56.0	36.44	70.67	166	4.1
2016	03	25	20	27	33.5	36.43	70.61	179	3.6
2016	03	26	18	39	27.7	36.73	70.27	241	4.0
2016	03	27	08	11	36.0	36.90	70.51	158	4.6
2016	03	28	15	42	48.2	24.68	93.04	9	3.4
2016	03	28	18	40	7.5	26.04	90.75	15	4.0
2016	03	30	02	04	10.6	32.53	76.11	10	3.4
2016	03	30	12	26	43.2	27.85	85.65	8	3.9
2016	04	01	08	12	37.4	36.38	70.27	200	4.2
2016	04	03	10	58	33.5	23.86	94.15	40	4.1
2016	04	03	20	31	34.4	24.18	94.54	120	3.8
2016	04	04	04	31	27.6	27.62	86.06	10	4.0
2016	04	04	11	12	53.0	36.75	70.39	100	3.9
2016	04	05	07	42	24.7	25.83	90.53	10	4.9
2016	04	07	15	15	54.4	36.60	71.12	100	4.4
2016	04	07	20	03	2.9	26.94	75.25	10	3.4
2016	04	07	21	24	41.7	34.37	69.23	35	4.3
2016	04	08	00	24	7.3	36.33	70.59	130	3.8
2016	04	08	02	19	48.2	36.38	70.60	100	5.0
2016	04	08	09	59	0.4	36.37	69.85	120	3.6
2016	04	08	14	30	41.2	36.93	70.86	100	5.2
2016	04	09	13	20	15.3	27.54	85.27	10	4.0
2016	04	10	10	28	59.5	36.28	71.17	203	6.8
2016	04	10	22	14	11.0	36.60	69.95	200	4.6
2016	04	11	07	34	11.8	36.23	70.87	220	4.0
2016	04	11	10	36	11.6	29.95	80.27	10	3.7
2016	04	11	11	28	51.2	36.05	70.85	110	3.8
2016	04	12	07	10	6.8	36.25	70.64	110	4.0
2016	04	12	11	55	49.2	26.06	90.86	10	3.9
2016	04	12	14	41	52.5	27.54	86.12	10	4.0

1	2	3	4	5	6	7	8	9	10
2016	04	13	01	23	21.0	36.66	71.02	150	3.9
2016	04	13	03	56	54.5	24.84	94.21	60	4.5
2016	04	13	09	50	40.2	37.41	71.99	200	4.3
2016	04	13	13	55	19.5	23.10	94.66	130	7.0
2016	04	14	00	39	50.5	23.11	94.39	10	3.3
2016	04	14	05	41	53.4	23.78	94.09	33	4.7
2016	04	14	16	23	37.2	23.05	93.29	5	3.5
2016	04	14	23	24	27.2	24.94	92.46	10	3.2
2016	04	15	08	51	52.5	35.68	69.90	100	3.9
2016	04	15	12	51	19.6	36.77	71.46	100	4.3
2016	04	16	02	10	41.5	36.24	70.55	90	4.9
2016	04	16	04	33	7.4	28.29	87.25	10	3.8
2016	04	17	09	52	44.0	36.50	71.37	200	4.3
2016	04	17	15	06	1.6	25.58	91.02	5	3.5
2016	04	18	15	29	53.0	12.98	92.32	10	4.3
2016	04	19	01	14	47.7	24.86	92.76	10	3.7
2016	04	19	17	22	18.2	28.49	87.95	30	4.4
2016	04	19	20	33	3.5	10.58	93.40	10	5.1
2016	04	20	03	28	18.7	36.56	69.75	220	5.1
2016	04	20	11	02	45.5	36.31	70.77	100	4.4
2016	04	22	02	43	9.8	9.93	93.23	30	4.0
2016	04	22	07	50	34.9	24.67	96.93	50	4.1
2016	04	23	09	32	55.0	32.20	95.22	10	4.3
2016	04	23	10	40	55.7	32.53	94.93	10	4.5
2016	04	23	20	31	5.0	27.99	85.01	150	3.7
2016	04	24	21	43	4.5	37.25	71.76	120	5.2
2016	04	24	21	55	41.5	10.57	91.43	10	4.8
2016	04	26	09	33	37.0	28.05	85.36	10	4.0
2016	04	27	00	26	46.0	35.37	81.58	33	3.8
2016	04	27	10	54	31.7	37.38	72.16	150	4.5

1	2	3	4	5	6	7	8	9	10
2016	04	28	17	32	36.9	35.99	70.12	100	3.6
2016	05	01	06	16	5.0	36.61	70.46	100	4.4
2016	05	02	15	49	4.0	22.23	94.52	100	4.2
2016	05	03	02	54	31.7	37.25	72.48	103	3.9
2016	05	03	16	31	50.4	29.95	88.32	10	3.0
2016	05	05	04	52	43.5	36.88	71.61	313	4.6
2016	05	05	18	00	32.0	30.07	79.93	12	4.0
2016	05	05	19	22	39.7	30.02	79.92	10	3.6
2016	05	06	03	06	44.7	23.74	94.28	4	3.1
2016	05	06	08	36	8.6	28.70	92.18	10	3.5
2016	05	06	15	14	5.4	26.45	92.98	38	3.2
2016	05	07	09	43	40.0	25.44	91.71	24	4.1
2016	05	08	20	37	4.0	36.72	70.96	261	4.2
2016	05	09	05	17	53.7	28.38	85.88	10	3.8
2016	05	09	06	12	2.7	26.24	92.82	36	3.4
2016	05	09	07	46	30.2	23.30	70.38	10	3.3
2016	05	09	16	00	24.7	11.32	91.47	24	4.5
2016	05	09	16	03	49.0	11.40	91.49	10	5.2
2016	05	10	20	49	36.2	30.42	69.86	10	4.1
2016	05	11	01	15	48.5	32.06	94.78	10	5.4
2016	05	11	08	52	46.5	27.84	84.59	10	4.2
2016	05	11	09	54	58.7	36.49	70.75	300	4.3
2016	05	12	03	02	33.2	36.13	71.05	224	4.7
2016	05	12	07	54	18.7	24.38	94.19	84	4.6
2016	05	12	11	56	8.8	24.48	94.37	20	3.9
2016	05	12	16	01	55.5	36.41	68.39	33	4.1
2016	05	12	16	59	52.2	24.36	72.58	39	3.1
2016	05	13	23	20	59.9	27.92	85.55	10	3.4
2016	05	14	22	45	53.5	27.89	85.53	10	4.0
2016	05	15	06	56	6.0	23.50	70.35	10	3.3

1	2	3	4	5	6	7	8	9	10
2016	05	15	13	51	34.2	36.70	71.31	271	4.1
2016	05	15	18	41	21.6	36.68	70.42	146	4.9
2016	05	16	18	03	46.2	26.13	90.28	33	4.0
2016	05	17	10	12	32.4	26.44	88.96	10	3.1
2016	05	17	11	41	47.2	36.36	71.39	272	3.8
2016	05	18	08	27	4.5	25.56	91.58	16	3.3
2016	05	18	13	23	23.6	17.47	73.81	10	3.7
2016	05	18	16	57	5.5	32.63	95.22	10	4.3
2016	05	18	17	29	38.2	17.42	73.68	10	3.3
2016	05	18	19	17	43.0	17.39	73.82	10	3.6
2016	05	19	18	07	24.6	17.36	73.82	9	3.5
2016	05	19	23	10	20.5	22.84	94.00	33	4.5
2016	05	20	01	40	12.5	34.96	69.06	33	4.1
2016	05	20	13	36	17.7	24.91	92.11	15	3.5
2016	05	21	07	58	58.9	28.83	87.52	10	4.1
2016	05	21	11	30	24.5	17.48	73.92	12	3.6
2016	05	21	21	57	38.2	23.92	94.55	80	3.8
2016	05	22	01	32	33.0	28.48	87.54	10	4.1
2016	05	22	01	46	16.1	28.15	87.87	10	3.3
2016	05	22	01	48	51.2	28.28	87.36	10	5.0
2016	05	22	02	05	56.0	28.46	87.46	4	4.8
2016	05	22	02	55	46.0	28.49	87.47	10	3.3
2016	05	22	04	49	47.5	28.29	87.56	10	4.0
2016	05	23	18	09	6.4	28.44	87.70	10	3.8
2016	05	23	19	09	55.7	27.68	85.11	10	4.0
2016	05	24	10	17	54.4	33.16	75.61	10	4.3
2016	05	26	09	29	23.7	28.69	87.69	10	3.5
2016	05	27	05	03	6.5	26.50	96.82	47	4.2
2016	05	27	15	30	21.1	24.85	94.57	83	3.6
2016	05	27	19	08	13.3	36.12	78.06	150	4.0

1	2	3	4	5	6	7	8	9	10
2016	05	28	03	12	42.0	14.95	79.32	38	4.0
2016	05	28	07	12	31.7	14.94	79.40	11	4.1
2016	05	28	09	39	12.1	27.90	85.51	10	4.2
2016	05	28	11	42	15.1	36.70	70.90	261	4.0
2016	05	29	00	19	35.7	23.31	70.26	10	3.5
2016	05	29	06	45	55.9	36.31	70.97	211	4.5
2016	05	30	17	40	16.7	31.13	92.43	33	4.0
2016	05	30	22	39	26.6	25.00	93.38	16	3.7
2016	05	31	17	42	44.2	36.15	70.60	100	4.4
2016	06	01	17	39	50.0	36.80	70.97	250	3.9
2016	06	02	05	17	29.2	36.71	71.14	150	3.9
2016	06	03	17	35	47.2	36.62	70.64	200	4.3
2016	06	05	22	48	6.3	36.03	70.19	100	4.5
2016	06	06	12	17	53.2	27.92	94.10	10	4.1
2016	06	07	12	01	11.8	27.40	92.63	5	4.0
2016	06	07	20	10	36.0	30.07	80.46	10	3.8
2016	06	08	01	33	46.5	36.58	71.23	150	4.3
2016	06	10	14	21	6.9	22.65	93.86	30	3.8
2016	06	10	23	11	12.8	37.71	71.84	150	5.3
2016	06	11	18	12	21.2	25.74	95.14	90	4.2
2016	06	11	21	54	2.5	36.66	71.21	120	5.0
2016	06	12	11	20	22.2	17.29	73.81	10	3.6
2016	06	13	19	22	44.0	27.61	92.75	10	3.4
2016	06	13	23	27	44.7	27.78	84.57	10	3.8
2016	06	15	09	02	10.6	36.05	69.98	100	5.2
2016	06	17	08	45	38.7	36.46	71.01	37	4.3
2016	06	18	16	54	23.2	37.13	71.25	110	4.5
2016	06	21	05	49	50.2	28.29	85.34	10	3.6
2016	06	21	16	47	6.0	35.87	73.33	35	4.4
2016	06	22	13	03	21.0	22.72	94.37	100	4.8

1	2	3	4	5	6	7	8	9	10
2016	06	22	20	23	53.4	31.93	85.32	10	4.0
2016	06	22	21	55	21.7	24.44	94.30	10	3.9
2016	06	23	11	35	44.0	35.69	70.76	227	5.8
2016	06	24	17	00	3.5	36.94	71.07	199	5.3
2016	06	24	23	01	15.8	24.15	93.65	10	3.0
2016	06	25	04	03	50.5	27.31	95.20	5	4.3
2016	06	26	09	14	14.3	35.94	70.56	255	5.3
2016	06	27	00	27	41.0	22.71	92.25	10	5.4
2016	06	27	05	27	32.7	32.18	68.65	50	4.3
2016	06	27	07	22	10.6	23.18	94.18	5	4.0
2016	06	27	14	53	1.0	28.79	87.43	10	4.4
2016	06	28	14	15	34.4	24.48	92.12	10	3.6
2016	06	29	09	10	30.2	29.36	81.26	10	4.4
2016	06	29	09	26	59.0	29.46	81.48	10	3.9
2016	06	30	20	50	35.7	30.16	70.07	10	4.4
2016	07	01	00	31	15.5	21.33	94.18	171	3.6
2016	07	01	13	48	25.6	36.30	69.85	257	3.9
2016	07	01	19	22	41.7	24.98	95.11	132	4.8
2016	07	02	00	23	46.4	29.48	81.22	10	4.0
2016	07	02	05	04	14.3	20.77	93.98	80	3.4
2016	07	02	13	29	26.7	25.11	94.37	35	3.5
2016	07	02	23	27	10.0	36.73	69.10	272	4.0
2016	07	03	08	09	4.0	37.65	72.14	130	4.4
2016	07	04	03	31	3.0	25.98	95.60	115	3.8
2016	07	04	09	31	36.5	29.94	70.32	10	3.6
2016	07	04	12	07	23.7	22.42	93.57	33	3.6
2016	07	05	06	24	58.0	25.20	94.53	79	3.8
2016	07	05	09	43	45.5	24.83	94.89	125	3.6
2016	07	06	21	02	56.7	36.53	70.38	262	4.5
2016	07	07	03	41	6.5	37.08	71.90	303	4.0



1	2	3	4	5	6	7	8	9	10
2016	07	07	04	08	22.5	37.12	71.62	318	4.1
2016	07	07	06	02	14.6	35.21	73.04	33	3.4
2016	07	07	08	41	34.2	36.60	70.65	261	4.5
2016	07	07	08	59	28.2	28.99	84.10	10	3.5
2016	07	07	15	02	52.2	29.40	81.22	13	4.0
2016	07	07	22	23	21.1	27.88	86.14	10	3.1
2016	07	08	18	37	30.0	36.85	71.76	200	3.8
2016	07	09	03	26	41.5	36.23	71.56	264	3.9
2016	07	09	06	58	37.9	36.08	72.18	211	3.5
2016	07	09	20	42	9.5	30.37	79.29	10	3.9
2016	07	10	10	58	13.8	36.49	71.35	250	4.1
2016	07	11	06	31	18.2	36.63	72.44	100	3.7
2016	07	11	06	51	23.7	36.32	70.59	220	4.3
2016	07	11	20	23	13.0	36.75	71.45	314	3.9
2016	07	12	09	05	21.6	36.46	70.35	250	4.6
2016	07	13	09	33	33.7	24.51	94.52	107	3.9
2016	07	13	17	56	31.2	11.83	95.31	10	3.5
2016	07	15	05	51	25.7	26.44	93.36	41	3.2
2016	07	15	16	08	6.5	15.52	93.84	37	3.9
2016	07	17	03	55	2.0	21.64	72.49	7	4.2
2016	07	17	11	53	55.5	31.15	74.22	30	4.4
2016	07	18	22	41	15.8	36.60	70.46	200	3.8
2016	07	19	03	19	17.7	36.95	71.61	322	4.1
2016	07	19	20	35	1.6	35.62	69.89	115	3.5
2016	07	20	03	23	44.9	22.97	93.99	168	4.4
2016	07	21	14	42	8.3	31.36	77.60	8	3.4
2016	07	21	21	54	0.2	37.26	72.30	297	3.8
2016	07	24	15	33	7.5	12.81	93.22	66	4.2
2016	07	25	03	44	54.2	36.57	71.14	280	4.3
2016	07	25	06	36	17.2	36.65	70.42	200	4.2

1	2	3	4	5	6	7	8	9	10
2016	07	26	06	06	47.0	26.49	92.36	34	3.8
2016	07	27	04	20	32.5	21.68	94.22	120	5.1
2016	07	27	16	54	28.1	24.73	94.27	27	4.0
2016	07	27	23	40	54.0	28.42	87.63	10	3.4
2016	07	30	11	58	49.0	29.69	94.72	33	4.4
2016	07	30	20	36	59.5	24.71	94.31	10	3.5
2016	08	01	10	01	10.5	21.35	94.61	123	5.3
2016	08	01	13	38	33.5	31.33	77.55	10	3.9
2016	08	01	22	21	43.9	36.54	71.36	230	3.8
2016	08	02	01	23	54.4	34.19	72.04	33	4.3
2016	08	02	02	24	36.5	24.54	94.43	101	3.7
2016	08	03	09	38	9.8	36.25	69.97	115	4.2
2016	08	03	18	31	22.2	28.58	95.58	19	3.4
2016	08	04	02	20	2.7	35.37	68.59	10	4.8
2016	08	04	17	20	40.2	36.44	70.61	268	4.0
2016	08	04	21	34	49.2	37.89	72.22	143	4.6
2016	08	08	11	58	4.5	36.15	70.82	253	4.0
2016	08	11	10	52	30.7	7.51	92.73	15	3.6
2016	08	11	10	55	17.0	8.22	93.03	15	4.5
2016	08	11	11	44	7.9	36.38	70.92	200	4.7
2016	08	11	13	50	53.9	37.55	72.03	242	4.9
2016	08	11	21	26	50.5	25.65	90.84	8	3.3
2016	08	12	00	46	28.7	34.39	86.27	10	4.4
2016	08	12	12	23	17.6	35.29	81.10	33	3.6
2016	08	13	09	46	15.6	36.81	71.19	248	4.1
2016	08	14	05	08	11.3	29.13	76.89	10	3.4
2016	08	14	21	38	17.2	36.48	71.02	251	4.2
2016	08	15	08	57	9.6	22.61	94.49	118	4.6
2016	08	16	22	35	28.2	36.56	70.53	152	4.4
2016	08	17	13	54	47.2	31.97	77.98	20	3.5

1	2	3	4	5	6	7	8	9	10
2016	08	18	18	23	58.7	12.01	93.79	97	3.6
2016	08	18	20	05	53.2	30.96	78.14	10	3.5
2016	08	19	10	45	56.9	22.57	95.96	33	3.2
2016	08	19	19	05	33.5	27.56	92.80	10	3.8
2016	08	19	20	01	22.5	37.22	71.96	285	4.3
2016	08	20	21	24	28.2	25.65	93.22	10	3.3
2016	08	21	09	04	15.5	24.86	94.14	53	3.3
2016	08	22	05	28	27.2	25.58	93.55	9	3.2
2016	08	22	09	20	10.1	28.11	76.13	30	3.8
2016	08	22	11	01	12.1	36.46	71.32	289	3.8
2016	08	22	23	05	34.0	36.44	71.07	232	3.6
2016	08	23	00	00	48.5	25.60	93.21	10	3.1
2016	08	23	02	11	14.0	23.85	94.39	106	5.4
2016	08	23	22	37	8.3	35.45	69.33	171	4.0
2016	08	24	10	34	57.5	20.95	94.27	88	6.7
2016	08	24	10	57	17.2	20.88	94.45	90	4.0
2016	08	25	00	34	4.5	29.80	80.38	12	3.0
2016	08	26	11	21	26.7	24.26	94.44	105	3.4
2016	08	26	18	20	43.5	9.09	94.47	10	4.4
2016	08	26	18	39	3.7	31.34	73.41	36	3.7
2016	08	27	01	14	32.5	31.35	77.61	7	4.5
2016	08	27	01	23	50.0	31.42	77.61	10	3.2
2016	08	27	01	35	9.0	31.34	77.57	10	4.3
2016	08	27	03	38	15.5	31.32	77.54	10	3.9
2016	08	27	07	07	20.2	31.46	77.59	10	3.5
2016	08	27	07	08	46.0	31.50	77.63	10	3.7
2016	08	27	15	04	44.9	23.93	93.71	77	3.7
2016	08	28	04	50	30.2	36.69	77.39	90	4.0
2016	08	28	09	18	48.0	32.79	76.29	10	3.9
2016	08	28	10	01	0.6	25.81	93.17	16	3.1

1	2	3	4	5	6	7	8	9	10
2016	08	28	12	54	48.9	28.15	88.55	129	3.3
2016	08	28	16	57	31.5	36.33	70.39	126	4.5
2016	08	28	19	41	11.1	25.69	90.84	10	3.6
2016	08	30	08	48	27.6	36.55	70.53	220	3.9
2016	08	30	20	15	39.5	36.52	70.68	291	4.1
2016	08	31	01	26	47.5	24.70	93.39	11	3.2
2016	08	31	09	25	7.4	34.18	86.09	10	4.4
2016	08	31	20	22	46.2	36.36	71.52	224	4.0
2016	09	02	06	12	45.9	35.99	70.12	90	4.5
2016	09	02	08	19	48.2	34.87	72.21	33	4.4
2016	09	02	14	30	56.5	28.93	94.93	25	4.7
2016	09	03	01	07	56.2	24.43	94.43	96	4.0
2016	09	03	11	41	14.1	26.53	92.00	10	3.6
2016	09	03	19	05	15.6	36.49	71.12	100	3.6
2016	09	03	21	38	50.5	27.36	97.29	20	4.1
2016	09	04	13	05	50.9	27.87	92.11	15	3.9
2016	09	04	22	28	40.2	13.62	92.69	5	4.1
2016	09	05	02	04	15.1	27.75	86.25	10	4.1
2016	09	05	04	50	9.8	35.01	72.53	30	4.7
2016	09	05	07	52	35.7	27.18	94.54	10	3.6
2016	09	07	22	21	15.8	28.35	95.01	10	4.1
2016	09	08	20	46	48.9	26.68	89.41	10	3.5
2016	09	09	09	10	49.7	30.05	82.89	20	4.2
2016	09	09	11	03	8.1	36.24	70.28	120	4.3
2016	09	10	00	46	21.2	29.59	82.53	30	4.6
2016	09	10	15	27	25.5	28.59	76.63	10	4.6
2016	09	11	05	07	41.2	9.07	93.51	80	4.2
2016	09	11	07	06	57.5	36.48	70.27	200	4.5
2016	09	11	08	00	37.9	17.70	73.68	10	3.3
2016	09	11	21	46	6.5	26.95	92.45	10	4.3

1	2	3	4	5	6	7	8	9	10
2016	09	12	05	14	9.8	35.69	70.81	35	4.6
2016	09	12	18	20	48.5	36.53	70.65	150	4.1
2016	09	13	11	59	51.5	10.89	91.51	35	4.7
2016	09	14	11	26	48.5	36.67	70.84	225	4.3
2016	09	15	02	30	43.4	9.93	91.46	10	4.7
2016	09	17	02	46	24.1	24.44	93.82	50	4.1
2016	09	17	11	17	56.0	27.13	90.02	10	4.5
2016	09	18	05	28	58.0	26.92	93.64	10	4.2
2016	09	18	14	34	40.5	26.76	88.43	10	3.1
2016	09	18	17	14	16.2	27.76	85.72	5	4.3
2016	09	18	23	39	7.5	7.98	92.12	38	3.4
2016	09	19	12	57	36.5	10.51	92.83	33	3.7
2016	09	20	04	26	15.6	32.03	97.27	10	4.2
2016	09	20	09	42	29.2	37.58	71.73	130	5.0
2016	09	20	21	59	21.2	26.73	92.57	34	3.9
2016	09	22	13	23	44.0	24.99	95.54	23	5.2
2016	09	22	20	24	25.7	25.94	68.03	10	4.7
2016	09	23	22	27	18.5	7.96	94.28	30	4.7
2016	09	24	12	28	46.4	36.62	70.44	200	4.2
2016	09	24	18	00	5.5	25.80	94.89	90	3.6
2016	09	25	20	43	59.7	23.61	69.91	15	3.7
2016	09	25	21	41	35.9	30.53	78.98	10	3.9
2016	09	26	00	13	38.0	36.48	70.61	200	4.0
2016	09	26	19	04	17.0	8.30	94.25	10	4.1
2016	09	27	05	11	35.7	37.74	72.62	200	4.3
2016	09	27	05	12	30.0	37.16	72.38	100	4.5
2016	10	01	08	04	32.7	35.10	73.44	10	5.0
2016	10	01	11	35	59.4	30.90	88.59	10	4.1
2016	10	01	19	26	36.7	37.40	71.90	156	4.8
2016	10	03	21	16	1.7	24.78	94.70	112	3.6

1	2	3	4	5	6	7	8	9	10
2016	10	04	14	19	17.6	34.05	75.53	33	3.7
2016	10	05	08	59	30.6	36.53	70.22	100	4.5
2016	10	05	20	03	19.6	34.34	68.90	33	4.0
2016	10	05	23	44	47.7	36.85	71.57	231	4.4
2016	10	06	14	47	56.5	26.39	92.99	32	4.0
2016	10	06	23	15	9.1	34.76	69.44	158	4.4
2016	10	07	04	52	31.6	27.67	86.29	10	3.7
2016	10	08	08	10	4.4	28.93	78.11	10	3.0
2016	10	10	01	58	1.7	36.65	70.92	268	4.1
2016	10	10	06	52	40.5	27.84	87.37	12	4.3
2016	10	11	07	30	13.6	25.34	94.92	104	4.5
2016	10	11	17	41	12.1	25.22	95.35	15	4.5
2016	10	13	06	14	27.0	27.01	92.02	10	3.2
2016	10	14	02	01	19.7	29.95	80.25	14	3.4
2016	10	14	02	02	55.2	29.99	80.17	4	3.4
2016	10	14	04	51	28.2	32.97	75.92	10	3.7
2016	10	14	10	34	34.5	25.37	91.79	10	3.9
2016	10	14	17	23	19.7	36.72	71.54	277	4.1
2016	10	15	16	54	18.7	37.21	72.24	163	4.3
2016	10	15	17	17	28.2	36.81	71.55	247	4.2
2016	10	16	01	46	43.2	37.88	72.10	100	4.1
2016	10	16	14	19	18.5	36.52	71.06	184	4.1
2016	10	17	00	30	46.7	29.69	80.39	4	3.6
2016	10	17	00	37	7.3	36.87	70.52	195	5.0
2016	10	17	01	56	24.2	36.72	70.70	263	4.4
2016	10	17	05	40	0.5	36.97	71.52	230	4.5
2016	10	17	07	14	51.4	32.87	94.56	33	5.9
2016	10	18	21	31	31.7	22.63	92.60	10	3.1
2016	10	19	07	20	47.0	24.84	91.08	14	4.4
2016	10	19	23	57	16.7	33.00	94.79	10	4.3

1	2	3	4	5	6	7	8	9	10
2016	10	20	00	40	5.0	36.02	71.65	100	5.1
2016	10	20	04	53	48.9	30.85	69.60	10	4.7
2016	10	21	13	04	56.7	24.88	91.08	10	3.8
2016	10	21	23	31	21.1	37.71	71.79	182	4.7
2016	10	22	06	00	19.2	24.79	94.08	36	3.9
2016	10	23	00	28	51.9	34.74	72.42	33	3.1
2016	10	23	10	03	25.7	36.56	70.78	225	4.4
2016	10	23	15	56	40.0	25.81	90.25	7	4.7
2016	10	24	00	56	25.6	36.90	71.82	100	3.7
2016	10	24	06	31	32.5	37.38	72.23	251	4.4
2016	10	24	10	51	54.7	34.31	72.11	10	4.2
2016	10	25	04	16	34.4	36.40	70.79	207	4.4
2016	10	25	22	00	39.0	7.88	91.95	41	4.7
2016	10	26	02	22	0.8	22.95	94.31	100	4.8
2016	10	26	06	29	7.3	23.23	92.78	11	5.0
2016	10	27	08	50	11.3	29.85	80.15	32	3.3
2016	10	29	17	47	12.6	21.79	93.55	30	3.9
2016	10	30	23	57	12.3	36.30	71.11	200	4.2
2016	10	31	22	55	3.5	26.27	95.06	69	3.4
2016	11	03	04	06	57.5	23.45	70.15	17	3.3
2016	11	06	01	44	24.7	35.78	68.80	100	4.3
2016	11	08	00	14	45.0	36.87	70.78	200	4.0
2016	11	08	00	37	24.5	26.54	93.01	53	3.6
2016	11	11	08	25	4.5	26.51	92.57	40	3.5
2016	11	11	11	23	45.2	36.61	77.39	100	4.2
2016	11	11	16	20	11.3	7.19	91.90	30	3.5
2016	11	11	19	34	46.0	37.74	69.20	50	3.6
2016	11	13	21	22	24.6	10.45	93.67	10	3.9
2016	11	14	13	14	51.7	37.39	71.56	100	4.9
2016	11	15	02	10	22.2	24.67	92.38	28	4.7

1	2	3	4	5	6	7	8	9	10
2016	11	15	14	27	16.7	24.60	93.66	38	3.2
2016	11	15	16	02	49.2	36.71	70.57	200	5.6
2016	11	15	17	03	50.4	37.65	72.00	200	3.9
2016	11	16	05	07	45.7	31.43	75.78	10	3.7
2016	11	16	22	59	24.2	27.75	76.56	10	4.5
2016	11	17	04	10	39.9	26.41	93.34	30	3.4
2016	11	17	19	33	19.7	36.97	70.67	10	3.9
2016	11	17	21	45	51.0	32.59	96.57	10	4.6
2016	11	18	06	54	33.4	36.70	71.22	90	4.7
2016	11	21	00	15	37.5	36.38	70.12	200	4.5
2016	11	21	18	09	18.0	27.99	91.74	5	4.0
2016	11	22	03	50	52.2	37.10	71.51	100	4.8
2016	11	22	06	26	20.7	36.51	70.92	260	4.1
2016	11	22	13	12	44.7	36.26	69.76	200	3.8
2016	11	23	02	31	1.7	30.46	78.10	10	3.4
2016	11	23	17	02	51.7	26.45	93.31	38	3.3
2016	11	23	19	57	53.7	24.69	94.70	24	3.3
2016	11	24	02	06	31.6	24.79	94.50	85	3.4
2016	11	24	14	16	38.2	33.52	72.40	10	4.3
2016	11	24	19	27	25.7	17.25	73.83	10	4.3
2016	11	25	11	17	7.3	13.00	92.97	10	4.6
2016	11	25	19	37	54.2	7.18	92.47	10	4.5
2016	11	27	10	21	6.5	36.80	70.58	70	4.1
2016	11	27	23	35	22.5	27.66	86.47	10	5.4
2016	11	30	22	42	53.5	31.17	77.55	10	3.4
2016	12	01	06	46	26.6	36.88	70.59	187	5.0
2016	12	01	16	52	48.7	29.82	80.57	13	5.2
2016	12	01	19	41	18.0	27.51	88.78	5	3.3
2016	12	01	22	03	4.8	25.02	94.60	17	3.5
2016	12	02	22	50	34.5	33.26	75.67	5	3.2



1	2	3	4	5	6	7	8	9	10
2016	12	03	19	42	17.2	11.06	91.76	33	4.7
2016	12	05	01	47	28.6	36.53	70.33	150	3.9
2016	12	05	05	25	57.7	23.82	94.46	124	3.9
2016	12	06	18	13	25.5	36.04	71.67	409	4.4
2016	12	07	05	21	25.7	23.40	70.50	15	3.3
2016	12	08	00	07	31.0	36.50	71.06	98	5.1
2016	12	08	07	46	22.7	23.45	94.62	10	4.0
2016	12	08	09	32	54.5	24.58	94.87	112	3.8
2016	12	08	09	41	25.0	23.84	93.88	94	3.4
2016	12	08	10	01	54.0	34.35	68.61	15	4.8
2016	12	08	14	34	52.0	33.90	69.08	10	4.4
2016	12	09	17	53	16.7	36.56	70.51	255	3.9
2016	12	11	01	57	27.2	25.73	91.90	5	3.9
2016	12	11	11	06	17.7	29.18	77.90	10	3.1
2016	12	11	19	43	11.0	25.32	91.07	33	3.6
2016	12	12	02	21	39.4	30.93	78.02	5	3.2
2016	12	12	07	48	55.9	26.34	93.34	35	3.3
2016	12	13	22	41	38.2	30.95	77.99	10	3.5
2016	12	15	03	44	13.3	22.84	94.17	119	4.6
2016	12	15	09	55	9.6	36.69	70.90	260	5.3
2016	12	17	03	50	1.2	36.51	70.56	200	4.5
2016	12	17	17	25	55.4	34.32	73.86	10	4.5
2016	12	18	02	16	8.5	29.36	94.87	33	3.6
2016	12	19	04	31	56.7	30.89	77.96	10	3.2
2016	12	19	17	14	0.6	24.87	94.28	92	3.1
2016	12	20	07	01	18.5	26.29	93.23	34	3.7
2016	12	20	21	32	46.0	36.37	71.28	233	3.6
2016	12	21	21	53	27.2	25.18	93.95	11	3.6
2016	12	23	04	56	13.8	12.23	92.31	17	4.1
2016	12	25	07	58	48.0	36.66	70.63	250	3.8

1	2	3	4	5	6	7	8	9	10
2016	12	26	08	45	47.7	30.89	77.95	10	3.2
2016	12	26	16	17	14.8	25.73	74.24	10	3.3
2016	12	26	17	25	42.9	22.73	94.52	90	4.6
2016	12	26	22	26	52.4	31.60	77.25	10	3.2
2016	12	27	07	17	12.3	34.67	73.51	33	4.3
2016	12	27	10	50	16.6	13.15	93.30	6	3.9
2016	12	27	21	21	50.5	13.25	92.15	10	4.4
2016	12	28	14	23	46.0	36.05	69.68	262	4.8
2016	12	29	22	46	24.2	36.63	71.36	262	4.2
<b>Year 2017</b>									
2017	01	03	18	49	51	23.4	94.0	10	5.4
2017	01	03	09	09	03	24.1	91.9	28	5.7
2017	01	04	13	40	32	24.0	92.0	15	3.4
2017	01	05	05	56	52	25.1	95.0	123	4.3
2017	01	06	15	03	52	24.1	91.9	55	3.9
2017	01	08	04	28	16	25.2	94.4	20	3.3
2017	01	10	15	27	41	30.3	79.4	5	3.2
2017	01	11	13	21	14	28.3	94.1	10	3.3
2017	01	12	09	32	07	26.5	95.4	75	4.7
2017	01	17	15	22	16	27.6	88.6	10	3.6
2017	01	18	03	03	17	24.5	94.8	22	4.2
2017	01	18	01	46	10	23.9	93.0	27	3.7
2017	01	23	09	33	05	30.8	78.2	10	3.5
2017	01	24	18	14	29	25.5	94.6	50	3.1
2017	01	24	12	25	38	25.6	91.7	15	3.4
2017	01	27	07	40	55	36.4	71.5	10	5.2
2017	01	29	09	09	04	24.8	92.8	10	3.2
2017	01	31	05	28	42	26.4	93.5	22	3.2
2017	02	03	13	35	48	30.5	79.2	10	3.6
2017	02	04	07	05	17	32.6	76.6	10	3.5

1	2	3	4	5	6	7	8	9	10
2017	02	05	12	54	59	27.9	93.8	10	3.8
2017	02	06	20	21	45	30.6	79.0	10	3.6
2017	02	06	17	03	08	30.5	79.1	33	5.8
2017	02	07	22	03	54	25.2	63.4	10	6.2
2017	02	08	08	14	28	26.9	92.9	15	3.6
2017	02	11	18	12	51	23.9	91.8	10	3.5
2017	02	11	17	21	13	30.5	79.1	5	3.2
2017	02	12	04	05	30	25.6	90.8	10	4.5
2017	02	16	15	13	10	26.2	92.8	20	3.6
2017	02	18	18	53	42	26.6	93.0	30	3.4
2017	02	23	21	39	16	27.3	88.1	150	3.5
2017	02	23	20	16	07	23.7	94.5	82	3.4
2017	02	24	21	00	44	28.7	96.0	36	3.2
2017	02	24	12	02	49	24.1	93.4	20	5.2
2017	02	25	07	02	19	24.1	92.1	33	4.0
2017	02	25	00	00	44	28.7	96.0	10	3.5
2017	02	27	04	21	45	27.3	85.9	10	4.7
2017	02	27	03	37	47	27.3	85.9	10	5.0
2017	03	01	20	09	31	32.3	76.6	10	3.8
2017	03	03	23	38	13	24.3	94.2	70	3.5
2017	03	04	06	50	44	5.5	90.9	10	3.3
2017	03	04	02	11	52	25.2	94.6	70	5.0
2017	03	06	02	44	16	35.7	74.0	50	4.8
2017	03	07	09	59	16	26.8	90.5	30	4.1
2017	03	09	08	39	56	32.5	76.6	5	3.5
2017	03	09	06	18	25	35.9	71.7	160	5.0
2017	03	09	02	55	15	25.0	94.2	36	4.1
2017	03	10	12	39	33	8.5	91.9	10	4.7
2017	03	13	10	22	17	24.6	72.1	10	4.5
2017	03	14	02	51	19	6.4	92.2	10	5.9
2017	03	14	00	18	01	32.7	75.6	10	3.6

1	2	3	4	5	6	7	8	9	10
2017	03	17	14	01	49	11.5	92.7	60	4.9
2017	03	19	08	57	09	9.9	94.0	10	4.7
2017	03	21	15	40	44	24.9	92.1	37	3.9
2017	03	25	02	05	55	25.0	95.1	82	5.0
2017	03	26	21	42	09	27.3	88.6	10	4.6
2017	03	28	10	18	49	26.5	93.5	10	3.0
2017	03	29	19	14	33	26.1	91.3	18	3.5
2017	03	30	03	40	23	26.5	93.0	24	3.5
2017	04	05	16	44	34	14.5	92.9	10	5.0
2017	04	07	10	32	58	30.4	79.1	10	4.0
2017	04	10	08	50	34	30.7	78.6	10	3.8
2017	04	10	05	24	31	27.0	95.6	10	3.2
2017	04	12	17	34	33	23.9	93.9	10	3.2
2017	04	13	19	44	01	24.6	93.3	10	3.0
2017	04	15	22	35	14	26.0	91.0	10	3.5
2017	04	16	23	09	53	30.5	79.1	10	3.5
2017	04	16	08	08	02	26.1	91.4	24	3.3
2017	04	18	14	01	32	25.1	91.5	10	4.3
2017	04	18	05	11	56	33.8	76.6	33	5.0
2017	04	18	02	11	24	31.6	77.9	5	3.8
2017	04	18	02	06	17	12.6	77.4	33	3.4
2017	04	23	01	39	24	31.6	77.9	5	3.8
2017	04	24	10	53	46	23.4	94.1	70	4.3
2017	04	25	16	14	53	25.6	90.6	10	4.3
2017	04	29	23	23	57	24.1	93.5	55	3.4
2017	05	01	06	50	57	13.8	93.1	10	4.7
2017	05	02	17	47	33	27.6	96.3	10	3.3
2017	05	02	17	43	50	27.5	96.2	10	3.4
2017	05	02	09	51	40	32.9	75.5	19	3.6
2017	05	03	00	12	33	24.7	94.5	10	3.4

1	2	3	4	5	6	7	8	9	10
2017	05	05	17	58	35	13.9	92.7	10	5.0
2017	05	06	17	57	11	36.4	75.3	10	4.2
2017	05	06	14	48	50	23.8	93.8	65	4.7
2017	05	09	03	26	54	26.6	93.2	28	3.4
2017	05	09	01	53	55	26.3	92.7	25	3.7
2017	05	16	22	13	19	27.3	88.2	10	4.0
2017	05	16	14	04	41	11.4	94.8	10	4.4
2017	05	17	17	45	50	13.0	93.9	10	5.0
2017	05	18	08	43	42	24.9	94.5	75	4.0
2017	05	19	00	02	29	32.8	76.3	5	4.5
2017	05	20	05	48	43	32.8	76.2	5	4.1
2017	05	20	03	41	46	32.8	76.2	10	3.6
2017	05	21	21	23	47	28.1	95.1	30	3.3
2017	05	21	17	38	36	13.6	94.0	10	4.6
2017	05	21	04	27	07	32.5	76.8	10	3.5
2017	05	22	19	41	43	33.9	75.8	5	3.3
2017	05	24	13	54	54	23.9	94.3	95	3.7
2017	05	26	14	17	49	24.4	94.0	70	3.8
2017	05	29	15	19	25	33.4	73.9	10	3.5
2017	05	29	14	43	17	26.7	88.8	30	3.7
2017	05	29	13	53	27	32.9	75.5	10	4.4
2017	05	30	22	25	08	12.2	92.6	107	4.6
2017	06	01	22	55	56	28.8	76.7	22	5.0
2017	06	01	12	13	47	25.5	93.9	10	3.2
2017	06	02	02	43	15	28.8	76.7	22	3.2
2017	06	03	18	14	52	17.1	73.8	10	4.8
2017	06	03	02	42	59	17.1	73.8	10	4.8
2017	06	05	16	40	07	24.0	92.1	96	3.0
2017	06	08	22	19	21	32.7	74.7	10	3.2
2017	06	09	17	38	23	27.8	95.7	91	3.2

1	2	3	4	5	6	7	8	9	10
2017	06	12	09	11	21	30.7	78.4	10	3.0
2017	06	14	17	56	17	32.9	76.5	5	3.1
2017	06	15	01	14	29	24.1	93.4	10	3.0
2017	06	16	05	14	18	27.0	94.4	31	3.1
2017	06	16	05	14	18	27.0	94.4	31	3.1
2017	06	18	22	35	44	24.7	93.9	10	4.4
2017	06	20	04	31	58	27.1	92.5	10	3.5
2017	06	21	20	51	17	17.0	73.7	10	3.3
2017	06	21	18	36	11	25.7	87.1	50	4.5
2017	06	24	20	17	01	24.4	94.2	82	3.5
2017	06	27	15	16	54	24.2	93.6	10	3.0
2017	06	27	14	02	55	25.1	93.9	10	3.0
2017	07	01	07	01	15	23.8	94.4	81	5.0
2017	07	02	05	27	44	24.3	94.4	80	4.9
2017	07	02	04	44	49	26.5	90.0	10	3.1
2017	07	02	01	58	28	27.4	86.5	10	4.9
2017	07	04	10	05	47	27.0	92.1	10	3.5
2017	07	05	09	37	23	25.9	90.3	10	3.3
2017	07	08	18	08	37	27.5	92.5	15	3.2
2017	07	08	11	21	01	27.3	88.5	10	3.0
2017	07	08	10	12	31	34.6	73.5	10	5.2
2017	07	09	07	59	49	29.2	95.5	10	4.8
2017	07	10	23	28	30	27.1	93.8	10	3.1
2017	07	10	21	38	59	30.4	79.2	70	3.8
2017	07	13	05	03	33	23.6	94.2	90	4.8
2017	07	15	16	35	31	28.8	81.5	81	4.5
2017	07	15	02	25	35	30.6	77.7	10	3.3
2017	07	17	20	20	26	24.9	95.0	113	4.0
2017	07	17	13	24	41	24.3	91.7	10	3.5
2017	07	17	09	47	26	26.8	89.2	10	3.4

1	2	3	4	5	6	7	8	9	10
2017	07	18	23	11	55	25.0	94.2	10	3.2
2017	07	18	17	05	17	24.7	94.1	10	3.4
2017	07	19	13	48	14	33.1	76.4	5	3.4
2017	07	21	00	23	38	24.0	92.1	20	3.9
2017	07	22	20	06	48	25.2	94.5	80	3.6
2017	07	23	21	43	45	26.9	95.8	108	3.5
2017	07	25	18	28	00	26.3	93.1	28	3.2
2017	07	29	22	01	25	24.1	93.6	30	3.3
2017	07	31	00	57	22	26.9	92.3	10	4.0
2017	08	02	18	18	08	24.4	93.4	65	5.4
2017	08	05	12	24	56	26.8	92.2	10	3.3
2017	08	06	03	48	32	6.30	94.9	10	4.9
2017	08	07	11	25	07	26.3	91.7	10	3.4
2017	08	08	00	35	37	24.4	93.5	35	4.3
2017	08	11	03	34	53	13.8	92.9	10	5.0
2017	08	11	02	39	50	27.3	96.6	60	4.1
2017	08	16	06	35	23	19.5	77.2	10	3.0
2017	08	16	03	26	48	32.7	76.3	10	4.1
2017	08	16	03	23	14	32.7	76.4	10	3.5
2017	08	17	07	38	32	25.9	94.4	24	4.4
2017	08	17	03	52	32	26.6	95.4	60	3.8
2017	08	19	16	52	32	17.3	73.7	10	4.5
2017	08	22	15	22	07	30.5	79.9	10	4.2
2017	08	22	00	50	39	29.2	81.1	10	4.5
2017	08	23	20	58	35	36.0	74.3	90	5.0
2017	08	27	08	05	09	17.1	73.9	5	3.3
2017	08	27	04	05	58	24.9	94.1	30	3.2
2017	08	31	17	57	26	26.6	92.7	10	3.4
2017	09	01	03	11	31	26.0	94.5	13	3.0
2017	09	02	21	04	23	24.9	93.9	26	3.4

1	2	3	4	5	6	7	8	9	10
2017	09	03	06	52	11	9.20	93.0	10	5.0
2017	09	05	18	06	36	8.20	93.4	10	4.7
2017	09	06	00	10	52	10.0	93.6	10	5.2
2017	09	07	14	32	00	25.2	90.0	10	4.4
2017	09	07	11	10	19	36.9	71.7	65	5.0
2017	09	09	14	18	59	27.9	96.3	10	3.2
2017	09	11	16	44	50	11.0	94.1	10	4.3
2017	09	14	03	40	34	24.4	93.9	40	3.2
2017	09	15	22	37	44	12.2	93.1	10	4.5
2017	09	17	14	48	23	13.6	91.8	10	4.4
2017	09	20	16	37	24	38.0	144.6	10	6.2
2017	09	21	22	35	56	24.3	93.6	38	3.1
2017	09	21	16	34	36	25.0	94.6	74	4.0
2017	09	23	00	14	13	34.0	74.7	150	4.5
2017	09	24	11	06	50	32.8	76.2	5	3.6
2017	09	24	08	37	14	24.7	94.4	75	3.0
2017	09	25	10	42	38	24.4	94.1	10	3.3
2017	09	27	12	18	21	26.5	92.8	31	3.0
2017	09	28	23	27	19	23.7	92.9	17	3.3
2017	10	01	14	35	32	13.0	92.0	10	4.5
2017	10	01	12	49	01	13.0	92.0	10	4.7
2017	10	01	12	18	17	28.6	96.1	147	4.5
2017	10	02	23	31	38	12.9	91.9	10	4.5
2017	10	02	11	02	29	32.5	76.7	5	3.1
2017	10	03	13	48	34	25.1	94.5	66	4.2
2017	10	04	21	29	08	26.8	89.3	10	3.7
2017	10	05	10	25	38	26.8	95.5	66	3.9
2017	10	06	14	00	29	12.3	95.2	10	4.9
2017	10	06	04	36	44	27.8	96.0	10	4.2
2017	10	06	02	10	20	27.7	96.0	10	3.7
2017	10	09	19	32	39	12.6	91.9	10	4.3



1	2	3	4	5	6	7	8	9	10
2017	10	11	06	02	52	19.8	84.1	10	3.2
2017	10	19	01	10	22	33.5	76.1	10	4.7
2017	10	19	00	54	20	33.6	75.3	10	3.3
2017	10	23	14	23	36	6.30	92.9	30	4.5
2017	10	25	18	20	49	14.1	92.7	10	4.7
2017	10	27	08	54	20	32.5	76.4	10	3.7
2017	10	27	02	37	43	31.3	77.2	10	4.4
2017	10	28	17	45	24	36.2	70.5	100	5.7
2017	10	28	16	53	50	28.4	76.2	5	3.5
2017	10	31	06	53	07	18.1	76.6	10	3.0
2017	11	06	03	08	44	29.3	83.1	10	4.7
2017	11	07	19	45	39	26.5	92.6	31	3.6
2017	11	08	21	22	28	29.9	77.7	10	3.5
2017	11	08	04	50	52	24.1	91.2	33	4.8
2017	11	09	23	49	12	17.6	73.6	10	3.8
2017	11	12	19	32	10	27.1	92.7	5	3.2
2017	11	12	05	15	43	29.1	79.2	27	3.6
2017	11	13	09	42	02	36.0	70.0	82	5.4
2017	11	14	18	05	53	24.7	94.3	102	3.0
2017	11	17	22	34	14	30.1	95.1	10	6.4
2017	11	18	13	02	11	29.9	80.2	20	3.3
2017	11	18	09	51	19	26.4	73.8	10	4.2
2017	11	20	08	48	00	23.7	94.5	82	5.0
2017	11	22	22	31	11	24.6	93.8	21	3.1
2017	11	30	11	45	11	30.4	76.0	10	3.8
2017	12	02	23	43	44	27.4	88.3	3	3.8
2017	12	02	20	25	06	25.2	93.3	10	3.1
2017	12	05	14	58	33	22.7	86.1	39	3.0
2017	12	06	23	29	07	35.5	77.6	35	5.4
2017	12	06	19	39	31	17.6	73.3	15	3.2
2017	12	06	15	19	54	30.4	79.1	30	5.5

1	2	3	4	5	6	7	8	9	10
2017	12	08	17	55	52	25.6	91.6	10	3.0
2017	12	08	02	51	13	27.8	85.5	10	5.0
2017	12	09	10	43	07	33.3	76.8	10	4.7
2017	12	10	22	58	54	34.3	78.8	33	4.5
2017	12	11	16	49	54	12.3	93.7	116	4.6
2017	12	11	03	35	17	25.6	90.6	60	4.7
2017	12	15	21	25	19	26.4	93.7	30	3.3
2017	12	17	06	20	40	27.6	94.3	10	4.2
2017	12	21	18	47	11	27.4	92.5	10	3.9
2017	12	22	15	58	47	10.0	93.1	10	5.0
2017	12	23	15	45	01	23.5	94.1	126	4.9
2017	12	25	04	14	21	19.8	73.2	5	3.4
2017	12	27	15	15	52	9.0	77.2	5	3.0
2017	12	28	11	17	28	30.4	79.2	33	4.7
2017	12	29	16	19	15	26.8	95.9	110	4.7
2017	12	29	11	29	38	8.60	92.4	10	5.2
2017	12	30	18	32	07	25.5	91.0	10	3.0
2017	12	31	00	31	18	27.3	92.7	10	3.2
<b>YEAR 2018 (upto 12th July)</b>									
2018	01	01	20	51	48	19.8	73.1	10	3.2
2018	01	01	16	01	01	26.8	92.3	30	3.0
2018	01	01	01	03	17	24.8	94.0	32	3.2
2018	01	04	19	57	40	6.60	95.2	198	4.8
2018	01	05	20	23	07	26.0	92.3	10	3.4
2018	01	05	07	11	04	26.1	92.1	20	4.0
2018	01	06	09	01	58	26.3	92.8	30	3.2
2018	01	07	06	47	16	24.7	94.7	35	6.0
2018	01	09	19	20	23	25.7	90.4	10	3.2
2018	01	09	12	55	34	32.1	75.7	10	3.0
2018	01	11	18	26	25	18.4	94.0	10	6.2
2018	01	14	15	48	08	12.2	92.3	10	4.8

1	2	3	4	5	6	7	8	9	10
2018	01	14	09	19	28	36.5	70.7	196	5.5
2018	01	16	07	35	34	17.3	73.9	23	3.7
2018	01	20	10	06	49	24.0	94.3	80	4.2
2018	01	20	01	14	31	26.3	89.8	10	5.2
2018	01	21	06	06	48	17.3	73.8	10	3.6
2018	01	23	13	02	10	21.0	70.6	10	3.6
2018	01	25	03	48	28	8.30	91.7	10	5.0
2018	01	28	21	02	55	25.9	90.3	10	3.4
2018	01	31	07	06	32	37.4	69.6	190	6.2
2018	01	31	07	06	32	37.4	69.6	190	6.2
2018	02	02	01	41	57	17.3	73.9	10	3.4
2018	02	04	19	40	44	24.3	93.2	10	3.2
2018	02	11	21	40	31	30.8	78.1	10	3.2
2018	02	13	02	39	48	12.3	93.0	10	5.6
2018	02	14	18	43	09	27.3	92.5	10	3.3
2018	02	20	08	12	14	22.8	93.1	10	4.2
2018	02	20	07	11	39	33.1	75.6	5	3.3
2018	02	23	11	56	25	6.10	92.6	35	4.7
2018	02	24	09	42	39	26.2	92.9	25	3.3
2018	02	25	09	54	18	26.8	92.7	18	3.3
2018	02	26	08	42	24	27.2	92.4	10	3.2
2018	03	03	01	31	31	24.0	93.5	50	3.7
2018	03	05	20	13	41	17.3	73.8	10	3.2
2018	03	05	20	41	46	26.5	93.4	10	3.5
2018	03	06	04	39	57	6.80	93.5	10	4.8
2018	03	10	03	21	28	35.7	76.1	10	4.5
2018	03	15	17	07	23	25.2	93.7	13	3.5
2018	03	15	14	53	21	33.2	76.1	10	3.4
2018	03	15	02	26	04	24.5	93.4	27	4.6
2018	03	21	22	58	25	26.3	89.6	20	3.9
2018	03	24	22	17	48	36.4	70.7	172	5.1
2018	03	28	22	33	17	23.2	70.8	30	4.6

1	2	3	4	5	6	7	8	9	10
2018	04	01	15	11	51	29.7	80.1	17	3.5
2018	04	04	15	21	30	25.0	94.5	77	4.4
2018	04	10	14	14	20	24.2	82.6	10	4.6
2018	04	16	06	08	13	08.4	91.4	10	4.5
2018	04	21	11	26	35	21.5	73.2	10	3.5
2018	04	21	07	10	59	24.6	93.1	25	3.4
2018	04	23	18	01	39	13.2	92.4	45	4.8
2018	04	24	18	46	51	28.8	76.9	7	3.0
2018	04	24	04	08	37	23.1	94.4	90	5.5
2018	04	26	20	54	22	25.4	88.8	32	4.2
2018	04	27	20	33	35	29.2	76.8	5	3.5
2018	05	09	10	41	34	36.9	71.3	96	6.1
2018	05	10	14	08	34	36.5	71.0	170	5.4
2018	05	11	02	11	51	25.2	92.6	5	3.7
2018	05	12	03	57	38	32.3	76.6	5	3.0
2018	05	13	18	45	51	6.90	94.5	10	4.7
2018	05	13	18	20	45	07.0	94.0	10	4.9
2018	05	15	01	17	32	26.5	93.2	27	3.2
2018	05	21	10	51	05	31.6	78.4	5	4.1
2018	05	22	12	35	00	31.1	77.8	10	3.6
2018	05	24	21	05	22	31.8	78.4	10	3.6
2018	05	24	14	25	16	29.7	80.7	12	3.6
2018	05	25	20	25	43	26.5	93.6	25	3.2
2018	05	25	17	41	34	10.0	93.9	10	4.8
2018	05	25	07	22	50	31.6	78.2	10	3.5
2018	05	28	01	59	43	08.6	94.3	10	5.0
2018	06	01	01	55	33	36.5	71.0	80	5.0
2018	06	02	05	46	11	27.2	96.8	30	5.3
2018	06	05	23	12	32	23.8	94.3	84	5.0
2018	06	05	01	34	37	29.4	81.6	10	4.7
2018	06	06	18	16	00	35.3	78.5	30	5.1

1	2	3	4	5	6	7	8	9	10
2018	06	06	17	41	28	30.6	78.8	15	4.4
2018	06	07	06	51	26	34.4	78.0	35	4.4
2018	06	11	04	53	49	26.2	92.5	10	5.1
2018	06	14	13	28	54	35.4	73.6	180	5.0
2018	06	14	10	15	50	32.5	76.1	5	4.5
2018	06	14	00	42	08	30.8	78.2	10	4.0
2018	06	16	22	06	35	31.4	77.7	5	3.2
2018	06	17	15	07	35	27.5	88.4	28	4.7
2018	06	17	14	21	29	30.0	70.2	10	5.1
2018	06	18	23	45	03	35.8	78.6	10	4.5
2018	06	20	07	44	27	24.7	94.1	33	4.6
2018	06	20	04	15	22	27.3	88.0	10	4.3
2018	06	20	04	08	58	27.3	87.9	10	4.2
2018	06	21	20	29	22	7.40	94.6	10	5.0
2018	06	21	03	31	23	23.9	93.9	40	4.0
2018	06	22	21	07	23	32.9	76.1	5	3.0
2018	06	24	15	58	10	26.0	93.6	16	3.5
2018	06	24	11	07	49	23.8	94.5	40	4.4
2018	06	25	19	57	45	32.8	76.0	10	3.3
2018	06	26	12	16	01	27.3	88.6	10	3.9
2018	06	28	04	07	50	27.7	84.9	10	4.7
2018	07	01	10	07	03	28.9	77.0	5	4.0
2018	07	03	23	55	16	13.2	93.8	10	4.5
2018	07	04	20	34	53	14.7	96.4	10	5.2
2018	07	04	07	12	47	13.2	92.6	10	5.2
2018	07	06	11	14	24	29.1	77.2	10	3.5
2018	07	08	09	54	35	7.40	94.3	70	4.7
2018	07	08	04	13	22	27.3	75.9	10	4.3
2018	07	09	08	05	48	30.6	79.3	25	3.2
2018	07	09	07	22	17	12.5	75.6	10	3.4

**Buffer zone around National Parks and Wildlife Sanctuaries**

514. PROF. M.V. RAJEEV GOWDA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether the buffer zone prohibiting industrial activity around protected areas like National Parks and Wildlife Sanctuaries has been reduced from 10 km to 100 m;

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

(c) the details including number of projects sanctioned within 10 km of National Parks and Wildlife Sanctuaries since 2014, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) The Ministry of Environment, Forest and Climate Change in its guidelines dated 9th February, 2011, for declaration of Eco-Sensitive Zones around National Parks and Wildlife Sanctuaries, had indicated that the width of the Eco-Sensitive Zone, as a general principle, could go up to 10 kms around Protected Area. The Ministry has not made any changes in this regard.

(c) The details of projects falling within 10 km of National Parks and Sanctuaries recommended by the Standing Committee of National Board for Wildlife during 2014 to 2018 are given in the Statement (*See below*).

***Statement****Details of projects falling within 10 km recommended of  
National Parks and Sanctuaries during 2014 to 2018*

Sl.No	Category of Project	2014	2015	2016	2017	2018
1.	Oil and Natural Gas projects	6	5	-	8	3
2.	Industrial projects	9	11	4	5	4
3.	Road projects	11	4	1	8	-
4.	Mining projects	36	9	12	39	27
5.	Hydro Electric Power projects	2	4	1	1	-
6.	Defence/Security related projects	1	-	-	6	1

Sl.No	Category of Project	2014	2015	2016	2017	2018
7.	Construction of Jetty/ Embankments/Townships/ Ropeways etc.	1	15	13	14	18
8.	Irrigation projects	2	7	3	1	3
9.	Ports	1	-	3	3	3
10.	Transmission line	-	1	-	2	3
TOTAL		69	56	35	87	56

### Source apportionment studies under NCAP

515. SHRIMATI KANIMOZHI: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the list of the cities where source apportionment studies would be conducted under NCAP to combat air pollution across 100 cities in next three to five years along with allocations made therefor;

(b) the time schedule fixed for individual cities under which all such studies will be completed and the names of the organizations/institutions which are /will be involved in conducting the above studies; and

(c) the list of the cities and the number of manual/continuous air quality monitoring stations currently installed and to be installed along with the budgetary allocations made and the time schedule fixed for individual cities for the purpose, city-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) On the basis of analysis of data for five years generated under National Air Quality Monitoring Programme (NAMP) during 2011-15, 94 cities have been identified as non-attainment cities. In addition, few cities have also been identified as polluted cities as per WHO data base. Details are given in the Statement-I (*See below*). It is proposed to take up source-apportionment studies in these cities under National Clean Air Programme (NCAP).

(b) Timeline of two (2) years has been indicated in NCAP with reference to source apportionment studies for all non-attainment cities. Organizations/institutions/universities having expertise and background in air pollution studies will be involved along with Central Pollution Control Board (CPCB) and State Pollution Control Board (SPCBs) for conducting these studies.

(c) Central Pollution Control Board is conducting a nationwide programme for monitoring ambient air quality across the country under National Air Quality Monitoring Programme (NAMP). At present there are 703 manual ambient air quality monitoring stations covering 307 cities/towns in 29 States and 6 Union Territories. Details are given in the Statement-II (*See below*). Under National Clean Air Programme (NCAP), it has been proposed that manual monitoring stations shall be strengthened from 703 operating stations to 1000 stations to cover the uncovered district and towns.

In addition, there are 132 Continuous Ambient Air Quality Monitoring Stations (CAAQMS) installed in 68 Cities in 17 States/UTs. Details are given in the Statement-III (*See below*). 108 CAAQMS are proposed/to be installed in 62 Cities in 31 States/UTs. Details are given in the Statement-IV (*See below*). The Budgetary allocation under Central Public Sector Undertaking (CPSU) Project for 60 Stations in 38 Cities in 27 States/UTs are to be met from the Corporate Social Responsibility (CSR) funds of CPSU. These stations are proposed to be installed by June, 2019. Budget for other 26 CAAQM Stations in 24 Cities in 19 States/UTs are to be met from grant in aid from MoEF&CC by sharing capital cost percentage with States/UTs (50% for States, 90% for North-Eastern States and 100% for UTs). These stations are expected to be installed and commissioned within a year. Budget for total 14 CAAQM Stations in 5 cities in 2 States/UTs are allocated under Environment Protection Cess (EPC) fund from CPCB. These stations are under installation and will be commissioned by December, 2018.

### ***Statement-I***

*Non-Attainment cities with respect to Ambient Air Quality India (2011-2015)  
and WHO report 2014/2018*

Sl.No.	State	Cities	Sl.No.	Cities
1.	Andhra Pradesh	1.	Guntur	
		2.	Kurnool	
		3.	Nellore	
		4.	Vijaywada	
		5.	Vishakhapatnam	
2.	Assam	6.	Guwahati	
		7.	Nagaon	
		8.	Nalbari	
		9.	Sibsagar	
		10.	Silchar	



Sl.No.	State	Cities	Sl.No.	Cities
3.	Chandigarh		11.	Chandigarh
4.	Chhattisgarh		12.	Bhillai
			13.	Korba
			14.	Raipur
5.	Delhi		15.	Delhi
6.	Gujarat		16.	Surat
			17.	Ahmedabad
7.	Himachal Pradesh		18.	Baddi
			19.	Damtal
			20.	Kala Amb
			21.	Nalagarh
			22.	Paonta Sahib
			23.	Parwanoo
			24.	Sunder Nagar
8.	Jammu and Kashmir		25.	Jammu
			26.	Srinagar
9.	Jharkhand		27.	Dhanbad
10.	Karnataka		28.	Bangalore
			29.	Devanagere
			30.	Gulburga
			31.	Hubli-Dharwad
11.	Madhya Pradesh		32.	Bhopal
			33.	Dewas
			34.	Indore
			35.	Sagar
			36.	Ujjain
			37.	Gwalior
12.	Maharashtra		38.	Akola
			39.	Amravati
			40.	Aurangabad

Sl.No.	State	Cities	Sl.No.	Cities
			41.	Badlapur
			42.	Chandrapur
			43.	Jalgaon
			44.	Jalna
			45.	Kolhapur
			46.	Latur
			47.	Mumbai
			48.	Nagpur
			49.	Nashik
			50.	Navi Mumbai
			51.	Pune
			52.	Sangli
			53.	Solapur
			54.	Ulhasnagar
13.	Meghalaya		55.	Byrnihat
14.	Nagaland		56.	Dimapur
			57.	Kohima
15.	Odisha		58.	Angul
			59.	Balasore
			60.	Bhubaneswar
			61.	Cuttack
			62.	Rourkela
			63.	Talcher
16.	Punjab		64.	Dera Bassi
			65.	Gobindgarh
			66.	Jalandhar
			67.	Khanna
			68.	Ludhiana
			69.	Naya Nangal
			70.	Pathankot/Dera Baba
			71.	Patiala

Sl.No.	State	Cities	Sl.No.	Cities
17.	Rajasthan	72.	Amritsar	
		73.	Alwar	
		74.	Jaipur	
		75.	Jodhpur	
		76.	Kota	
18.	Tamil Nadu	77.	Udaipur	
		78.	Tuticorin	
19.	Telangana	79.	Hydrabad	
		80.	Nalgonda	
		81.	Patencheru	
20.	Uttar Pradesh	82.	Agra	
		83.	Allahabad	
		84.	Anpara	
		85.	Bareilly	
		86.	Firozabad	
		87.	Gajraula	
		88.	Ghaziabad	
		89.	Jhansi	
		90.	Kanpur	
		91.	Khurja	
		92.	Lucknow	
		93.	Muradabad	
		94.	Noida	
		95.	Raebareli	
		96.	Varanasi	
21.	Uttarakhand	97.	Kashipur	
		98.	Rishikesh	
22.	West Bengal	99.	Kolkata	
23.	Bihar	100.	Patna	
		101.	Gaya	
		102.	Muzaffarpur	

***Statement-II****Status of Ambient Air Quality Monitoring Stations Operating under National Air Quality Monitoring Programme (NAMP)*

Sl.No	State/Union Territory	City	Operating Monitoring Station
1	2	3	4
1.	Arunachal Pradesh	Itanagar	1
		Naharlagun	1
2.	Andhra Pradesh	Visakhapatnam	8
		Kakinada	1
		Rajahmundry	1
		Eluru	1
		Vizianagaram	1
		Srikakulam	1
		Kurnool	1
		Tirupati	1
		Chittor	2
		Kadapa	1
		Anatapur	1
		Vijayawada	3
		Ongole	1
		Guntur	1
		Nellore	1
3.	Assam	Bongaigaon	3
		Guwahati	6
		Tezpur	1
		Sibasagar	2
		Dibrugarh	1
		Golaghat	1
		Silcher	2
		Daranga	1
		Margheita	1

1	2	3	4
		North Lakhimpur	1
		Nagaon	1
		Tinsukhia	3
		Nalbari	1
4.	Bihar	Patna	2
		Barauni	1
		Mujjafarpur	1
		Gaya/Bodhgaya	1
5.	Chandigarh (UT)	Chandigarh	5
6.	Chhattisgarh	Korba	3
		Bhilai	3
		Raipur	3
		Bilaspur	1
		Raigarh	2
7.	Delhi (UT)	Delhi	10
8.	Dadra and Nagar Haveli (UT)	Silvasa	2
9.	Daman and Diu (UT)	Daman	2
10.	Goa	Panaji	1
		Vasco	1
		Marmagao	1
		Codlitisk	1
		Honda Junction	1
		Bicholim City	1
		Amona	1
		Assanora Junction	1
		Curchorem	1
		Usgao-Pale	1
		Margao Town	1
		Mapusa Town	1

1	2	3	4
		Sanguem	1
		Ponda	1
		Tilamol	1
		Kundaim	1
		Tuem Industrial Estate	1
		Cuncolim	1
11.	Gujarat	Ahmedabad	9
		Ankaleshwar	2
		Jamnagar	1
		Rajkot	2
		Surat	3
		Vadodara	5
		Vapi	2
12.	Haryana	Faridabad	2
		Hissar	2
		Yamuna Nagar	1
13.	Himachal Pradesh	Damtal	2
		Parwanoo	2
		Poanta Sahib	2
		Shimla	2
		Kala Amb	2
		Baddi-Barotiwala	3
		Nalagarh	1
		Una	2
		Sunder Nagar	2
		Dharamshala	2
		Marhi	1
		Gulaba	1
		Vashisht	1
		Manali	2

1	2	3	4
14.	Jammu and Kashmir	Jammu	3
15.	Jharkand	Dhanbad	3
		Jharia	1
		Sindri	1
		Jamshedpur	2
		Ranchi	1
		Saraikela-Kharsawan	1
		West Singhbhum	1
16.	Karnataka	Bangalore	9
		Dharwar, Hubli	2
		Mangalore	1
		Hassan	1
		Mysore	2
		Gulbarga	1
		Belgaum	1
		Devanagere	3
		Mandya	1
		Raichur	1
		Bijapur	1
		Chitradurga	1
		Shimoga	1
		Karwar	1
		Bagalkote	1
		Kolar	1
		Tumkar	1
		Bidar	1
17.	Kerala	Kozhikode	2
		Kottayam	2
		Cochin	7
		Thiruvananthapuram	4

1	2	3	4
		Palakkad	1
		Alappuzha	2
		Pathanamthitta	1
		Kollam	2
		Sulthan, Bathery, Wayanad	1
		Kakkanchery, Mallappuram	1
		Thrissur	1
18.	Lakshadweep	Lakshadweep Islands	1
19.	Madhya Pradesh	Bhopal	8
		Indore	3
		Jabalpur	2
		Nagda	3
		Gwalior	2
		Sagar	2
		Satna	2
		Singrauli	3
		Ujjain	4
		Prithampur	2
		Chindwara	2
		Amla	2
		Katni	2
		Dewas	3
20.	Maharashtra	Aurangabad	4
		Bhiwandi	3
		Lote	2
		Tarapur	3
		Kolhapur	3
		Mumbai	3
		Ambernath	2
		Chandrapur	6



1	2	3	4
		Nagpur	7
		Nasik	4
		Solapur	2
		Pune	3
		Pimpri Chinchwad	1
		Thane	3
		Navi Mumbai	6
		Mahad	3
		Roha	2
		Sangli	3
		Amravati	3
		Latur	3
		Ulhasnagar	2
		Badlapur	1
		Nanded	3
		Jalgaon	3
		Jalna	2
		Akola	3
21.	Meghalaya	Shillong	4
		Dwaki	1
		Ri-Bhoi, Brynihat	1
		Tura	1
		Nongstoin	1
		Umain	1
		Khlihriat	1
22.	Mizoram	Aizwal	5
		Lunglei	2
		Kolasib	2
		Champhai	2
23.	Manipur	Imphal	1

1	2	3	4
24.	Nagaland	Dimapur	2
		Kohima	2
25.	Odisha	Rayagada	2
		Rourkela	6
		Talcher	2
		Angul	2
		Bhubaneswar	6
		Cuttack	3
		Sambalpur	1
		Balasore	3
		Kalinga Nagar	3
		Berhampur	1
		Puri	2
		Konark	1
		Jarsuguda	3
		Paradeep	3
26	Punjab	Gobindgarh	3
		Jalandhar	4
		Ludhiana	4
		Naya Nangal	2
		Khanna	2
		Pathankot (Dera baBa)	1
		Amritsar	2
		Derra Bassi	2
		Bhatinda	1
		Batala	1
		Patiala	2
		Sangrur	1
		Rasulpur	1
		Faridkot	1

1	2	3	4
		Jaito/Gurdaspur	2
		Firozpur Ludhiana District	2
		Hoshiarpur	1
27.	Puducherry (UT)	Pondicherry	3
		Karaikal	3
28.	Rajasthan	Alwar	3
		Jaipur	9
		Jodhpur	9
		Kota	6
		Udaipur	3
		Bharatpur	3
		Bhiwadi	3
29.	Sikkim	Gangtok	2
		Namchi (South Sikkim)	
		Jorithang/Ravangla (South Sikkim)	1
		Mangan (North Sikkim)	1
		Chungthang (North Sikkim)	1
		Singtam (East Sikkim)	1
		Rangpo (East Sikkim)	1
		Pelling (West Sikkim)	1
30.	Tamil Nadu	Chennai	11
		Tuticorin	3
		Coimbatore	3
		Madurai	3
		Salem	1
		Trichy	5
		Cuddalore	3
		Mettur	2
31.	Tirupura	Agartala	2

1	2	3	4
32.	Telangana	Hyderabad	10
		Ramagundum	1
		Patencheru	1
		Nalgonda	2
		Khammam	2
		Warangal	2
		Karimnagar	1
		Sangareddy	3
		Nizamabad	1
		Kothur	1
		Manchiriala, Adilabad	1
33.	Uttar Pradesh	Agra	6
		Allahabad	5
		Anpara	2
		Firozabad	3
		Gajroula	2
		Ghaziabad	2
		Kanpur	9
		Lucknow	8
		Noida	2
		Varanasi	5
		Jhansi	2
		Khurja	2
		Meerut	2
		Bareilly	2
		Moradabad	2
		Mathura	2
		Saharanpur	2
		Unnao	2
		Gorakhpur	3
		Rai Bareli	3

1	2	3	4
34.	Uttarakhand	Dehradun	3
		Haridwar	1
		Rishikesh	1
		Haldwani	1
		Rudrapur	1
		Kashipur	1
35.	West Bengal	Kolkata	20
		Durgapur	4
		Haldia	5
		Howrah	4
		Asansol	3
		South Suburban	3
		Barrackpore	3
		Sankrail	4
		Raniganj	3
		Uluberia	1
		Barasat	1
		Kalyani	1
		Ranaghat	1
		Krishnanagar	1
		Baharampur	1
		Dankuni	1
		Rishra	1
		Chinsura	1
		Tribeni	1
		Kharagpur	1
		Medinipur Town	1
		Ghatal	1
		Tamluk	1
		Bardhaman	1

1	2	3	4
		Bankura	1
		Suri	1
		Rampurhat	1
		Bolpur	1
		Purulia	1
		Malda	1
		Siliguri	1
		Jalpaiguri	1
		Darjeeling	1
		Cooch Behar	2
		Balurghat	1
		Raigun	1
	TOTAL	307	703

Operating Stations : 703

Cities : 307

States : 29

UTs : 6

***Statement-III****Status of CAAQM Stations installed*

(As on 10th July, 2018)

Sl. No.	State	City	Station Name	No. of Stations
1	2	3	4	5
1.	Andhra Pradesh	Amaravati	Secretariat, Amaravati - APPCB	1
		Rajamahendravaram	Anand Kala Kshetram, Rajamahendravaram - APPCB	1
		Tirupati	Tirumala, Tirupati - APPCB	1
		Vijayawada	PWD Grounds, Vijayawada - APPCB	1
		Visakhapatnam	APIIC Kancharapalem, Visakhapatnam - APPCB	2
			GVM Corporation, Visakhapatnam - APPCB	2

1	2	3	4	5
2.	Bihar	Gaya	Collectorate, Gaya - BSPCB	1
		Patna	IGSC Planetarium Complex, Patna - BSPCB	1
3.	Delhi	Delhi	Alipur - DPCC	38
			Anand Vihar, Delhi - DPCC	
			Ashok Vihar, Delhi - DPCC	
			Aya Nagar, New Delhi - IMD	
			Bawana - DPCC	
			Burari Crossing, New Delhi - IMD	
			CRRJ Mathura Road, New Delhi - IMD	
			Dr. Karni Singh Shooting Range, Delhi - DPCC	
			DTU, New Delhi - CPCB	
			Dwarka-Sector 8, Delhi - DPCC	
			Mundka - DPCC	
			IGI Airport Terminal - 3, New Delhi - IMD	
			IHBAS, Dilshad Garden, New Delhi - CPCB	
			ITO, New Delhi - CPCB	
			Jahangirpuri, Delhi - DPCC	
			Jawaharlal Nehru Stadium, Delhi - DPCC	
			Lodhi Road, New Delhi - IMD	
			Major Dhyan Chand National Stadium, Delhi - DPCC	
			Mandir Marg, New Delhi - DPCC	
			Najafgarh, Delhi - DPCC	
			Narela, Delhi - DPCC	
			Nehru Nagar, Delhi - DPCC	

1	2	3	4	5
			North Campus, DU, New Delhi - IMD	
			NSIT Dwarka, New Delhi - CPCB	
			Okhla Phase-2, Delhi - DPCC	
			Patparganj, Delhi - DPCC	
			Punjabi Bagh, Delhi - DPCC	
			Pitampura Delhi - IMD	
			Pusa, New Delhi - DPCC	
			Pusa, New Delhi - IMD	
			R K Puram, New Delhi - DPCC	
			Rohini, Delhi - DPCC	
			Shadipur, New Delhi - CPCB	
			Sirifort, New Delhi - CPCB	
			Sonia Vihar, Delhi - DPCC	
			Sri Aurobindo Marg - DPCC	
			Vivek Vihar, Delhi - DPCC	
			Wazirpur, Delhi - DPCC	
4.	Gujarat	Ahmedabad	Maninagar, Ahmedabad - GPCB	1
5.	Haryana	Faridabad	Sector- 16A, Faridabad, Haryana - HSPCB	1
		Gurugram	Vikas Sadan, Gurgaon, Haryana - HSPCB	1
		Panchkula	Sector-6, Panchkula - HSPCB	1
		Rohtak	MD University, Rohtak, Haryana - HSPCB	1
6.	Jharkhand	Jorapokhar	Tata Stadium, Jorapokhar - JSPCB	1
7.	Karnataka	Bengaluru	BTM Layout, Bengaluru - CPCB	10
			BWSSB Kadabesanahalli, Bengaluru - CPCB	
			Bapuji Nagar, Bengaluru - KSPCB	
			City Railway Station, Bengaluru - KSPCB	



1	2	3	4	5
			Hebbal, Bengaluru - KSPCB	
			Hombegowda Nagar, Bengaluru - KSPCB	
			Jayanagar 5th Block, Bengaluru - KSPCB	
			Peenya, Bengaluru - CPCB	
			SaneguravaHalli, Bengaluru - KSPCB	
			Silk Board, Bengaluru - KSPCB	
		Chikkaballapur	Chikkaballapur Rural	1
8.	Kerala	Thiruvananthapuram	Plammoodu, Thiruvananthapuram - Kerala PCB	1
9.	Madhya Pradesh	Dewas	Bhopal Chauraha, Dewas - MPPCB	1
		Mandideep	Sector-D Industrial Area, Mandideep - MPPCB	1
		Pithampur	Sector-2 Industrial Area, Pithampur - MPPCB	1
		Satna	Bandhavgar Colony, Satna - MPPCB	1
		Singrauli	Vindhyachal STPS, Singrauli - MPPCB	1
		Ujjain	Mahakaleshwar Temple, Ujjain - MPPCB	1
10.	Maharashtra	Aurangabad	More Chowk Waluj, Aurangabad - MPCB	1
		Chandrapur	Chandrapur, Chandrapur - MPCB MIDC Khutala, Chandrapur - MPCB	2
		Mumbai	Bandra, Mumbai - MPCB	1
		Nagpur	Opp. GPO Civil Lines, Nagpur - MPCB	1
		Nashik	Gangapur Road, Nashik - MPCB	1
		Navi Mumbai	Airoli, Navi Mumbai - MPCB	1
		Pune	Karve Road, Pune, Pune - MPCB	1
		Solapur	Solapur, Solapur - MPCB	1
		Thane	Pimpleshwar Mandir, Thane - MPCB	1

1	2	3	4	5
11.	Odisha	Brajrajnagar	GM Office, Brajrajnagar - OSPCB	1
		Talcher	Talcher Coalfields, Talcher - OSPCB	1
12.	Punjab	Amritsar	Golden Temple, Amritsar - PPCB	1
		Bathinda	Hardev Nagar, Bathinda - PPCB	1
		Jalandhar	Civil Line, Jalandhar - PPCB	1
		Khanna	KalalMajra, Khanna - PPCB	1
		Ludhiana	Punjab Agricultural University, Ludhiana - PPCB	1
		Mandi Gobindgarh	RIMT University, Mandi Gobindgarh - PPCB	1
		Patiala	Model Town, Patiala - PPCB	1
		Rupnagar	Ratanpura, Rupnagar - PPCB	1
13.	Rajasthan	Alwar	Moti Doongri, Alwar, Rajasthan - RSPCB	1
		Ajmer	Civil Lines, Ajmer - RSPCB	1
		Bhiwadi	RIICO Ind. Area III, Bhiwadi, Rajasthan - RSPCB	1
			Adarsh Nagar, Jaipur - RSPCB	
		Jaipur	Police Commissionerate, Jaipur - RSPCB	3
			Shastri Nagar, Jaipur - RSPCB	
		Jodhpur	Collectorate, Jodhpur - RSPCB	1
		Kota	Shrinath Puram, Kota - RSPCB	1
		Pali	Indira Colony Vistar, Pali - RSPCB	1
		Udaipur	Ashok Nagar, Udaipur - RSPCB	1
14.	Tamil Nadu	Chennai	Alandur Bus Depot, Chennai - CPCB	3
			Manali, Chennai - CPCB	
			Velachery Res. Area, Chennai - CPCB	
15.	Telangana	Hyderabad	Bollaram Industrial Area, Hyderabad - TSPCB	6

1	2	3	4	5
			Central University, Hyderabad - TSPCB	
			ICRISAT Patancheru, Hyderabad - TSPCB	
			IDA Pashamylaram, Hyderabad - TSPCB	
			Sanathnagar, Hyderabad - TSPCB	
			Zoo Park, Hyderabad - TSPCB	
16.	Uttar Pradesh	Agra	Sanjay Palace, Agra - UPPCB	1
		Bulandshahr	Yamunapuram, Bulandshahr - UPPCB	1
		Ghaziabad	Vasundhara, Ghaziabad, UP - UPPCB	1
		Greater Noida	Knowledge Park - III, Greater Noida - UPPCB	1
		Kanpur	Nehru Nagar, Kanpur - UPPCB	1
		Lucknow	Central School, Lucknow - CPCB	4
			Lalbagh, Lucknow - CPCB	
			NishantGanj, Lucknow - UPPCB	
			Talkatora District Industries Center, Lucknow - CPCB	
		Moradabad	Lajpat Nagar, Moradabad - UPPCB	1
		Muzaffarnagar	New Mandi, Muzaffarnagar - UPPCB	1
		Noida	Sector - 125, Noida, UP - UPPCB	2
			Sector - 62, Noida, UP - IMD	
		Varanasi	Ardhali Bazar, Varanasi - UPPCB	1
17.	West Bengal	Asanol	Asanol Court Area, Asanol - WBPCB	1
		Durgapur	Sidhu Kanhu Indoor Stadium, Durgapur - WBPCB	1
		Haldia	Haldia, Haldia - WBPCB	1
		Howrah	Ghusuri, Howrah - WBPCB	2
			Padmapukur, Howrah - WBPCB	

1	2	3	4	5
		Kolkata	Rabindra Bharati University, Kolkata - WBPCB	2
			Victoria, Kolkata - WBPCB	
		Siliguri	Ward-32 Bapupara, Siliguri - WBPCB	1
TOTAL		68		132

Total number of States: 17

Total number of Cities: 68

Total number of Stations installed: 132

***Statement-IV****List of CAAQMS stations under installation*

Sl. No.	State	City	Status of CAAQMS			
			Under Installation	In process under with funding from		
				CPCB- CPSU's CSR Fund	MoEF&CC Fund sharing with SPCB/PCC	EPC Fund
1	2	3	4	5	6	7
1.	Andhra Pradesh	1. Amaravathi			1	
		2. Vishakhapatnam		1		
2.	Arunachal Pradesh	1. Itanagar		1	1	
3.	Assam	1. Guwahati		1	1	
4.	Bihar	1. Patna		2		
5.	Goa	1. Vasco			1	
6.	Gujarat	1. Ankleshwar	1			
		2. Vapi	1			
		3. Vatva	1			
		4. Gandhi Nagar			1	
		5. Rajkot		2		
		6. Vadodara		2		
		7. Surat		2		

1	2	3	4	5	6	7
7.	Haryana	1. Faridabad		1		3
		2. Gurugram				2
8.	Himachal Pradesh	1. Shimla			1	
9.	Jammu and Kashmir	1. Srinagar	1			
10.	Jharkhand	1. Ranchi		2		
		2. Dhanbad			1	
11.	Kerala	1. Tiruvanthapuram			1	
12.	Madhya Pradesh	1. Bhopal		2		
		2. Gwalior		2		
		3. Indore		2		
		4. Jabalpur		1		
13.	Maharashtra	1. Nagpur		1		
		2. Pimpri-Chinchwad		2		
		3. Navi Mumbai			1	
		4. Vasai Virar			1	
		5. Kalyan Dombivali			1	
		6. Thane		2		
14.	Manipur	1. Imphal		1	1	
15.	Meghalaya	1. Shillong		1	1	
16.	Mizoram	1. Aizawl		1	1	
17.	Nagaland	1. Kohima		1	1	
18.	Odisha	1. Bhubneshwar		2		
19.	Rajasthan	1. Kota		2		
		2. Bharatpur			1	
20.	Sikkim	1. Gangtok		1	1	
21.	Tamil Nadu	1. Coimbatore	1			
		2. Manali	1			
		3. Madurai		2		
22.	Tripura	1. Agartala		1	1	

1	2	3	4	5	6	7
23.	Uttar Pradesh	1. Agra			3	
		2. Varanasi		2		
		3. Kanpur		3		
		4. Lucknow		2		
		5. Ghaziabad				3
		6. Noida				3
		7. Meerut				3
		8. Mathura			1	
		8. Allahabad		3		
		9. Firozabad			1	
24.	Uttarakhand	1. Dehradun		2		
25.	West Bengal	1. Kolkata		2		
		2. Howrah	1	1		
		3. Asansol	1			
26.	Chhattisgarh	1. Raipur		2		
27.	Andaman and Nicobar Island	1. Portblair		1	1	
28.	Chandigarh	1. Chandigarh		1	1	
29.	Dadar Nagar and Haveli	1. Silvassa		1		
30.	Daman and Diu	1. Daman		1		
31.	Puducherry	1. Puducherry		1	1	
TOTAL			8	60	26	14

Total CAAQM Stations Proposed/Under installation = 108

Total Number of States/UTs = 31

Number of Cities = 62

### **EIA clearance for redevelopment of Netaji Nagar and nearby colonies**

516. SHRI NARAIN DASS GUPTA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether the Ministry has given Environmental Impact Assessment (EIA) clearnace for project of redevelopment of Netaji Nagar and nearby colonies being developed by NBCC;

(b) whether the project proposal submitted for the said clearance indicated cutting of more than 16,000 trees in the area;

(c) if so, whether all concerned aspects of cutting trees impacting the environment were considered before giving such clearance;

(d) the area-wise, exact number of trees for which permission of cutting was granted; and

(e) whether the Ministry conducted audit of the saplings planted in compensation of such cutting of trees and if so, the findings of such audit?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) to (c) The Ministry of Environment, Forest and Climate Change (MoEF&CC) accords prior environmental clearance for projects or activities listed in the Schedule to the Environment Impact Assessment (EIA) Notification, 2006 (and its amendments) after having followed the prescribed process in the said notification. The Ministry after having followed the prescribed process in the EIA Notification, 2006 has granted environmental clearance to the re-development of general pool residential colonies at Netaji Nagar, Nauroji Nagar and Sarojini Nagar in favour of M/s NBCC India Limited, subject to stipulation of various environmental safeguards in terms of the provisions of the EIA Notification, 2006 under the Environment (Protection) Act, 1986.

Environmental Clearances are granted with specific stringent conditions which are both project specific and general in nature as well as mitigative measures in accordance with the Environment Management Plan Report which is prepared on the basis of the study and are to be complied with by the project proponents. The compliance of these conditions is strictly assessed/evaluated/monitored by the concerned authorities at the State and Central level.

In order to protect the environment, different conditions were stipulated in the environmental clearances issued to these projects which inter-alia includes:-

- The project proponent shall obtain all necessary clearance/permission from all relevant agencies including town planning authority before commencement of work. All the construction shall be done in accordance with the local building byelaws.
- The project proponent shall obtain necessary clearance/ permission from concerned authority before felling any tree.

- The project proponent should comply with the directions given by the Hon'ble National Green Tribunal *vide* its Order dated 4th September, 2017 in the matter of OA No. 553 of 2016 and Order dated 22nd September, 2017 in the matter of MA No. 1154 of 2017 in OA No. 553 of 2016.
- A minimum of 1 tree for every 80 sqm. of land should be planted and maintained. The existing trees will be counted for this purpose. Preference should be given to planting native species. Where the trees need to be cut, compensatory plantation in the ratio of 1:10 (*i.e.* planting of 10 trees for every 1 tree that is cut) shall be done and maintained in compliance with the directions given by the Hon'ble National Green Tribunal *vide* its Order dated 4th September, 2017 in the matter of OA No. 553 of 2016.

(d) and (e) Permission for cutting/felling of trees is under the jurisdiction of State Forest Department and NOC/permission before felling of trees is required to be obtained from them under the Delhi Preservation of Trees Act, 1994.

#### **Financial assistance for pollution free environment**

517. SHRI HARNATH SINGH YADAV: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has provided financial assistance/loans to State Governments to help in keeping the environment pollution free;

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

(c) the details of funds released during the last two years, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) to (b) Government is implementing a number of schemes and providing financial assistance to States to help in keeping the environment pollution free which include the National Ambient Air Monitoring Programme (NAMP), installation of Continuous Ambient Air Quality Monitoring Stations (CAAQMS), National Water Quality Monitoring Programme (NWMP), Assistance for Abatement of Pollution (AAP), Common Effluent Treatment Plants (CETP), National Plan for Conservation of Aquatic Eco-systems (NPCA), Financial Assistance for setting up Treatment, Storage, and Disposal Facilities (TSDFs) and National River Conservation Plan (NRCP).

(c) The State-wise details of funds released during the last two year are given in the Statement.



**Statement***A. National Ambient Air Monitoring Programme (NAMP)*

(₹ in crore)

Sl.No.	State/Union Territory	2016-17	2017-18
1.	Andhra Pradesh	0.00	2.76
2.	Arunachal Pradesh	0.00	0.41
3.	Assam	0.00	3.59
4.	Bihar	0.00	0.22
5.	Chandigarh	0.41	0.33
6.	Chhattisgarh	0.00	0.45
7.	Dadra and Nagar Haveli	0.00	0.35
8.	PCC and Daman and Diu		
9.	Goa	0.00	2.44
10.	Himachal Pradesh	0.00	2.93
11.	Jammu and Kashmir	0.00	0.45
12.	Jharkhand	0.00	1.49
13.	Karnataka	0.00	2.11
14.	Kerala	0.00	2.23
15.	Madhya Pradesh	0.80	1.36
16.	Maharashtra	1.63	3.05
17.	Meghalaya	0.00	1.45
18.	Mizoram	0.43	0.73
19.	Nagaland	0.37	0.31
20.	Odisha	0.59	1.71
21.	Punjab	0.00	2.04
22.	Puducherry	0.51	0.34
23.	Rajasthan	0.00	1.34
24.	Sikkim	0.00	0.61
24.	Tamil Nadu	0.00	1.68

1	2	3	4
26.	Telangana	0.00	1.80
27.	Tripura	0.00	0.09
28.	Uttar Pradesh	0.00	3.14
29.	Uttarakhand	0.00	1.45
30.	West Bengal	0.00	1.94
31.	NEERI	2.23	2.16
32.	IIT Kanpur	0.00	0.80
TOTAL		6.96	45.78

National Environmental Engineering Research Institute (NEERI) is presently monitoring in 6 cities in 5 different states/Union territories namely Delhi, Maharashtra, West Bengal, Tamil Nadu and Andhra Pradesh.

*B. For Installation of Continuous Ambient Air Quality  
Monitoring Stations (CAAQMS)*

Sl.No.	State/Union Territory	Fund Released (amount ₹ in crore)	
		2016-17	2017-18
1.	Maharashtra	0.00	1.50
2.	Andhra Pradesh	0.00	0.50
3.	Gujarat	0.00	0.50
4.	Assam	0.00	0.90
5.	Sikkim	0.00	0.90
6.	Manipur	0.00	0.90
7.	Mizoram	0.00	0.90
8.	Nagaland	0.00	0.90
9.	Tripura	0.00	0.90
10.	Meghalaya	0.00	0.90
11.	Chandigarh	0.00	1.00
12.	Puducherry	0.00	1.00
13.	Uttar Pradesh	0.00	0.50
14.	Punjab	0.00	0.50
TOTAL		0.00	11.80

*C. National Water Quality Monitoring Programme (NWMP)*

(₹ in crore)

Sl.No.	State/Union Territory	2016-17	2017-18
1.	Andhra Pradesh	0.00	0.43
2.	Arunachal Pradesh	0.00	0.01
3.	Assam	0.00	1.09
4.	Bihar	0.00	0.38
5.	Chhattisgarh	0.00	0.27
6.	Goa	0.00	0.73
7.	Gujarat	0.00	0.82
8. & 9.	Haryana	0.00	0.09
10.	Himachal Pradesh	0.00	1.27
11.	Jammu and Kashmir	0.00	0.51
12.	Jharkhand	0.00	0.27
13.	Karnataka	0.00	1.50
14.	Kerala	0.00	1.23
15.	Madhya Pradesh	0.00	1.24
16.	Maharashtra	0.00	2.34
17.	Manipur	0.00	0.07
18.	Meghalaya	0.00	0.64
19.	Mizoram	0.00	0.57
20.	Nagaland	0.00	0.12
21.	Odisha	0.00	1.14
22.	Punjab	0.00	0.56
23.	Rajasthan	0.00	0.42
24.	Sikkim	0.00	0.10
25.	Tamil Nadu	0.00	0.53
26.	Telangana	0.00	0.80
27.	Tripura	0.00	0.42
28.	Uttar Pradesh	0.00	0.58
29.	Uttarakhand	0.00	0.18
30.	West Bengal	0.00	0.60

Sl.No.	State/Union Territory	2016-17	2017-18
31.	Chandigarh	0.00	0.08
32.	Lakshadweep	0.00	0.07
33.	Puducherry	0.00	0.08
34.	Daman and Diu and Dadra Nagar Haveli	0.00	0.17
TOTAL		0	19.30

*D. Assistance of Abatement of Pollution and Common  
Effluent Treatment Plant Scheme*

Sl. No.	Scheme/Activity	State	Funds released (₹ in crore)	
			2016-17	2017-18
1.	Assistance of Abatement of Pollution	Chandigarh	0.95	0.00
2.	Assistance of Abatement of Pollution	Goa	0.00	0.50
3.	Assistance of Abatement of Pollution	Manipur	0.40	0.42
4.	Assistance of Abatement of Pollution	Meghalaya	0.37	0.00
5.	Assistance of Abatement of Pollution	Mizoram	0.42	0.50
6.	Assistance of Abatement of Pollution	Tripura	0.49	0.00
7.	Common Effluent Treatment Plant Scheme	Andhra Pradesh	0.20	0.00
8.	Common Effluent Treatment Plant Scheme	Punjab	1.50	3.50

*E. National Plan for Conservation of Aquatic Eco-systems (NPCA)*

(₹ in crore)

Sl.No.	State	2016-17	2017-18
1.	Bihar	0.00	3.61
2.	Gujarat	0.00	0.00
3.	Haryana	0.65	0.13
4.	Himachal Pradesh	0.87	0.99
5.	Jammu and Kashmir	0.00	23.82
6.	Karnataka	2.28	0.00
7.	Kerala	0.00	2.07
8.	Madhya Pradesh	12.00	0.92
9.	Manipur	1.03	0.93

Sl.No.	State	2016-17	2017-18
10.	Mizoram	0.59	0.98
11.	Maharashtra	0.00	8.74
12.	Nagaland	0.42	0.00
13.	Odisha	0.40	6.18
14.	Puducherry	0.10	0.30
15.	Punjab	0.00	0.00
16.	Rajasthan	13.56	1.54
17.	Sikkim	0.71	1.84
18.	Tamil Nadu	0.00	1.06
19.	Uttar Pradesh	26.17	2.50
20.	West Bengal	1.01	0.00
TOTAL		59.80	55.62

*F. Financial Assistance for setting up Treatment, Storage, and Disposal Facilities (TSDFs)*

(₹ in crore)

Sl.No.	State	2016-17	2017-18
1.	Himachal Pradesh	1.28	0.00
2.	Uttar Pradesh	0.47	0.00
TOTAL		1.75	0.00

*G. National River Conservation Plan (NRCP)*

(₹ in crore)

Sl.No.	State	2016-17	2017-18
1.	Gujarat	71.40	62.00
2.	Maharashtra	21.00	31.75
3.	Punjab	0.00	50.00
4.	Sikkim	5.00	18.01
5.	Nagaland	0.00	5.00
6.	Odisha	0.00	1.99
7.	Goa	0.00	3.00
TOTAL		97.40	171.75

**Campaign against single use plastics**

518. SHRI N. GOKULAKRISHNAN: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that Government has written to all States and Union Territories to undertake a massive campaign against use of single use plastics and enforce rules to ensure elimination of plastic carry bags of less than 50 microns in thickness;

(b) if so, the details thereof;

(c) whether it is also a fact that there is no significant alternative and it poses a practical problem on the ground; and

(d) whether it is also a fact that Government is considering to stop the use of plastic carry bags from the manufacturing level itself?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) The Ministry of Environment, Forest and Climate Change has written letters to the offices that come under its own administrative control, Regional Offices of the Ministry, offices of Central Government and its departments, major PSUs, corporates, institutes etc. to eliminate single-use plastic products including water bottles, take away coffee cups, lunch wrapped in disposable plastic packaging, plastic bags, disposable food containers, plates and containers made of polystyrene foam, plastic straws etc. from their offices. Schools have been reached through Eco-Clubs operating in the respective states to create awareness about ill effect of “single use plastic” and eliminate them.

Letters were issued to Chief secretaries of all the states/Union Territories to communicate with temples, mosques, gurudwaras and churches in their states on ill effect of “single use plastic” and to encourage staff and visitors to prohibit Single-use plastic products.

(c) and (d) The use of plastic is involved in day to day life at a high level. However, due to various environmental reasons the Rules prescribe plastic bags with thickness less than 50 microns to be prohibited. Further, many State Governments and Union Territories have imposed ban on plastic carry bags irrespective of thickness in order to prevent littering of plastic.

**Air pollution in cities**

519. SHRI ANAND SHARMA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government's attention has been drawn towards the recent WHO report that 14 out of 15 most polluted cities in the world are in India and it is a public health threatening emergency;

(b) if so, the factors causing air pollution besides vehicular traffic, dust and construction activities in the cities; and

(c) the steps Government proposes to take to tackle air pollution in cities on long-term planning basis and through policy interventions to protect public health?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) The World Health Organization (WHO) released the WHO Global Ambient Air Quality Database (update 2018) which consists of mainly annual means for  $PM_{10}$  and/or  $PM_{2.5}$ , covering more than 4000 human settlements in 108 countries for the years from 2008 to 2016. 14 cities of India namely Kanpur, Faridabad, Gaya, Varanasi, Patna, Delhi, Lucknow, Agra, Gurgaon, Muzaffarpur, Srinagar, Jaipur, Patiala and Jodhpur are included in the list of 20 cities which have recorded highest level of  $PM_{2.5}$ . Out of the 14 cities listed in the WHO database, 8 cities are in the list of 94 Non-attainment cities (2011-2015). Air pollution is one of the contributory factors for respiratory ailments and associated diseases.

(b) The prominent factors that contribute to air pollution include industries, open burning, DG sets etc. besides vehicular traffic, dust and construction activities in the cities.

(c) The Government has taken several steps to address air pollution which *inter alia*, include notification of National Ambient Air Quality Standards; setting up of monitoring network for assessment of ambient air quality; introduction of cleaner/alternate fuels like gaseous fuel (CNG, LPG etc.), ethanol blending, launching of National Air Quality index; leapfrogging from BS-IV to BS-VI fuel standards from 1st April, 2018 in Delhi and by 1st April 2020 in rest of the country; notification of Construction and Demolition Waste Management Rules; banning of burning of biomass; promotion of public transport network; streamlining the issuance of Pollution Under Control Certificate; issuance of directions under Section 18(1)(b) of Air (Prevention and Control of Pollution) Act, 1981 and under Section 5 of Environment

(Protection) Act, 1986; installation of on-line continuous (24x7) monitoring devices by major industries; etc. State Pollution Control Boards have been asked to prepare city-specific plans. Out of 94 non-attainment cities, action plans have been received for 71 cities.

The government has formulated National Clean Air Programme (NCAP) as a long term time bound pan India strategy to tackle the increasing air pollution problem across the country in a comprehensive manner. The overall objective is comprehensive management of air quality for prevention, control and abatement of air pollution besides augmenting and evolving effective ambient air quality monitoring network across the country. The NCAP focuses on collaborative and participatory approach covering all sources of pollution and coordination between relevant Central Ministries, State Governments, local bodies and other stakeholders. Hundred (100) non-attainment cities, have been selected for formulation and implementation of city specific action plan under NCAP.

**Improvement of water quality and prevention of pollution  
in rivers of Andhra Pradesh**

520. SHRI KANAKAMEDALA RAVINDRA KUMAR: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has identified any stretch of rivers that are flowing in Andhra Pradesh with a view to improve water quality and to prevent further pollution under National River Conservation programme (NRCP);

(b) if so, the details thereof;

(c) the details of steps taken by Government to improve the water quality of the polluted stretches of rivers; and

(d) the funds earmarked for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) Central Pollution Control Board (CPCB) in association with the State Pollution Control Boards (SPCBs) is monitoring the water quality of rivers on a regular basis. As per a report published by CPCB in February, 2015, the stretches of river Godavari (Rayanpeta to Rajahmundry), river Hundri (Laxmipuram to Joharruram), river Krishna (Amravathi to Hamsala Deevi), river Tungabhadra (Manthralayam to Bavapuram), river Pennar (Tadpatri to Nellore), and river Kundu (Nandyal to Madduru) in Andhra Pradesh have been identified as polluted based on Bio-chemical Oxygen Demand (BOD) level in rivers, a key indicator of organic pollution.



(c) and (d) It is the responsibility of the State Governments/concerned local bodies to set up proper facilities for collection, transportation and treatment of sewage being generated and ensure that untreated sewage does not fall into the rivers, thereby polluting them. The Ministry is supplementing the efforts of the State Governments in pollution abatement of various rivers through the Centrally Sponsored Scheme of National River Conservation Plan (NRCP), which is being implemented on cost sharing basis between the Central and the State Governments.

For pollution abatement of river Godavari at Rajahmundry in Andhra Pradesh, schemes pertaining to interception and diversion of sewage, sewage treatment plant, low cost sanitation, river front development and crematoria have been implemented at a sanctioned cost of ₹ 21.79 crore and sewage treatment capacity of 30 mld (million litres per day) has been created in the town under the NRCP.

CPCB has issued directions under Section 18 1(b) of the Water (Prevention and Control of Pollution) Act, 1974 in April, 2015 to all the State Pollution Control Boards/Pollution Control Committees in the country, including Andhra Pradesh, regarding setting up of sewage treatment plants and utilization of sewage generated in their respective States. CPCB has also issued directions in October, 2015 to 66 municipal authorities of metropolitan cities and State capitals under Section 5 of the Environment (Protection) Act, 1986 for proper treatment and disposal of sewage generated to control pollution in rivers.

Further, to control discharge of industrial effluents, CPCB and respective State Pollution Control Boards/Pollution Control Committees monitor industries with respect to effluent discharge standards and take action for non-compliance under the Water (Prevention and Control of Pollution) Act, 1974 and the Environment (Protection) Act, 1986. To improve the monitoring of compliance, directions have been issued by CPCB to specific industries to install online 24x7 effluent monitoring devices. Steps have also been taken by CPCB to promote low waste concept in grossly water polluting industries, particularly those located on the river banks.

A budget allocation of ₹ 173.50 crore has been made in the current financial year 2018-19 for taking up river pollution abatement works in various States under NRCP. However, during the last three years, no proposal has been received from Government of Andhra Pradesh for financial assistance for pollution abatement works in identified polluted river stretches under NRCP.

**Gas chamber like situation of metro cities**

†521. SHRIMATI CHHAYA VERMA:

CH. SUKHRAM SINGH YADAV:

SHRI VISHAMBHAR PRASAD NISHAD:

Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that climate of metro cities of the country, particularly Delhi often becomes like a gas chamber, just as it happened recently due to the Western disturbance, when hazardous particles of dust increased manifold over the standard levels;

(b) the steps that are being taken to make the climate of Delhi suitable as per standards and the extent of their impact in making the air clean; and

(c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) Among the four prominent metro cities, episodic rise in pollution levels has not been witnessed in metro cities other than Delhi. All extreme weather events are not necessarily result of climate change, though they can be indicative. In June 2018, Delhi-NCR experienced sudden increase in particulate concentration (both  $PM_{10}$  and  $PM_{2.5}$ ). AQI during 1-11th June was in “Moderate” category, and reached “Severe” Category during June 13th to June 15th. The values reached to the earlier levels on 18th June. The change in wind direction from East to prominently West and Southwest and increased wind speed influenced transfer of dust over Delhi-NCR from Rajasthan.

(b) and (c) The Government has taken several steps to address air pollution which *inter alia*, include notification of National Ambient Air Quality Standards; setting up of monitoring network for assessment of ambient air quality; introduction of cleaner /alternate fuels like gaseous fuel (CNG, LPG etc.), ethanol blending, launching of National Air Quality index; universalization of BS-IV from 2017; leapfrogging from BS-IV to BS-VI fuel standards by 1st April, 2018 in Delhi and by 1st April, 2020 in the rest of the country; notification of Construction and Demolition Waste Management Rules; banning of burning of biomass; promotion of public transport network; streamlining the issuance of Pollution Under Control Certificate; issuance of directions under Section 18(1)(b) of Air (Prevention and Control of Pollution)

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† Original notice of the question was received in Hindi.

Act, 1981 and under Section 5 of Environment (Protection) Act, 1986; installation of on-line continuous (24x7) monitoring devices by major industries; collection of Environmental Protection Charge on more than 2000 CC diesel vehicles in Delhi; notification of Graded Response Action Plan for Delhi and NCR etc. Due to extensive efforts by all stakeholders, there has been an improvement in overall air quality in 2017 in Delhi. As per AQI data, the number of good, satisfactory and moderate days in 2017 were 151 as compared to 109 in 2016. The number of poor, very poor and severe days was down to 180 in 2017 as compared to 214 in 2016. There has been further improvement in 2018.

### **WHO report on polluted cities**

†522. CH. SUKHRAM SINGH YADAV:

SHRIMATI CHHAYA VERMA:

SHRI VISHAMBHAR PRASAD NISHAD:

SHRI B. K. HARIPRASAD:

SHRI N. GOKULAKRISHNAN:

Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that, as per a report of World Health Organisation (WHO), 14 out of 20 polluted cities of the world are from India and whether these cities have reported pollution in all parameters;

(b) the details of the report and the cities that are reported to be polluted by WHO and the steps being taken to solve this problem; and

(c) the steps taken to prevent air pollution in other cities and the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) to (c) The World Health Organisation (WHO) released the WHO Global Ambient Air Quality Database (update 2018) which consists of mainly annual means for  $PM_{10}$  and/or  $PM_{2.5}$ , covering more than 4000 human settlements in 108 countries for the years from 2008 to 2016. 14 cities of India namely Kanpur, Faridabad, Gaya, Varanasi, Patna, Delhi, Lucknow, Agra, Gurgaon, Muzaffarpur, Srinagar, Jaipur, Patiala and Jodhpur are included in the list of 20 cities which have recorded highest level of  $PM_{2.5}$ . Out of the 14 cities listed in the WHO database, 8 cities are in the list of 94 Non-attainment cities (2011-2015). These cities in WHO Report do not report pollution on all parameters.

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† Original notice of the question was received in Hindi.

Under National Ambient Air Quality Monitoring Program (NAMP), the parameters monitored are mainly PM<sub>10</sub>, SO<sub>2</sub> and NO<sub>2</sub>. The Non-attainment cities have been identified primarily on the basis of PM<sub>10</sub>.

The Government has taken several steps to address air pollution which *inter alia*, include notification of National Ambient Air Quality Standards; setting up of monitoring network for assessment of ambient air quality; introduction of cleaner/alternate fuels like gaseous fuel (CNG, LPG etc.), ethanol blending, launching of National Air Quality index; leapfrogging from BS-IV to BS-VI fuel standards by 1st April, 2020; notification of Construction and Demolition Waste Management Rules; banning of burning of biomass; promotion of public transport network; streamlining the issuance of Pollution Under Control Certificate; issuance of directions under Section 18(1)(b) of Air (Prevention and Control of Pollution) Act, 1981 and under Section 5 of Environment (Protection) Act, 1986; installation of on-line continuous (24x7) monitoring devices by major industries; notification of Graded Response Action Plan for Delhi and NCR, etc. SPCBs have been asked to prepare city-specific plans. Out of 94 non-attainment cities, action plans have been received for 71 cities.

The Government has formulated National Clean Air Programme (NCAP) as a long term time bound pan India strategy to tackle the increasing air pollution problem across the country in a comprehensive manner. The overall objective is comprehensive management of air quality for prevention, control and abatement of air pollution besides augmenting and evolving effective ambient air quality monitoring network across the country. The NCAP focuses on collaborative and participatory approach covering all sources of pollution and coordination between relevant Central Ministries, State Governments, local bodies and other stakeholders. Hundred (100) non-attainment cities have been selected for formulation and implementation of city specific action plan under NCAP.

Indian Council of Medical Research (ICMR) under the Ministry of Health and Family Welfare, along with Public Health Foundation of India (PHFI) and Institute of Health Metrics and Evaluation (IHME), has published a report titled 'India: Health of the Nation's States', as part of India State-Level Disease Burden Initiative in November 2017. The report documents that the contribution of air pollution to disease burden remained high in India between 1990 and 2016. Outdoor air pollution caused 6.4% of India's total Disability-Adjusted Life Years (DALY) in 2016. The study also states that DALY due to air pollution decreased by 23.6% from 1990 to 2016.

**Turning of Chambal area into ravines**

†523. SHRI VISHAMBHAR PRASAD NISHAD:

SHRIMATI CHHAYA VERMA:

CH. SUKHRAM SINGH YADAV:

Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that a recent research in the Chambal area of Uttar Pradesh reveals that the area is fast turning into ravine due to lack of rainfall resulting from human- induced factors, thereby leading to continuous increase in temperature;

(b) the details regarding uneven rainfall and increase in the temperature during the last three years in this area and the steps being taken by Government to rehabilitate this area; and

(c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) As per the information received from Indian Institute of Tropical Meteorology (IITM), Pune, the Chambal region is semi-arid and marked by extreme temperatures. Soil characteristics, upliftment of land and ecological factors have played an important role in genesis of Chambal area ravines. This area lies in the turbulent tributary of Yamuna which has carved out a deep valley for itself. The base level of its smaller streams has turned discordant, which is responsible for active gullying and accelerated soil erosion in the basin.

(b) and (c) There is a great uncertainty in the amount of rainfall over this region during the monsoon season. The region experiences high interannual precipitation variability with minimum (357 mm) and maximum (1179 mm) total annual rainfall between 1991 and 2015 differing by a factor of 3.3. The maximum temperature in this region frequently reaches upto 48°C in summer season and is often associated with dust- laden winds. The minimum temperature fall to 3°C in winter.

Government of India is implementing the National Action Plan on Climate Change (NAPCC) comprising eight national missions implemented by various Ministries in specific areas of Solar Energy, Enhanced Energy Efficiency, Sustainable Habitat, Water, Sustaining the Himalayan Ecosystem, Green India, Sustainable Agriculture and Strategic knowledge for Climate Change. Further, 32 States/Union Territories including Uttar Pradesh have prepared State Action Plans on Climate Change (SAPCC) consistent with the objectives of NAPCC.

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† Original notice of the question was received in Hindi.

The State Action Plan on Climate Change (SAPCC) of Uttar Pradesh *inter alia* outlines interventions and schemes of afforestation and soil conservation for different types of degraded lands of state *viz.* usar, khader, ravines and blank forest areas.

### **Poaching of wild animals**

524. DR T. SUBBARAMI REDDY: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

- (a) whether poaching of wild animals like leopards, rhinos have increased during the last three years;
- (b) if so, the details thereof; and
- (c) the steps taken to reduce the number of killings of wild animals by poachers, casualties on road and rail accidents etc.; and
- (d) the number of persons arrested and cases registered during the last three years and the number of conviction in those cases?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) The information available in the Ministry does not support that poaching of wild animals like leopard, rhinos have increased during the last three years.

(c) The important steps taken by the Government to reduce number of killings of wild animals by poachers, casualties on road and rail accidents etc. includes:

- (i) Sensitization and capacity building program for officials of Enforcement agencies and para-military forces at exit points on the provisions of the Wildlife (Protection) Act, 1972.
- (ii) Issuance of alerts and advisories on poaching and illegal trade of wildlife to the concerned State and Central agencies for preventive action.
- (iii) Joint operations of State enforcement agencies and Wildlife Crime Control Bureau to apprehend criminals involved in smuggling and poaching of wild animals.
- (iv) Advisory to deal with mortality due to electrocution has been circulated.
- (v) Online wildlife crime database has been developed with the Wildlife Crime Control Bureau
- (vi) Alerting the States as and when required and transmitting backward/forward linkages of information relating to poachers.

(vii) Advising the States for combing forest floor to check snares/traps.

(viii) Bilateral co-operation with neighbouring countries like Nepal, Bangladesh and Bhutan.

(d) As per the information received by the Wildlife Crime Control Bureau from the State Forest Departments and Police Authorities, the following are the details of number of persons arrested and cases registered during the last three years and the number of conviction in those cases:—

Year	Number of accused arrested	No. of Cases registered	No of cases resulted in Conviction
2015	1305	623	32
2016	723	405	37
2017	166	156	46
2018	75	40	11

#### **Effect of tree felling on green coverage in Assam**

525. SHRI BHUBANESWAR KALITA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government is aware that unabated wanton tree felling in Assam has reduced green coverage to an alarming level particularly in Dima Hasao;

(b) if so, the details thereof and whether efforts of the State Government to curb such illegal activities have failed to deliver the desired result;

(c) whether Government would like to intervene in the matter; and

(d) if not, how Government proposes to address the growing concern expressed by environmentalists and other in the State?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) According to the India State of Forest Report, 2017 of Forest Survey of India (FSI), Dehradun, the forest cover of Assam has increased by 567 sq. km. compared to the forest cover of the State as assessed in 2015. As per the information received from the Government of Assam, the forest cover in Dima Hasao District has decreased by 1.06% over the 2015 assessment of FSI, Dehradun. However, there are no reports of large scale tree felling in the state of Assam recently.

(c) and (d) The responsibility of Protection and Management of forests in the state lies primarily with the respective State/Union Territory Governments. The Forest Department of Assam deals with cases of illegal felling in accordance with the provisions of the extant acts, rules and regulations. The Ministry will intervene whenever specific case is referred to the Ministry by the State Government for assistance.

### **Menace of plastic carry bags and other items**

526. SHRI RAJKUMAR DHOOT: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that ban imposed on plastic carry bags and other items in the national capital and some States remain on paper and the menace of plastic garbage has increased manifold choking the drainage systems and even the land and sea;

(b) if so, the details thereof and reasons behind the helplessness of authorities responsible for implementing the ban; and

(c) comprehensive measures, Government proposes to take to make India a plastic free nation within a time frame?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) Ministry notified Plastic Waste Management Rules, 2016 prohibiting the manufacture, sale, storage, and use of carry bags and sheets of less than 50 microns. However, till date 21 States/ Union Territories in the country have notified more stringent norms and imposed ban on plastic carry bags and other items in their States/UTs. Some states like Himachal Pradesh, Sikkim and Maharashtra have been successful more than others in implementing the regulations

The prime reasons for shortfall in implementation of these rules *inter alia* include rapid urbanization, increasing population, lack of public awareness, financial constraints and inadequate capacities of Urban Local Bodies.

(c) The Central Government has notified Plastic Waste Management Rules, 2016. As per the Rules, the generators of waste have been mandated to take steps to minimize generation of plastic waste, not to litter the plastic waste, ensure segregated storage of waste at source and handover segregated waste to local bodies or agencies authorised by the local bodies. The rules also mandate the responsibilities of local bodies, gram panchayats, waste generators, retailers and street vendors to manage



plastic waste. The rules provide for the producers, importers and brand owners to work out modalities for waste collection system based on the principle of Extended Producer Responsibility.

**Assistance to local bodies for developing zoos**

527. SHRI DHIRAJ PRASAD SAHU: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has formulated any scheme for providing assistance to the local bodies of the States for developing Zoos in their States;

(b) if so, the details thereof;

(c) whether Government has taken any steps for modernization of Zoos in Jharkhand; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) The establishment and operation of a zoo is the responsibility of the respective Zoo Operator who has set up the zoo and owns it.

Central Zoo Authority, subject to availability of Grants-in-aid from the Government, provides financial assistance to zoos based on Guidelines for prioritizing grant of financial assistance to zoos.

Financial assistance is provided as per Guidelines issued by the Government of India. Central Zoo Authority share and State share is in the ratio of 90:10 in case of North-eastern and Himalayan States and 60:40 in case of rest of the country. 100% financial assistance is provided for conservation breeding programme of prioritized species, upkeep and maintenance of Rescue Centres housing animals seized from Circuses.

(c) and (d) Modernization of zoos, as part of the comprehensive operation of the zoos is responsibility of the respective Zoo Operator. In the State of Jharkhand, the Master Plan of the Jawaharlal Nehru Biological Park, Bokaro and the Tata Steel Zoological Park, Jamshedpur has been approved by the CZA. Further, the Master (Layout) Plan of the Bhagwan Birsa Biological Park, the Jawaharlal Nehru Biological Park, Bokaro and the Tata Steel Zoological Park, Jamshedpur has been approved by the CZA.

**Targets under Convention of Biological Diversity**

528. SHRI NARAYAN LAL PANCHARIYA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has set any targets under Convention on Biological Diversity for conservation of bio-diversity;

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

(c) the details regarding achievement of the targets set in this regard;

(d) whether there have been any shortcoming in the achievement of these targets; and

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






THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) India has developed 12 National Biodiversity Targets (NBTs) in line with the global Strategic Plan (SP) for Biodiversity 2011-2020 and its 20 Aichi Biodiversity Targets. The Strategic Plan and its Aichi Biodiversity Targets provide an overarching framework for the purpose of promoting broad-based action in support of biodiversity over the decade by all countries and stakeholders. India's 12 NBTs are given in the Statement (*See below*).

(c) to (e) Several policies, programmes, and initiatives of the Government related to biodiversity contribute towards achievement of the NBTs. India has made significant contributions especially towards attainment of NBT 6 corresponding to Aichi target 11, relating to protected areas and other area based conservation measures. With well over 20 per cent of its geographical area under biodiversity conservation, India has exceeded the terrestrial component of 17% of Aichi target 11 and 20% of NBT 6. With only 2.4 per cent of the world's land area supporting nearly 18 per cent of human population, this is a significant achievement. India by operationalising the Nagoya Protocol on Access and Benefit Sharing has also achieved the NBT 9 corresponding to Aichi target 16. There are no specific shortcomings in achievement of the targets.

Statement

India's National Biodiversity Targets

Icon	National Biodiversity Targets
	By 2020, a significant proportion of the country's population, especially youth, is aware of the values of biodiversity and its conservation and the steps they can take to conserve and use it sustainably.
	By 2020, values of biodiversity conservation are integrated in national and state planning processes, development programmes and poverty alleviation strategies.
	Strategies for reducing rate of degradation, fragmentation and loss of all natural habitats finalized and actions put in place by 2020 for environmental amelioration and human well-being.
	By 2020, Invasive alien species and pathways are identified and strategies to manage them developed so that populations of prioritized invasive alien species are managed.
	By 2020, measures are adopted for sustainable management of agriculture, forestry and fisheries.
	Ecologically representative areas under terrestrial and inland water, and also coastal and marine zones, especially those of particular importance for species, biodiversity and ecosystem services are conserved effectively and equitably based on protected area designation and management and other area-based conservation measures, and integrated into the wider landscapes and seascapes covering over 20% of the geographic area of the country by 2020.

Icon	National Biodiversity Targets
	By 2020, genetic diversity of cultivated plants, farm livestock, and also of their wild relatives, including other socio-economically as well as culturally valuable species, is maintained, and strategies have been developed and implemented for minimizing genetic erosion and safeguarding their genetic diversity.
	By 2020, ecosystems services especially those relating to water, human health, livelihoods and well-being, are enumerated and measures to safeguard them are identified, taking into account the needs of women and local communities, particularly the poor and vulnerable sections.
	By 2015, Access to Genetic Resources and the Fair and Equitable Sharing of Benefits Arising from their Utilization as per Nagoya Protocol are operational, consistent with national legislations.
	By 2020, an effective, participatory and updated national biodiversity action plan is made operational at different levels of governance.
	By 2020, national initiatives using communities' traditional knowledge relating to biodiversity are strengthened, with the view to protecting this knowledge in accordance with the national legislations and international obligations.
	By 2020, opportunities to increase the availability of financial, human and technical resources to facilitate the effective implementation of the Strategic Plan for Biodiversity 2011-2020 and the national targets are identified and Strategy for Resource Mobilization is adopted by 2020.

**Objectives of NRCP**

529. SHRI NARAYAN LAL PANCHARIYA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the details regarding objectives of National River Conservation Programme (NRCP);

(b) the details regarding major focus areas of the programme where targets are being emphasized for early achievement;

(c) whether any State-wise component of the programme have been formulated; and

(d) if so, the details regarding State component relating to Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) The objective of National River Conservation Plan (NRCP) is to reduce the pollution load in rivers through implementation of pollution abatement works in various towns along identified polluted stretches of rivers leading to improvement in their water quality. The programme supplements the efforts of the State Governments/concerned local bodies, which are responsible for setting-up of proper facilities for collection, transportation and treatment of sewage for abatement of pollution of rivers.

Discharge of untreated and partially treated municipal sewage from towns constitutes a major source of pollution in rivers. As per a report published by Central Pollution Control Board (CPCB) in March, 2015, the available sewage treatment capacity is only 37% of sewage generation from urban areas in the country. NRCP focuses on laying of sewerage systems and setting up of sewage treatment plants to bridge the gap between sewage generation and available treatment capacity in towns along identified polluted river stretches. The other pollution abatement works taken-up under NRCP include construction of community toilet complexes, river front development, improved wood crematoria. NRCP (excluding Ganga and its tributaries which are being handled by Ministry of Water Resources, River Development and Ganga Rejuvenation from 01.08.2014 onwards) has covered polluted stretches on 32 rivers in 76 towns spread over 14 States and sewage treatment capacity of 2472.43 mld has so far been created under the programme.

(c) and (d) Project proposals are received from the State Governments from time to time for taking up pollution abatement works in towns along various rivers, and

are considered for financial assistance under the NRCP subject to their conformity with the scheme guidelines, pollution status, prioritization, appraisal by independent institutions and availability of Plan funds. The projects under NRCP are funded on cost sharing basis between the Central and State Governments. At present, no project is being executed under NRCP in Rajasthan.

### **Ban of plastic in cities around Ganga**

†530. SHRI PRABHAT JHA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether usage of various articles and material of plastic have been completely banned by the National Green Tribunal in all cities like Haridwar and Rishikesh situated on the banks of river Ganga;

(b) if so, the details thereof;

(c) whether the quantity of plastic refuse found in river Ganga has declined after the prohibition of usage of various articles and material of plastic in the cities situated on the banks of river Ganga; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) The National Green Tribunal *vide* its judgment in Original Application No. 199 of 2014 in the matter of Almitra H. Patel *Versus* Union of India issued consolidated directions directing all the States and the Union Territories for implementation of Solid Waste Management Rules, 2016 and Plastic Waste Management Rules, 2016. Further, 21 States/UTs have imposed complete ban on use, stock and sale of plastic carry bags. With regard to action on banning the usage of plastic material along the banks of Ganga, it may be mentioned that out of 5 States of River Ganga 3 states namely Jharkhand, Uttar Pradesh, Uttarakhand have imposed complete ban on manufacture, import, storage, transport, sale and usage of plastic carry bags in the whole State and West Bengal has imposed partial ban in the state and complete ban in religious and historical places.

(c) and (d) No specific study has been carried out on reduction in quantity of plastic waste generation along Ganga river after the ban.

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† Original notice of the question was received in Hindi.

**Environment clearances for minor minerals**

531. SHRI VINAY DINU TENDULKAR: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether district level authorities have been involved in the process of granting environmental clearances in minor mineral based cases;

(b) if so, the details thereof;

(c) whether it is a fact that some State Governments have raised questions on the ambiguity of the role of district level authorities and if so, the details thereof; and

(d) whether the Central Government is contemplating to make necessary changes in the National Mineral Policy to clear the doubts of the State Governments and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) to (d) Environmental clearance is granted as per the provisions of the Environment Impact Assessment (EIA) Notification, 2006 as amended from time to time. The Ministry, vide Notification dated 15.01.2016, for the first time, has delegated the Authority of Environmental Clearance up to 5 hectares 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. The Ministry has also notified the constitution of DEIAA and DEAC, *vide* Notification SO No. 190 (E) dated 20.01.2016. The Ministry has further clarified the provisions of the EIA Notification, 2006 and issued the amendments in the EIA Notification, 2006 on 01.07.2016 for mining of minor minerals, related to large number of leases or quarry licenses of very small size in contiguous area. Changes to various policies are considered from time to time and is an ongoing process, including National Mineral Policy.

**Blue Flag Standards for beaches**

532. DR. BANDA PRAKASH: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether the Ministry has started a pilot project to develop the Indian beaches according to the Blue Flag Standards;

(b) whether beaches from the coastal States had been chosen for the Blue Flag certification under the project; and

(c) if so, the details of beaches that have been selected?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) Under the Integrated Coastal Zone Management Project Phase-I, this Ministry has piloted the Beach Environment and Aesthetic Management System (BEAMS) Programme. Under this programme, various activities related to pollution abatement, beach awareness, aesthetics, safety and surveillances services and awareness programmes on environment education etc. have been planned in identified beaches, aimed at achieving international standards for Blue Flag Beach Certification.

(b) and (c) Under this project, one pilot beach in each of 13 coastal States/Union Territories has been identified. The list of these beaches is given in the Statement.

### ***Statement***

#### *List of beaches identified under the Integrated Coastal Zone Management Project*

Sl.No.	State/UTs	Nominated Beach*
1.	Gujarat	Shivrajpur
2.	Maharashtra	Bhogve
3.	Goa	Miramar
4.	Karnataka	Padubidri
5.	Kerala	Kappad
6.	Tamil Nadu	Mahabalipuram
7.	Andhra Pradesh	Rushikonda
8.	Odisha	Chandrabagha
9.	West Bengal	Tajpur
10.	Diu	Ghoghla
11.	Lakshadweep	Bangaram
12.	Puducherry	Emerald
13.	Andaman and Nicobar	Radhanagar

\* The Beach nominations are subject to change, based on technical parameters/requests of State Governments.

### **Impact of rising temperatures and erratic rainfall patterns**

533. SHRIMATI WANSUK SYIEM: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether a World Bank report released last week has indicated that rising



temperatures and erratic rainfall patterns associated with climate change could slow down India's GDP by 2.8 per cent and depress the living standards of nearly half of its population by 2030;

(b) whether *vide* this report the worst hit would be the ten districts in Central India including Vidharbha region; and

(c) whether the report has identified these districts as "hot spot" which will experience extreme temperatures and also affect the local population's socio-economic capacity to cope up with the climatic changes?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) to (c)

- (i) The World Bank Report titled "South Asia's Hotspots: The Impact of Temperature and Precipitation Changes on Living Standards" makes projections based on two scenarios corresponding to RCP 4.5 (Representative Concentration Pathways) and RCP 8.5. RCP 4.5 assumes taking some collective action and is referred to as the climate- sensitive scenario. RCP 8.5 assumes no actions are taken to limit GHG emissions and is referred to as the carbon-intensive scenario. The findings presented under these two scenarios are further based on a set of assumptions. The Report brings out that "hotspots predicted under the carbon-intensive climate scenario will reduce projected per capita GDP by 2.8 percent in India" and that "1,324.2 million people would be living in areas that are projected to become severe, moderate and mild hotspots" by 2050. It further states "Seven out of the top 10 most affected hotspot districts belong to the Vidarbha region of Maharashtra State, with the remaining three districts located in Chhattisgarh and Madhya Pradesh" under the carbon-intensive scenario in 2050. The Report also indicates that measures like increasing education, reducing water stress, enhancing non-agricultural employment could reduce the effect of climatic changes.
- (ii) Climate Change is a global problem that affects all countries and requires concerted action by all to combat its adverse effects. The statistics presented above are under a carbon intensive scenario, where the implementation of Paris Agreement has not been factored in and other actions to adapt or mitigate the effects of climate change are also not being considered. The Report also does not consider technological changes and the rapid expansion of renewable energy in different parts of the world.
- (iii) On its part, India has undertaken a series of programs, plans and actions to mitigate and adapt to the effects of climate change and submitted the

Nationally Determined Contributions (NDCs) under Paris Agreement for 2021-2030. The Paris Agreement also has an in-built mechanism for ratcheting up future NDCs, which will address some of the concerns highlighted in the Report.

### **Problem of Climate Change**

†534. SHRI R.K. SINHA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

- (a) whether Government is aware of the problem of rapidly changing climate; and
- (b) if so, the measures taken to prevent the same?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) Government of India recognizes that climate change is a global challenge and that it requires efforts by all stakeholders to address it. Government of India is engaged constructively at global level in the United Nations Framework Convention on Climate Change (UNFCCC), its Kyoto Protocol and Paris Agreement to combat it.

In the pre-2020 period, India announced its voluntary goal to reduce the emission intensity of its Gross Domestic Product (GDP) by 20-25 per cent from 2005 levels by 2020. India has achieved 12% reduction in emission intensity between 2005 and 2010 and is on course to achieve the voluntary goal by 2020. Under the Paris Agreement, India has submitted its Nationally Determined Contribution (NDC) to the UNFCCC outlining eight (8) targets for 2021-2030, including (i) to reduce Emission Intensity of its GDP by 33 to 35 percent by 2030 from 2005 level, (ii) to achieve about 40 percent cumulative electric power installed capacity from non-fossil fuel based energy resources by 2030, (iii) to create an additional carbon sink of 2.5 to 3 billion tonnes of CO<sub>2</sub> equivalent through additional forest and tree cover by 2030. The other targets pertain to sustainable lifestyles; climate friendly growth path; climate change adaptation; climate change finance; and capacity building and technology.

To address the issues of climate change, Government of India is implementing the National Action Plan on Climate Change (NAPCC) which includes eight national missions being implemented by various Ministries in specific areas of Solar Energy, Enhanced Energy Efficiency, Sustainable Habitat, Water, Sustaining the Himalayan Ecosystem, Green India, Sustainable Agriculture and Strategic knowledge for Climate Change. Government of India is also implementing a dedicated National Adaptation Fund for schemes in vulnerable sectors across the country.

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† Original notice of the question was received in Hindi.

**Disposal of batteries of electric vehicles**

535. SHRI NARAIN DASS GUPTA: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

- (a) the procedure for disposal of batteries used for electric vehicles; and
- (b) the steps undertaken to ensure that disposal of batteries used for electric vehicles are not polluting the environment?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) The batteries used in electric vehicles are primarily lithium-ion batteries which are used in electric cars. The quantity of such battery waste is very less and is exported for recycling.

As far as e-rikshaw is concerned, mostly lead-acid batteries are used. The used lead acid batteries generated from such vehicles are required to be disposed as per the provisions under Batteries (Management and Handling) Rules, 2001 as amended in May 2010. In order to ensure safe disposal, the Rules stipulate that the manufacturers, importers, assemblers, preconditioners and dealers shall collect back the used batteries against new batteries sold. They shall also be responsible for channelizing or sending the used batteries collected only to collection centers set up by producers for ultimate disposal through registered recyclers.

**NOC for golden quadrilateral in Jhansi and Lalitpur**

†536. SHRI SANJAY SINGH: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

- (a) the details of the area of conserved and reserved forest land in Jhansi and Lalitpur districts of Uttar Pradesh on which No Objection Certificate was sought by NHAI for construction of road under golden quadrilateral road construction scheme;
- (b) the number of trees to be cut on this land, the name of the institution and date of granting permission;
- (c) the details of land and the amount paid as compensation to the forest department in lieu of this land and by when this compensation was provided; and
- (d) whether complaints regarding violation of rules were received and the action taken on these complaints?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) (i) Following three

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† Original notice of the question was received in Hindi.

proposals were approved for diversion of forest land for construction of roads by National Highway Authority of India (NHAI) in district Jhansi and Lalitpur:—

- Diversion of 47.41 ha. of forest land and felling of 7606 trees for widening of NH-26 from km 38 to 94 in district Lalitpur.
- Diversion of 5.999 ha. of forest land and felling of 7609 trees for widening of NH-26 from km 94 to 131 in district Lalitpur.
- Diversion of 21.18 ha. of forest land and felling of 13444 trees for widening of NH-26 from km 82 to 173 in district Jhansi

(ii) The total 53.07 ha of land was diverted for construction of above mentioned road projects in the districts of Jhansi and Lalitpur:—

- Reserved Forest - 12.35 ha.
- Van Swaroop - 2.52 ha.
- Protected Forest - 38.20 ha.

(iii) It is, however, nowhere mentioned that the proposed roads are under golden quadrilateral road construction scheme of NHAI.

(b) and (c) Total 28659 number of trees were allowed to be felled by the implementing agency. The permission was granted *vide* letters No. 8B/UP/06/99/2007/347 dated 18.06.2009, 8B/UP/06/43/2017/1417 dated 17.10.2008 and 8B/UP/06/2006/FC/2074 dated 23.03.2006. Total amount of ₹ 9,86,72,986 was paid towards Compensatory Afforestation and NPV charges to the forest department.

(d) Violation has been reported by the state government for which penal amount of ₹ 14,74,297 were realized from the user agency.

### **Targets to address climate change under Paris Agreement**

537. SHRI JOSE K. MANI: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether India is set to achieve the national targets fixed to address climate change under the Paris Agreement before 2030;

(b) whether 30 per cent of the country's installed power generation capacity is now non-fossil based;

(c) whether another pledge India took at Paris conclave was to reduce intensity of carbon emissions to significant level by 2030 compared to 2005; and

(d) whether India is also committed to add another 2.5 to 3 billion tonnes of carbon capture by increasing tree and forest cover by 2025?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) to (d) India has submitted three quantitative goals in its Nationally Determined Contribution (NDC) submitted under Paris Agreement, namely (i) to reduce the emissions intensity of its GDP by 33 to 35 percent by 2030 from 2005 level, (ii) to achieve about 40 per cent cumulative electric power installed capacity from non-fossil fuel based energy resources by 2030 with the help of transfer of technology and low cost international finance including from Green Climate Fund (GCF); and (iii) to create an additional carbon sink of 2.5 to 3 billion tonnes of CO<sub>2</sub> equivalent through additional forest and tree cover by 2030. These goals have to be achieved between 2021 and 2030 with steps already initiated under National Action Plan on Climate Change (NAPCC) by the eight Missions, namely National Solar Mission, National Mission for Enhanced Energy Efficiency, National Mission on Sustainable Habitat, National Water Mission, National Mission for Sustaining the Himalayan Eco-system, National Mission for a “Green India”, National Mission for Sustainable Agriculture and National Mission on Strategic knowledge for Climate Change.

As per NITI Aayog, 30 per cent (approx.) of India’s installed electricity capacity in 2017 was non-fossil fuel based.

#### **Creation of Eco-Sensitive Zones around National Parks**

538. SHRI PARIMAL NATHWANI: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) the State-wise details of Eco-Sensitive Zones around National Parks which have been created, as per the directives of the Supreme Court;

(b) the details of certain conditions specified by the Supreme Court in this regard;

(c) the steps taken by Government to ensure/maintain the sanctity of Eco-Sensitive Zones around National Park; and

(d) whether permission is required to be taken to alter or terminate water bodies or watersheds around Eco-Sensitive Zones and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) The State-wise details of Eco-Sensitive Zones notified around National Parks are in the Statement (*See below*).

(b) Hon’ble Supreme Court had on 4th December, 2006 in Writ Petition No. 460/2004 directed the Ministry of Environment and Forests to give a final opportunity

to all States/Union Territories to respond to the letter dated 27.5.2005, wherein the MoEFCC communicated the decision of the National Board for Wildlife and had requested for submission of site specific proposals for declaration of Eco-Sensitive Zones around National Park and Sanctuaries.

Hon'ble Court had also mentioned in the said order that the MoEF would also refer cases where environment clearance has already been granted where activities are within 10 km. zone to the Standing Committee of National Board for Wildlife.

(c) The important steps to ensure/maintain the sanctity of Eco-Sensitive Zones around National parks include:

- (i) In pursuance of the said order, the Ministry of Environment and Forest issued an Office Memorandum No. J-11013/41/2006-IA. II(I) dated 2nd December 2009 stipulating that while granting environmental clearance to projects located within 10 km of National Parks and Sanctuary, a specific condition shall be stipulated that the environmental clearance is subject to their obtaining prior clearance from Standing Committee of National Board for Wildlife.
- (ii) In 2011, the Ministry prepared guidelines for facilitating submission of proposals.
- (iii) The activities in the ESZ are monitored by a Monitoring Committee, chaired by the District Collector as the chairman and the DCF of the concerned National Park/Sanctuary as the Member Secretary

(d) All activities in the Eco sensitive Zone are governed as per the provisions contained in the Notification. Activities for altering or terminating water bodies or water sheds around eco-sensitive zones are governed by provisions of the Environment (Protection) Act, 1986 and the rules made there under. Other applicable laws including the Forest (Conservation) Act, 1980 are also applicable

### ***Statement***

#### *Details of Eco-Sensitive Zones notifications State/UT wise*

Sl.No.	Name of State	Total number of National Parks covered in ESZ notified
1	2	3
1.	Andhra Pradesh	1
2.	Andaman and Nicobar Island	5
3.	Arunachal Pradesh	-

1	2	3
4.	Assam	-
5.	Bihar	1
6.	Chhattisgarh	-
7.	Chandigarh	-
8.	Dadra and Nagar Haveli	-
9.	Daman and Diu	-
10.	Delhi	-
11.	Goa	1
12.	Gujarat	2
13.	Haryana	2
14.	Himachal Pradesh	1
15.	Jammu and Kashmir	-
16.	Jharkhand	-
17.	Karnataka	1
18.	Kerala	-
19.	Lakshadweep	-
20.	Madhya Pradesh	7
21.	Maharashtra	4
22.	Manipur	1
23.	Meghalaya	-
24.	Mizoram	-
25.	Nagaland	-
26.	Odisha	1
27.	Punjab	-
28.	Puducherry	-
29.	Rajasthan	-
30.	Sikkim	1
31.	Tamil Nadu	-
32.	Telangana	1

1	2	3
33.	Tripura	-
34.	Uttar Pradesh	-
35.	Uttarakhand	-
36.	West Bengal	3
TOTAL		32

### **Generation of revenue through DDK studios**

539. DR. R. LAKSHMANAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government is aware of the fact that many of the production centres of Doordarshan Kendras (DDK) have not produced any programmes for the telecast by Doordarshan and the equipment in its studio are lying idle and not generating any revenue for Government;

(b) if so, the details thereof;

(c) whether Government has contemplated on any plan including letting out the DDKs studios to private production homes for generating adequate revenue and also keeping the costly equipment in a working condition;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) and (b) No Sir. Prasar Bharati has informed that all the production centres are producing programmes as per the requirements of programme production and telecast.

(c) to (e) According to Prasar Bharati, technical facilities of Doordarshan (DD) namely, Doordarshan Studios and equipment can be hired by private agencies as per the technical facilities Rate Card which is already in place. Details for hiring various technical facilities as per Rate Card are available at <http://ddindia.gov.in/Business/Pages/rate-card-of-technical-facilities.aspx>.



**Representation against transfer order**

540. SHRI RIPUN BORA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) whether it is a fact that Government has issued a mass transfer order of officers within the Departments of the Ministry;
- (b) if so, whether transfer of officers was due and reasons therefor;
- (c) if so, whether Government has received any representation against the transfers; and
- (d) if so, proposal of Government on the transfer policy?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) to (d) The Government issues orders from time to time with regard to transfer and posting of Group 'A' and 'B' officers of the Indian Information Service, having regard to the Personnel policy dated 31st January, 2014 and functional/administrative necessity and requirement. Representations received with regard to such orders are addressed administratively.

**Photographers employed in Photo Division of the Ministry**

541. SHRI A. VIJAYAKUMAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) the number of photographer employed in Photo Division in the Ministry;
- (b) whether some Government departments are not engaging Photo Division for photography during Government functions;
- (c) if so, the reasons therefor; and
- (d) the initiatives taken to increase the strength of photographers in the country?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) to (c) There are 21 photographers presently employed in Photo Division of the Ministry of Information and Broadcasting, mandated to provide visual support through photo coverage of the varied activities of the Govt. of India. Some Ministries like Ministry of External Affairs and Ministry of Defence have developed their own set up.

- (d) There is no proposal to increase the sanctioned strength of photographers in Photo Division of the Ministry.

**Misleading advertisements in TV programme**

542. SHRI K.C. RAMAMURTHY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government has taken cognizance of rise in misleading advertisements in the television programmes in the country;

(b) if so, the details of brands and channels against whom action has been taken for violating the norms/guidelines; and

(c) whether steps have been taken by Government to monitor the contents of the advertisements being telecast?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) and (b) Department of Consumer Affairs had informed that it has launched a portal “Grievance Against Misleading Advertisements” (GAMA) to handle the complaints relating to misleading advertisements. It has entered into a Memorandum of Understanding (MoU) with Advertising Standards Council of India (ASCI), a self-regulatory body of advertisement industry, to process the complaints of misleading advertisements in print and electronic media, as received on GAMA portal. ASCI processes the complaints as per its code and asks the companies concerned to modify or withdraw the advertisements found to be misleading. Number of complaints received on GAMA portal over last three years are as under:—

Year	Received
2015	641
2016	2032
2017	3302

(c) Advertisements telecast on Private TV channels are required to adhere to the Advertising Code prescribed under the Cable TV Networks (Regulation) Act, 1995 and Rules framed thereunder. As per existing regulatory framework there is no pre-censorship on advertisements. Action is taken whenever violation of Code is brought to the notice of the Ministry. Rule 7(5) of the Cable Television Networks Rules, 1994, specifically provides “No advertisement shall contain references which are likely to lead the public to infer that the product advertised or any of its ingredients has some special or miraculous or super-natural property or quality, which is difficult of being proved”. Ministry has constituted an Inter-Ministerial Committee (IMC) to take cognizance suo-moto or to look into specific complaints regarding content telecast on

private TV channels including advertisements. IMC functions in a recommendatory capacity.

An advisory dated 21.08.2014 was issued by the Ministry advising all TV channels not to telecast advertisements which were found to be violating provisions of Cable Television Networks Rules, 1994, ASCI Code and also Drugs and Magic Remedies (Objectionable Advertisement) Act, 1954.

On the request of M/o AYUSH an Advisory dated 12.07.2017 has been issued to all TV channels to advertise products that have valid license issued by M/o AYUSH or State Drug Licensing Authorities.

### **Surrogate advertisements**

543. SHRI VIVEK K. TANKHA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that surrogate advertisements of alcohol and tobacco brands are being shown on TV, print and visual media on the pretext of soda, music CD, mineral water and fashion tour despite the ban on advertisement on tobacco and alcohol etc;

(b) if so, the details of tobacco, alcohol companies indulging in such advertisements, company-wise; and

(c) whether the same amounts to violation of Section 7(2) (viii) (a) and Clause 6 of Cable Television Networks (Regulation) Act, 1995 and Code of Conduct of Advertising Standards Council of India and if so, whether any action is proposed to be taken?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL RAJYAVARDHAN SINGH RATHORE): (a) to (c) All advertisements telecast on private satellite TV channels and transmitted/re-transmitted through the Cable TV network are regulated in accordance with the Advertising Code prescribed in Rule 7 of the Cable Television Network Rules, 1994 enshrined in the Cable Television Network (Regulation) Act, 1995. Section 6 of the said Act stipulates that no person shall transmit or re-transmit through a cable service any advertisement unless such advertisement is in conformity with the prescribed advertisement code.

Rule 7(2)(viii)(A) of the Advertising Code provides that no advertisement shall be permitted which promotes directly or indirectly production, sale or consumption of cigarettes, tobacco products, wine, alcohol, liquor or other intoxicants: provided that a product that uses a brand name or logo, which is also used for cigarettes,

tobacco products, wine, alcohol, liquor or other intoxicants, may be advertised on cable service subject to certain conditions prescribed thereunder.

A directive was also issued by this Ministry on 17.06.2010 to all TV channels to stop carrying any advertisements of a product that uses a brand or logo which is also used for cigarettes, tobacco products, wine, alcohol, liquor or other intoxicants.

Appropriate action is taken as per Cable Television Networks (Regulation) Act, 1995, if any violation of the said code is established. Details of action taken against the TV channels for telecasting advertisements in violation of Rule 7(2)(viii)(A) are given in the Statement (*See below*).

So far as Print media is concerned, Press Council of India (PCI), a statutory autonomous body has been set up under the Press Council Act, 1978 to preserve the freedom of the Press and to maintain and improve the standards of newspapers and news agencies in India and also to inculcate principles of self-regulation among the press. The Council has framed 'Norms of Journalistic Conduct' which cover principles and ethics with regard to journalism. Print Media is expected to adhere to these Norms. Norm 36 titled 'Advertisements' cover principles and ethics with regard to advertisements in print media including that of alcohol and tobacco brands. The Council has not reported any such incident.

### ***Statement***

*Details of action taken against TV channels for telecast of advertisements in violation of Rule 7(2) (viii) (A) of the Advertising Code.*

Sl.No.	Advertisements	Action Taken
1.	Advertisement of a liquor product by "NDTV Good Times" channel through telecast of the advertisement of 'Blenders Pride Music CDs'.	A Warning was issued to the channel on 06.04.2010.
2.	Advertisement of a liquor product by "Star Anando" channel through telecast of the advertisement of 'Blenders Pride Music CDs'.	A Warning was issued to the channel on 06.04.2010.
3.	Advertisement of products of 'Haywards-5000 Soda' and 'Kingfisher Packaged Drinking Water'	A directive was issued on 17.06.2010 to all TV channels to stop carrying any advertisements of a product that uses a brand or logo which is also used for cigarettes, tobacco products, wine, alcohol, liquor or other intoxicants.

Sl.No.	Advertisements	Action Taken
4.	Advertisement of a product of 'McDowell's Soda'.	A directive was issued on 17.06.2010 to all TV channels to stop carrying any advertisements of a product that uses a brand or logo which is also used for cigarettes, tobacco products, wine, alcohol, liquor or other intoxicants.
5.	Advertisements of products using brand or logo used for cigarettes, tobacco products, wine, alcohol, liquor or other intoxicants.	A directive was issued on 17.06.2010 to all TV channels to stop carrying any advertisements of a product that uses a brand or logo which is also used for cigarettes, tobacco products, wine, alcohol, liquor or other intoxicants.
6.	Advertisement of "McDowell's No.1 Platinum Soda" – The No.1 Spirit of Leadership.	The Advertising Standards Council of India (ASCI) was requested on 22.07.2011 to take up the matter with advertisers to take these advertisements off air. ASCI informed that the complaint has been upheld. It was also informed that the said advertisement has been withdrawn from all channels from 25th July, 2011.
7.	Advertisement of Kingfisher Beer on ET NOW channel.	A Warning was issued to the channel on 12.9.2012.
8.	Advertisement of VB Best Cold Beer on Star Cricket channel.	A Warning was issued to the channel on 12.9.2012.
9.	Advertisement of FTV Vodka.	An Advisory has been issued to FTV channel on 17.1.2013.

### Community radio in rural and urban areas

†544. SHRI MAHESH PODDAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government is working towards simplifying the process and promoting the setting up of the community radio in rural and urban areas; and

(b) the details of the number of community radio centres established during the last three years and the details of grants disbursed to them State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) Yes, Sir.

(b) During the last three years, permission to establish Community Radio Stations have been issued to 86 applicants. A State-wise list for the same is given in the Statement-I (*See below*).

In addition, grants-in-aid have been issued to 09 CR Stations amounting to ₹ 31,46,811.50/- in the past three years. State-wise details of the grants disbursed are given in the Statement-II (*See below*).

***Statement-I***

*State-wise list of permissions issued to establish CR Stations in last three years*

Sl.No.	Name of States and Union Territories	Number of Permissions issued
1.	Andhra Pradesh	0
2.	Arunachal Pradesh	1
3.	Assam	0
4.	Bihar	4
5.	Chhattisgarh	2
6.	Goa	1
7.	Gujarat	3
8.	Haryana	7
9.	Himachal Pradesh	2
10.	Jammu and Kashmir	0
11.	Jharkhand	2
12.	Karnataka	5
13.	Kerala	3
14.	Madhya Pradesh	4
15.	Maharashtra	12
16.	Manipur	4
17.	Meghalaya	0
18.	Mizoram	0
19.	Nagaland	0

Sl.No.	Name of States and Union Territories	Number of Permissions issued
20.	Odisha	7
21.	Punjab	2
22.	Rajasthan	2
23.	Sikkim	1
24.	Tamil Nadu	5
25.	Telangana	3
26.	Tripura	1
27.	Uttar Pradesh	10
28.	Uttarakhand	1
29.	West Bengal	4
30.	Andaman and Nicobar Islands	0
31.	Chandigarh	0
32.	Dadar and Nagar Haveli	0
33.	Daman and Diu	0
34.	Delhi	0
35.	Lakshadweep	0
36.	Puducherry	0
TOTAL		86

**Statement-II**

*State-wise details of the grants-in-aid disbursed in the past three years*

Sl.No.	Name of the Organisation	State	Grant Released (in ₹)
1.	Deccan Development Society	Andhra Pradesh	1,93,395.00
2.	NGF College of Engineering and Technology, Palwal-Faridabad	Haryana	3,18,132.00
3.	National Welfare Society	Maharashtra	7,06,206.00
4.	AGN School Managed by GIFT Foundation	Tamil Nadu	5,60,840.50
5.	Keystone Foundation	Tamil Nadu	41,974.00
6.	Rathinam College of Arts and science	Tamil Nadu	84,500.00
7.	MOP Vaishnav College for Women	Tamil Nadu	2,88,680.00

Sl.No.	Name of the Organisation	State	Grant Released (in ₹)
8.	Aurobindo Society	Tamil Nadu	6,77,049.00
9.	Seeking Modern Applications for Real Transformation (SMART)	Uttar Pradesh	2,76,035.00
TOTAL			31,46,811.50

### **Government support to advertisements through DAVP**

545. DR. SANJAY SINH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government is supporting advertisements to all media, both print and electronics in the country through Directorate of Advertising and Visual Publicity (DAVP);

(b) if so, advertisement supports to electronic and print media since 2014-15 to June 2018 therefor, year-wise and State-wise;

(c) the advertisement payment cleared by Government against the bills of media therein year- wise and State-wise;

(d) the total dues of media separately for print, hoarding and electronic for carrying of DAVP advertisements year-wise and State-wise; and

(e) by when Government proposes to clear all dues of media and make payments up-to-date?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) Bureau of Outreach and Communication (BOC) (erstwhile DAVP) is the nodal agency of the Government of India for release of advertisements by Ministries/Departments of Government of India and its organizations for dissemination of information about the policies, programmes and schemes of the Government.

(b) and (c) The year-wise and state-wise expenditure in electronic and print media since 2014-15 till June, 2018 is available at BOC's website *i.e* [www.davp.nic.in](http://www.davp.nic.in).

(d) The year-wise and State-wise pendency for print, hoarding and electronic media for carrying the advertisements released by BOC is available at BOC's website *i.e* [www.davp.nic.in](http://www.davp.nic.in).

(e) Settlement of the bills of media is an ongoing process and dependent on various factors like receipt of funds from the client Ministries/Departments/PSUs, verification of bills etc.



**Online system of integrated media campaign**

546. SHRI T. RATHINAVEL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that the Government has created an online system of integrated media campaign that relies heavily on inputs by client Ministries regarding their target audiences;

(b) if so, the details thereof;

(c) whether it is also a fact that the online system will later graduate into an automated system of payment to News/TV agencies carrying advertisements, thereby reducing backlogs and ensuring timely payments; and

(d) if so, the details thereof?

THE MINISTER OF STATE THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) and (b) Bureau of Outreach and Communication (BOC), (erstwhile DAVP) a media unit, under Ministry of Information and Broadcasting has developed an online system which is used for media planning and release of advertisements to different media vehicles, viz. TV/Radio/Print/CRS/New media. Under this system, the client Ministries/ Departments provide inputs about their requirements with regard to target audience, budget, choice of medium, focus States/regions, genre of channels etc., which are utilised to prepare a media plan.

(c) and (d) BOC has developed an online billing and payment system for speedy payment process for the News/TV agencies.

**Largest selling newspapers**

†547. SHRI HARIVANSH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) names of the 20 largest selling newspapers of Government as per the data maintained by Ministry;

(b) the details of circulation of these newspaper; and

(c) the details of the advertisements published by them during the last one year?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) and (b) As

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† Original notice of the question was received in Hindi.

per the circulation figures submitted by newspapers for the year ending 31.03.2017 to Registrar of Newspapers for India (RNI), under the Ministry of Information and Broadcasting, list of top 20 newspapers with largest circulation, on the basis of cumulative circulation of all editions of a newspaper is given in the Statement (*See below*).

(c) Details of advertisement published by newspapers are not maintained by Government.

***Statement***

*List of top 20 newspapers with largest circulation, on the basis of cumulative circulation of all their editions, and their circulation figures as on 31.03.2017*

Sl.No.	Title of the newspaper	Total circulation (per day)
1.	Dainik Bhaskar	47,32,202
2.	Dainik Jagran	43,98,475
3.	The Times of India	42,68,703
4.	The Hindu	31,71,078
5.	Amar Ujala	31,02,968
6.	Hindustan	29,02,242
7.	Ravivasriya Hindustan	27,84,355
8.	Navbharat	25,74,300
9.	Pradesh Today	21,62,659
10.	Eenadu	19,14,612
11.	Rajasthan Patrika	18,41,226
12.	Daily Thanthi	17,24,209
13.	Hindustan Times	15,42,136
14.	Gujarat Samachar	15,35,336
15.	Sakal	13,30,733
16.	Maharashtra Niropya	13,00,669
17.	Deccan Chronicle	12,44,505
18.	Lokmat	12,23,610
19.	Punjab Kesari	11,74,573
20.	Sakshi	11,22,886

**Titles of newspapers/magazines reserved for publication**

†548. SHRI HARIVANSH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) the numbers of newspapers-magazines whose titles have already been allotted and reserved for publication by people in the country;
- (b) the numbers of the titles out of these, actually under publication; and
- (c) the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) As per records maintained by the Registrar of Newspapers for India (RNI), the number of newspapers/magazines whose titles have been verified, as on 31.03.2018, is 1,49,660.

(b) The number of titles actually under publication as on 31.03.2018 is 1,39,579.

(c) Details of the titles verified by RNI and those under publication as on 31.03.2018 is available at RNI's website [www.rni.nic.in](http://www.rni.nic.in) under heading 'Parliament Question'.

**Use of transponders by DTH operators**

549. SHRI SANJAY RAUT: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) whether it is a fact that all DTH operators in India are currently using foreign satellites for uplinking and downlinking signals *via* Ku-band transponders, despite our space policy allowing DTH operators to use only satellites commissioned by the ISRO;
- (b) if so, the details thereof and Government's response thereto; and
- (c) whether Government is making compulsory for all DTH operators in India to share the ISRO's transponders on one satellite, to avoid foreign exchange?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) and (b) DTH operators are either operating on indigenous satellites built by Indian Space Research Organization (ISRO) or operating on a capacity leased through ISRO. For DTH services, 42 transponders are used in indigenous satellites and about 67 transponders are leased from foreign satellites.

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† Original notice of the question was received in Hindi.

(c) Department of Space/ISRO is initiating efforts to migrate DTH services from foreign satellites to Indian satellites.

### **Expenditure on advertisement**

550. SHRI DHIRAJ PRASAD SAHU: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the details of expenditure incurred on advertisements by various Government Departments/Public Sector Undertakings, during the last three years and the current year, year-wise and State-wise; and

(b) the newspaper-wise and State-wise details of newspaper and electronic media of various States in which the Directorate of Advertising and Visual Publicity (DAVP) issued advertisement during each of the last three years and the current year, including Jharkhand?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) The Directorate of Advertising and Visual Publicity (now Bureau of Outreach and Communication) is mandated to release advertisements for Ministries/Departments of the Central Government and its organizations. The details of expenditure incurred on advertisements released through Bureau of Outreach and Communication (erstwhile Directorate of Advertising and Visual Publicity) for various Government Departments/Public Sector Undertakings, during the last three years and the current year is as under:—

(₹ in crore)

Financial Year	Total
2015-16	1160.16
2016-17	1264.26
2017-18	1313.57
2018-19 (as on date)	162.48

The State-wise break-up is available at BOC's website *i.e.* [www.davp.nic.in](http://www.davp.nic.in).

(b) The details of newspapers of various States wherein the BOC (erstwhile Directorate of Advertising and Visual Publicity) issued advertisements during the last three years and the current year, newspaper-wise including Jharkhand is available at BOC's website *i.e.* [www.davp.nic.in](http://www.davp.nic.in).

The details of electronic media of various States wherein the BOC (erstwhile Directorate of Advertising and Visual Publicity) issued advertisements during the last three years and the current year, Channel-wise and Pvt. FM-wise including Jharkhand is available at BOC's website i.e [www.davp.nic.in](http://www.davp.nic.in).

### **Web Portal on filming facility**

551. SHRI R. VAITHILINGAM: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that Government is considering to set up a dedicated Web Portal to disseminate information on filming facilities available in the country;

(b) if so, the details thereof;

(c) whether it is also a fact that the portal will provide an overview of such locations; and

(d) whether applications for shooting permission will be accepted through the said site?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) and (b) Yes Sir, Ministry had signed an MoU with NFDC for setting up Film Facilitation Office on 11th November, 2015 with a view to promote India as a filming destination. Creation of Web Portal is clearly defined under the functions of Film Facilitation Office.

(c) and (d) The Web Portal will provide overview of locations which will be provided by all the States and Union Territories in the country. The website will accept applications for shooting permission for International feature films, Televisions and Web shows/series including Reality Shows which are granted by the Ministry of Information and Broadcasting.

### **Implementation of CSS**

552. SHRIMATI THOTA SEETHARAMA LAKSHMI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) The details of Centrally Sponsored Schemes (CSS) including flagship programmes under the Ministry being implemented at present; and

(b) The scheme-wise details along with the details of targets and allocations made, fund allocated, disbursed and utilized in these schemes during the last three years including the present year, State-wise and UT-wise?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) and (b) The Schemes of the Ministry of Information and Broadcasting are Central Sector Schemes and not Centrally Sponsored Schemes and funds are not given to any State/UT for implementing any Central Sector Schemes of the Ministry of Information and Broadcasting.

**Feedback from Radio listeners and Doordarshan viewers**

553. DR. VINAY P. SAHASRABUDDHE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Ministry has established any mechanism of seeking and analysing feedback from Radio listeners and Doordarshan viewers, as well as other stakeholders, if so, the details thereof;

(b) whether the Ministry has made any special efforts to improve upon the quality of service through enhancing the level of work culture in All India Radio and Doordarshan during the last three years, if so, the details thereof; and

(c) whether there has been any impact assessment of such efforts and if so, the conclusions of the same?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) Prasar Bharati has informed that All India Radio (AIR) and Doordarshan have their own mechanism of seeking and analysing feedback from radio listeners and Doordarshan viewers, which are as under:—

**All India Radio (AIR)**

AIR has its own mechanism for seeking feedback from Radio listeners and analysing the data. To gather the feedback of Radio listeners, AIR has a wide network of Audience Research Units across the country. The units collect the feedback and analyse the data by using the following methods:

1. Radio Audience Survey on various channels of AIR periodically
2. Quick Feedback Survey for a particular programme Broadcast
3. Telephonic Quick Feedback Survey
4. Focus Group Discussion (FGD)
5. Content Monitoring
6. Listeners' letter analysis

Apart from this, Prasar Bharati has subscribed to IRS 2017 Radio listener-ship report of Media Research Users Council to understand the market dynamics, which is based on feedback of listeners/stakeholders.

### **Doordarshan**

A feedback mechanism is integrated with almost all major programmes in Doordarshan. Feedback is received through letters, e-mails and other social media platforms. Programme content is revised on the basis of this feedback from time to time.

The feedback is also cross-checked with viewership data available through Broadcast Audience Research Council (BARC).

(b) and (c) The system of performance appraisal, recognition and appreciation of good work is helping to motivate the work force to deliver optimally. Towards this end Akashwani awards meritorious performance of its employees every year in the Akashwani Annual Awards ceremony. The practice of felicitating officials who win International Awards/recognition by the Prasar Bharati Board in the recent years has also served to inspire and motivate the employees.

Biometric Systems have been installed in offices to ensure punctuality and to improve output.

Regular attention is given to keep campuses of Prasar Bharati clean, green and to maintain proper hygiene. A special drive for tree plantation was also carried out in November, 2017.

Efforts have also been made to enhance transparency in processes by adopting e-tendering in procurements and using the Government e-Marketplace for various services. The Guidelines for Content Procurement have been reviewed and necessary changes have been incorporated for more efficient and transparent procurement.

To improve quality of output, technical upgradation, modernization and digitalization of the infrastructure and services are carried out as a continuous process. Obsolescent technologies are weeded out, by closure of Analog LPTs and VLPTs.

As part of the endeavor for gender sensitization, the Prasar Bharati training institute (NABM) has been advised to include one session on gender sensitisation and effective functioning of the Internal Complaints Committee in the offices, in all training course organised by them, in addition to regular workshops on the subject.

Such measures are helping in bringing a positive change in the organization.

**Vigilance on social media**

554. SHRI DHARMAPURI SRINIVAS: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that Government is planning to control the social media, as it is posing a serious threat to the society, if so, the details thereof; and

(b) whether to keep an eye on the social media Government has come up with a controlling tool which allows thorough investigation on the use of Facebook, Twitter, e-mail accounts of the members and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (COL. RAJYAVARDHAN SINGH RATHORE): (a) and (b) There is no proposal in the Ministry to control Social Media. However, the Ministry proposes to set up a Social Media Hub to facilitate information flow regarding its policies and programmes through social media platforms *i.e.* Facebook, Twitter, Instagram, Youtube etc. There is no proposal to invade an individual's right to privacy.

**Action plan for auction of non-captive mines**

555. SHRI ANAND SHARMA: Will the Minister of MINES be pleased to state:

(a) whether it is a fact that despite Government reminders, the States have not submitted their action plans to Centre for auctioning leases of three hundred and forty-eight non-captive mines;

(b) if so, the reasons therefor and the list of States which are required to submit the action plans;

(c) whether Government proposes to set a new schedule for the States for submission of the action plans; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI HARIBHAI PARTHIBHAI CHAUDHARY): (a) and (b) The Central Government has received the action plan for auction of non-captive mines expiring in 2020 under Section 8(A)(6) of the MMDR Amendment Act, 2015 from State Governments of Andhra Pradesh, Goa, Gujarat, Haryana, Karnataka, Odisha and Rajasthan. For the remaining States *viz.* Himachal Pradesh, Jharkhand, Madhya Pradesh and Maharashtra, the status of preparedness for auction of mining leases expiring in 2020 has been received from Indian Bureau of Mines based on discussions of the State Level Committees which was constituted to finalize the exploration plans for the leases expiring in 2020.



(c) and (d) The Ministry of Mines has amended the Mineral Conservation and Development Rules in March, 2018 making it mandatory for the lease holders of these expiring leases to carry out G2 level exploration over the entire mineralised area by 1st April, 2019. In case the lease holder fails to perform his duties, the State Government may take such action for enforcing compliance under the Statute.

### **Illegal mining in the country**

556. SHRI ANIL DESAI: Will the Minister of MINES be pleased to state:

(a) whether it is a fact that illegal mining of sands is being done from river belts in various States by the Sand Mafia, if so, the details of the estimated loss thereof;

(b) if so, the punitive action taken by Government to prevent such loss taking into account the environment loss and revenue loss due to illegal mining of sands; and

(c) whether any guidelines have been issued to States to control the mine mafia?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI HARIBHAI PARTHIBHAI CHAUDHARY): (a) to (c) Sand is a minor mineral, as defined under Section 3(e) of the Mines and Minerals (Development and Regulation) Act, 1957 (MMDR Act). Section 15 of the MMDR Act completely devolves upon the State Governments for making rules for regulation of the grant of quarry leases, mining leases or other mineral concessions in respect of minor minerals and for purposes connected therewith.

Further, as per Section 23C of MMDR Act, 1957, State Governments have complete powers to make rules for prevention of illegal mining and for purposes connected therewith. Therefore, issue of the illegal mining of sand are completely within the domain of the respective State Governments, and the data is not maintained at the Centre.

There have been various issues across the country in the mining activities related to sand *i.e.* environmental degradation, non-availability of sand, high sand prices, illegalities in sand mining, etc. To address this issue, a Committee chaired by the Union Secretary, Ministry of Mines also comprising of officials of State Governments had been constituted to study the existing system of sand mining in various States and to submit a report. A 'Sand Mining Framework' has been prepared and circulated to the States. The 'Sand Mining Framework' is a compilation of best practices and is suggestive in nature for consideration of adoption by States while framing their rules and administrative setup, as per their objectives, endowments and State deployment of resources.

**Illegal mining of minerals**

557. SHRI VIVEK K. TANKHA: Will the Minister of MINES be pleased to state:

(a) the number of cases of illegal mining pertaining to major and minor minerals registered in the country in the last four years in the States of Rajasthan, Chhattisgarh and Madhya Pradesh, and the details thereof, State-wise; and

(b) the names of the mining companies against whom the fines have been imposed for illegal mining and the details of their promoters/principal shareholders?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI HARIBHAI PARTHIBHAI CHAUDHARY): (a) and (b) As per Section 23C of the Mines and Minerals (Development and Regulation) (MMDR) Act, 1957, State Governments have complete powers to make rules for preventing illegal mining, transportation and storage of minerals. Therefore, prevention and control of illegal mining comes under the administrative and legislative jurisdiction of State Governments.

However, based on the information given by the State Governments in the quarterly returns on illegal mining submitted to Indian Bureau of Mines, a subordinate office under the Ministry of Mines, details of instances of illegal mining for both major and minor minerals reported for the last four years along with the details of action taken against the offenders for the State of Rajasthan, Chhattisgarh and Madhya Pradesh is as under:—

Number of Illegal mining cases for major and minor minerals						
Sl. No.	State	2013-14	2014-15	2015-16	2016-17	2017-18 (Quarter ending December, 2017)
1.	Rajasthan	2953	2945	3661	3945	3622
2.	Chhattisgarh	3994	4953	5862	4794	3427
3.	Madhya Pradesh	6725	8173	13627	13880	11619
GRAND TOTAL		13672	16071	23150	22619	18668

Action taken from 2013-14 to 2017-18 (Up to Quarter ending December, 2017)

Sl.No.	State	FIR Lodged (Nos.)	Court Cases Filed (Nos.)	Vehicle Seized (No.)	Fine realized by State Government (₹ in lakh)
1.	Rajasthan	2584	41	11695	7772.346
2.	Chhattisgarh	2	22987	1138	4004.317
3.	Madhya Pradesh	516	42942	2978	115077.685
GRAND TOTAL		3102	65970	15811	126854.348

**Notification for OMCL under MMDR Act**

558. SHRI NARENDRA KUMAR SWAIN: Will the Minister of MINES be pleased to state:

(a) whether there is any reason for delay in notifying Odisha Mining Corporation Ltd. (OMCL) under the second provision to Section 4 (1) of the Mines and Minerals (Development and Regulation) (MMDR) Amendment Act, 2015 to empower the above Corporation to undertake prospecting operations without obtaining the prospecting licence; and

(b) if not, by when the notification would be issued?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI HARIBHAI PARTHIBHAI CHAUDHARY): (a) and (b) In pursuance of the second proviso to sub-section (1) of Section 4 of the Mines and Minerals (Development and Regulation) (MMDR) Act, 1957, the Central Government has notified Odisha Mining Corporation Limited for the purposes of undertaking any prospecting operations. A notification to this effect has been published in the Gazette of India *vide* Notification No. G.S.R. 1325 (E) dated 24.10.2017.

**Mining of copper and other metals in Himachal Pradesh  
and Uttarakhand**

559. SHRI SAMBHAJI CHHATRAPATI: Will the Minister of MINES be pleased to state:

(a) whether Government has taken any serious initiative for exploration of copper and other metals in Himachal Pradesh and Uttarakhand;

(b) if so, the details thereof; and

(c) if not, the reasons therefor, considering the fact that ancient and medieval literature refer to extraction of copper and other metals?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI HARIBHAI PARTHIBHAI CHAUDHARY): (a) and (b) Geological Survey of India, an attached office of Ministry of Mines, has carried out exploration of copper and other metals in Himachal Pradesh and Uttarakhand. Mineral Exploration Corporation Limited, a Public Sector Undertaking under M/o Mines has undertaken exploration of mineral resources in Uttarakhand. The details are as follows:—

**I. Exploration in Himachal Pradesh:****(i) Copper (Cu), Cobalt (Co) and Nickel (Ni):**

- Investigation on copper and associated metal was carried in Naraul and surrounding areas of Kullu district during Field Season [FS] 1963-64, 1965-66 and FS 1991-96. The estimated average grade of copper is 1.11% with an average thickness of 3.86 m over a strike length of 180 m. The cobalt value ranges from 15 ppm to 1500 ppm and nickel value ranges from <10 ppm to 1100 ppm.
- Based on these analytical result, GSI has taken up a programme during FS 2018-19 for preliminary exploration for copper, cobalt and nickel mineralisation in Naraul-Danala Area, Kullu District, Himachal Pradesh at the G3 Stage of United Nations Framework Classification (G3 stage).
- Further, minor occurrences of copper have been reported from Chamba, Kinnaur, Lahaul and Spiti, Sirmaur and Solan district of Himachal Pradesh.

**(ii) Lead (Pb) and Zinc (Zn):**

- GSI carried out G3 stage base-metal investigation in Anyar block, Tons valley, Sirmaur district from FS 1992-1994. The estimated resource of Pb and Zn at Anyar block is as follows:–
  - 2.50% (Pb+Zn) cut-off grade, resource estimated: 0.39 million tonnes.
  - 7.50% (Pb+Zn) cut-off grade, resource estimated: 0.27 million tonnes.
- Further, minor occurrences of lead have been reported from Kinnaur, Kullu, Lahaul and Spiti, Shimla, Sirmaur and Solan districts of Himachal Pradesh.

**(iii) Tin (Sn), Tungsten (W), Antimony (Sb):**

- GSI carried out exploration in parts of Kinnaur district in 1985, 1986 and 1988 and FS 1993-94 and 1994-95 on occurrence of tin, tungsten and antimony.
- Further, Stibnite occurring as small veins in the granitic rocks have also been reported from Bara Shigri area, Lahaul and Spiti district.

**(iv) Iron (Fe):**

- Minor occurrences of iron ore have been reported from Kangra, Kinnaur, Kullu, Lahaul and Spiti, Shimla, Mandi and Sirmaur districts of Himachal Pradesh.

**II. Exploration in Uttarakhand:****(i) Lead (Pb), Zinc (Zn) and Copper (Cu):**

- Dehradun District:
  - GSI carried out G3 stage base metal investigation in Chamri and Amtiargad blocks, Kwanu area, Tons valley Dehradun district, Uttarakhand in FS: 1983-84 to 1991-92. The resource estimated at Chamri block was 0.39 million tonnes with an average grade of 4.90% zinc, 2.68% lead and 0.37% copper and resource estimated at Amtiargad block was 1.41 million tonnes with 6.57% base metal content.
- Pithoragarh District:
  - GSI carried out G3 stage base metal investigation in Askot Block, Pithoragarh district, Uttarakhand in FS: 1974-75. The resource estimated at Askot block was 1.14 million tonnes with a grade of copper-2.32%, lead-2.64% and zinc-3.95%.
  - Further, minor occurrences of lead, zinc and copper have been reported from Almora, Chamoli, Pauri-Garwhal, Tehri-Garwhal, Nainital and Rudraprayag districts of Uttarakhand.
  - MECL carried out mineral exploration for polymetallic [copper, lead, zinc] in Askot Block and the resource estimated was 0.80 million tonnes with grade of copper-2.61%, lead-2.96% and zinc-4.39%.

**(ii) Tungsten (W), Antimony (Sb) and Molybdenum (Mo):**

- Tungsten mineralization has been reported from Almora and Chamoli districts of Uttarakhand.
- The antimony mineralization occurrence was reported from Dudhkhamba and Dandakhan localities of Mohankhal-Pokhari area of Chamoli district in FS: 1962-63 (G4 stage).
- Reconnaissance survey (G4 stage) for tungsten, and associated rare-metal and REE mineralization has been carried out in Almora -Dudhatoli crystallines around Bhararisain area in FS 2015-16 and in Tertiary granites and Central Crystallines of Higher Himalaya, Chamoli district, Uttarakhand during FS 2017-18.

(iii) Magnesite:

- MECL carried out exploration for magnesite in Jhiroli block, Almora district and has estimated a resource of 11.98 million tonnes with grade of 44.18% magnesite.

(iv) Gold (Au):

- In Uttarakhand Himalaya, reconnaissance survey (G4 stage) was carried out in FS: 2007-09 and 2010-12 and gold occurrences have been reported from Chamoli (Malari and Niti area), Pithoragarh (Milam area), Rudraprayag (Lameri-Ratura area) and Nainital districts but the results are not encouraging.
- Besides, placer gold was reported from Nainital and Pauri-Garwhal districts of Uttarakhand in FS: 1985-86 to 1987-88.

(v) REE (Rare Earth Element):

- In FS 2015-16 and 2017-18 GSI carried out G4 stage investigation for REE mineralization in Pauri-Garhwal and Chamoli districts of Uttarakhand but the results are not encouraging.

(vi) Iron (Fe):

- Minor occurrence of Iron ore has been reported from Ramgarh area, Nainital district of Uttarakhand in FS: 2013-15 (G4 stage).

(vii) Copper (Cu):

- Reconnaissance survey (G4 stage) for Copper and associated mineralization has been taken up in Kund-Bamsu area, Rudraprayag district, Uttarakhand during FS 2018-19.

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

#### **Plan for restructured scheme for local bodies**

560. SHRI D. KUPENDRA REDDY: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether Government plans for a restructured scheme for local bodies such as Rashtriya Gram Swaraj Abhiyan;

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

(c) whether the scheme will be extended to all the States; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PANCHAYATI RAJ (SHRI PARSHOTTAM RUPALA): (a) to (d) In order to strengthen governance capabilities of Panchayati Raj Institutions (PRIs) to deliver on Sustainable Development Goals, Government has launched the Centrally Sponsored Scheme of Rashtriya Gram Swaraj Abhiyan (RGSA) to be implemented from 2018-19 to 2021-22 with total outlay of ₹ 7255.50 crore having Central share of ₹ 4500 crore and State share of 2755.50 crore. The scheme will have both Central and State components. The Central component will be fully funded by Government of India. However, for State component, the Centre:State funding pattern will be 60:40 for all States, except North East and Hill States where Centre:State funding pattern will be 90:10. For Union Territories (UTs), the Central share will be 100%.

The Scheme will extend to all States and Union Territories, with main thrust on convergence with Mission Antyodaya and emphasis on strengthening PRIs in the Aspirational Districts as identified by NITI Aayog.

#### **Utilisation of funds in BRGF**

561. SHRI KAPIL SIBAL: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether it is a fact that Backward Region Grant Fund (BRGF) was to be implemented in 272 backward districts in 27 States, if so, the details thereof;

(b) the details regarding the Capacity Building (CB) Grant and Development Grant (DG) that was allocated to these districts since 2014 till date, along with the addition to this scheme since its inception in 2007, if so, the details thereof and if not, the reasons therefor; and

(c) utilisation of the funds in BRGF since 2014 till date, State/UT/District-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PANCHAYATI RAJ (SHRI PARSHOTTAM RUPALA): (a) to (c) Backward Regions Grant Fund (BRGF) Programme was started in 250 identified backward districts of all the States of the country except Goa in 2006-07. Further, 22 districts were added to the programme in 2012-13. Thus, BRGF was being implemented in 272 districts as listed in the Annexure. BRGF Programme has been delinked from the budgetary support of the Central Government with effect from the financial year 2015-16 as this scheme has become a part of devolution to the States. This is in view of enhanced fiscal space made available to the States by the Fourteenth Finance Commission on account of higher devolution to the States from 32% to 42% of the Centre's net tax receipts.

State/District-wise details regarding the Development Grant and Capacity Building funds released to the 272 districts (including 22 districts added in 2012-13) during financial year 2014-15 and the utilisation certificate submitted appropriately by the States/Districts are given in the Statement.

**Statement**

*State/District-wise details regarding the Development Grant and Capacity Building funds released to the 272 districts during 2014-15 and the utilisation reported by the States/Districts*

(₹ in crores)

Sl. No.	District	2014-15	
		Funds released	Utilisation reported (as on 19.7.2018)
1	2	3	4
<b>Andhra Pradesh</b>			
1.	Anantpur	17.74	13.71
2.	Chittoor	26.06	26.06
3.	Cuddapah	0.00	0.00
4.	Vizianagaram	0.00	0.00
TOTAL DEVELOPMENT GRANT (DG)		43.80	39.77
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		43.80	39.77
<b>Arunachal Pradesh</b>			
1.	Upper Subansari	15.35	15.35
TOTAL DEVELOPMENT GRANT (DG)		15.35	15.35
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		15.35	15.35
<b>Assam</b>			
1.	Baksa*	11.61	11.61
2.	Barpeta	13.20	13.20
3.	Bongaigaon	11.73	11.18
4.	Cachar	13.99	13.99
5.	Chirang*	9.04	9.04
6.	Dhemaji	13.37	13.37



1	2	3	4
7. Goalpara		0.00	0.00
8. Hailakandi		11.59	11.59
9. Karbi Anglong		15.37	15.37
10. Kokarajhar		12.23	12.23
11. Moregaon		13.11	13.11
12. North Cachar Hills		0.00	0.00
13. North Lakhimpur		14.17	14.17
TOTAL DEVELOPMENT GRANT (DG)		139.41	138.86
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		139.41	138.86

**Bihar**

1. Araria	0.00	0.00
2. Arwal*	0.00	0.00
3. Aurangabad	0.00	0.00
4. Banka	0.00	0.00
5. Begusarai	14.60	0.00
6. Bhagalpur	0.00	0.00
7. Bhojpur	13.00	0.00
8. Buxar	0.00	0.00
9. Darbhanga	0.00	0.00
10. Gaya	0.00	0.00
11. Gopalganj	14.95	0.00
12. Jamui	0.00	0.00
13. Jehanabad	0.00	0.00
14. Kaimur (Bhabua)	0.00	0.00
15. Katihar	11.89	0.00
16. Khagaria	0.00	0.00
17. Kishanganj	0.00	0.00
18. Lakhisarai	12.61	0.00
19. Madhepura	14.45	0.00

1	2	3	4
20. Madhubani		18.61	0.00
21. Munger		0.00	0.00
22. Muzaffarpur		0.00	0.00
23. Nalanda		0.00	0.00
24. Nawada		14.49	0.00
25. Paschim Champaran		21.04	0.00
26. Patna		0.00	0.00
27. Purbi Champaran		20.40	0.00
28. Purnia		16.53	0.00
29. Rohtas		0.00	0.00
30. Saharsa		11.45	0.00
31. Samastipur		0.00	0.00
32. Saran		0.00	0.00
33. Sheikhpura		6.78	0.00
34. Sheohar		0.00	0.00
35. Sitamarhi		0.00	0.00
36. Siwan*		0.00	0.00
37. Supaul		0.00	0.00
38. Vaishali		15.72	0.00
TOTAL DEVELOPMENT GRANT (DG)		206.52	0.00
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		206.52	0.00

**Chhattisgarh**

1. Bastar	15.21	14.21
2. Bijapur*	11.75	11.75
3. Bilaspur	16.60	16.60
4. Dantewada	17.15	17.15
5. Dhamtari	13.97	13.97

1	2	3	4
6.	Jashpur	14.65	14.65
7.	Kabirdham	11.31	11.31
8.	Kanker	14.34	12.35
9.	Korba	15.99	15.99
10.	Koriya	12.46	12.46
11.	Mahasammund	12.02	12.02
12.	Narayanpur*	8.25	8.25
13.	Raigarh	17.51	17.51
14.	Rajnandgaon	18.33	18.33
15.	Sarguja	18.72	14.06
TOTAL DEVELOPMENT GRANT (DG)		218.26	210.61
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		218.26	210.61

**Gujarat**

1.	Banaskhantha	19.81	19.81
2.	Dahod	0.00	0.00
3.	Dang	0.00	0.00
4.	Narmada	6.65	0.00
5.	Panchmahal	15.28	8.67
6.	Sabar Kantha	18.29	18.29
TOTAL DEVELOPMENT GRANT (DG)		60.03	46.77
CAPACITY BUILDING (CB)		5.04	0.00
GRAND TOTAL (DG+CB)		65.07	46.77

**Haryana**

1.	Mahendragarh	0.00	0.00
2.	Sirsa	12.98	0.00
TOTAL DEVELOPMENT GRANT (DG)		12.98	0.00
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		12.98	0.00

1	2	3	4
<b>Himachal Pradesh</b>			
1. Chamba		0.00	0.00
2. Sirmaur		11.92	11.92
TOTAL DEVELOPMENT GRANT (DG)		11.92	11.92
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		11.92	11.92
<b>Jammu and Kashmir</b>			
1. Doda		13.15	0.00
2. Kishtwar*		12.20	12.20
3. Kupwara		5.74	0.00
4. Poonch		5.00	0.00
5. Ramban*		9.58	9.58
TOTAL DEVELOPMENT GRANT (DG)		45.67	21.78
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		45.67	21.78
<b>Jharkhand</b>			
1. Bokaro		15.93	12.88
2. Chatra		14.48	0.46
3. Deoghar		10.66	0.00
4. Dhanbad		8.08	8.08
5. Dumka		14.26	2.02
6. Garhwa		8.66	0.00
7. Giridih		15.95	7.07
8. Godda		14.26	1.45
9. Gumla		17.44	17.44
10. Hazaribagh		15.46	0.00
11. Jamtara		9.93	3.69
12. Khunti*		13.20	13.20
13. Koderma		12.44	0.00
14. Latehar		11.30	10.54

1	2	3	4
15. Lohardagga		12.08	9.01
16. Pakur		8.34	0.00
17. Palamu		18.72	6.90
18. Ramgarh*		0.00	0.00
19. Ranchi		0.00	0.00
20. Sahebganj		13.21	11.87
21. Saraikela Kharswan		7.13	7.13
22. Simdega		0.00	0.00
23. West Singhbhum		19.64	0.00
TOTAL DEVELOPMENT GRANT (DG)		261.17	111.74
CAPACITY BUILDING (CB)		20.58	0.00
GRAND TOTAL (DG+CB)		281.75	111.74

**Karnataka**

1. Bidar		18.29	18.29
2. Chitradurga		0.00	0.00
3. Davangere		0.00	0.00
4. Gulbarga		12.50	0.00
5. Raichur		15.74	15.74
6. Yadgir*		0.00	0.00
TOTAL DEVELOPMENT GRANT (DG)		46.53	34.03
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		46.53	34.03

**Kerala**

1. Palakkad		19.05	19.05
2. Wayanad		10.15	9.86
TOTAL DEVELOPMENT GRANT (DG)		29.20	28.91
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		29.20	28.91

1	2	3	4
<b>Madhya Pradesh</b>			
1. Alirajpur*		10.40	10.40
2. Anuppur*		8.45	8.45
3. Ashoknagar*		14.58	14.58
4. Balaghat		16.55	16.55
5. Barwani		14.57	14.57
6. Betul		8.73	8.73
7. Burhanpur*		12.88	12.88
8. Chhattarpur		13.69	13.69
9. Chhindwara*		0.00	0.00
10. Damoh		0.00	0.00
11. Dhar		8.90	7.99
12. Dindori		6.04	6.04
13. Guna		0.00	0.00
14. Jhabua		0.00	0.00
15. Katni		0.00	0.00
16. Khandwa		15.29	15.29
17. Khargone		17.35	17.35
18. Mandla		6.03	6.03
19. Panna		0.00	0.00
20. Rajgarh		16.14	16.14
21. Rewa		0.00	0.00
22. Satna		7.50	0.00
23. Seoni		0.00	0.00
24. Shahdol		0.00	0.00
25. Sheopur		3.18	3.18
26. Shivpuri		12.52	12.52
27. Sidhi		0.00	0.00
28. Singrauli*		4.60	4.60
29. Tikamgarh		13.80	13.80

1	2	3	4
30. Umaria		10.02	10.02
TOTAL DEVELOPMENT GRANT (DG)		221.22	212.81
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		221.22	212.81

**Maharashtra**

1.	Ahmednagar	32.33	32.33
2.	Amravati	25.71	3.34
3.	Aurangabad	25.33	25.33
4.	Bhandara	13.75	0.00
5.	Chandrapur	21.09	0.94
6.	Dhule	19.39	18.23
7.	Gadchiroli	21.82	12.38
8.	Gondia	0.00	0.00
9.	Hingoli	11.39	4.05
10.	Nanded	16.01	16.01
11.	Nandurbar	17.15	17.15
12.	Yavatmal	25.84	25.84
TOTAL DEVELOPMENT GRANT (DG)		229.81	155.60
CAPACITY BUILDING (CB)		6.33	6.33
GRAND TOTAL (DG+CB)		236.14	161.93

**Manipur**

1.	Chandel	12.15	12.15
2.	Churchandrapur	9.81	9.81
3.	Tamenglong	12.85	12.85
TOTAL DEVELOPMENT GRANT (DG)		34.81	34.81
CAPACITY BUILDING (CB)		1.95	1.95
GRAND TOTAL (DG+CB)		36.76	36.76

**Meghalaya**

1. Ri-bhoi	0.00	0.00
2. South Garo Hills	0.00	0.00

1	2	3	4
3.	West Garo Hills	0.00	0.00
	TOTAL DEVELOPMENT GRANT (DG)	0.00	0.00
	CAPACITY BUILDING (CB)	2.56	2.35
	GRAND TOTAL (DG+CB)	2.56	2.35

**Mizoram**

1.	Lawngtlai	11.71	11.71
2.	Saiha	11.43	11.43
	TOTAL DEVELOPMENT GRANT (DG)	23.14	23.14
	CAPACITY BUILDING (CB)	1.25	1.25
	GRAND TOTAL (DG+CB)	24.39	24.39

**Nagaland**

1.	Kiphrie*	11.16	0.35
2.	Longleng*	10.83	0.29
3.	Mon	11.15	0.25
4.	Tuensang	11.93	0.00
5.	Wokha	11.60	0.13
	TOTAL DEVELOPMENT GRANT (DG)	56.67	1.02
	CAPACITY BUILDING (CB)	4.20	0.00
	GRAND TOTAL (DG+CB)	60.87	1.02

**Odisha**

1.	Bargarh*	0.00	0.00
2.	Bolangir	15.04	15.04
3.	Boudh	0.00	0.00
4.	Deogarh	0.00	0.00
5.	Dhenkanal	0.00	0.00
6.	Gajapati	14.35	14.35
7.	Ganjam	24.29	16.68
8.	Jharsuguda	7.90	7.90
9.	Kalahandi	0.00	0.00
10.	Kandhamal (Phulbani)	16.66	16.66



1	2	3	4
11. Keonjhar		9.40	9.40
12. Koraput		12.13	0.00
13. Malkangiri		0.00	0.00
14. Mayurbhanj		22.20	0.05
15. Nabarangpur		0.00	0.00
16. Nuapada		0.00	0.00
17. Rayagada		0.00	0.00
18. Sambalpur		13.66	11.69
19. Sonepur (Subarnapur)		11.52	11.52
20. Sundargarh		20.70	20.70
TOTAL DEVELOPMENT GRANT (DG)		167.85	123.99
CAPACITY BUILDING (CB)		11.61	0.00
GRAND TOTAL (DG+CB)		179.46	123.99

**Punjab**

1. Hoshiarpur		14.18	14.18
TOTAL DEVELOPMENT GRANT (DG)		14.18	14.18
CAPACITY BUILDING (CB)		0.69	0.69
GRAND TOTAL (DG+CB)		14.87	14.87

**Rajasthan**

1. Banswara		13.49	13.49
2. Barmer		36.72	36.72
3. Chittaurgarh		15.20	5.39
4. Dungarpur		10.40	10.40
5. Jaisalmer		36.55	36.55
6. Jalore		14.84	14.84
7. Jhalawar		8.85	8.85
8. Karauli		13.27	12.12
9. Pratapgarh*		9.90	9.90
10. Sawai Madhopur		8.37	8.37
11. Sirohi		10.14	10.14

1	2	3	4
12. Tonk		7.04	7.04
13. Udaipur		26.68	3.85
TOTAL DEVELOPMENT GRANT (DG)		211.45	177.66
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		211.45	177.66

**Sikkim**

1. North District		11.47	11.47
TOTAL DEVELOPMENT GRANT (DG)		11.47	11.47
CAPACITY BUILDING (CB)		0.85	0.85
GRAND TOTAL (DG+CB)		12.32	12.32

**Tamil Nadu**

1. Cuddalore		0.00	0.00
2. Dindigul		0.00	0.00
3. Nagapattinam		8.30	8.30
4. Sivaganga		15.49	7.32
5. Tiruvannamalai		18.63	18.63
6. Villupuram		0.00	0.00
TOTAL DEVELOPMENT GRANT (DG)		42.42	34.25
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		42.42	34.25

**Telangana**

1. Adilabad		26.20	26.20
2. Karimnagar		23.38	23.38
3. Khammam		0.00	0.00
4. Mahaboobnagar		0.00	0.00
5. Medak		0.00	0.00
6. Nalgonda		0.00	0.00
7. Nizamabad		0.00	0.00
8. Rangareddy		21.52	19.18

1	2	3	4
9. Warrangal		18.32	0.00
TOTAL DEVELOPMENT GRANT (DG)		89.42	68.76
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		89.42	68.76

**Tripura**

1. Dhalai		12.63	12.63
TOTAL DEVELOPMENT GRANT (DG)		12.63	12.63
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		12.63	12.63

**Uttar Pradesh**

1. Ambedkar Nagar		0.00	0.00
2. Azamgarh		18.51	18.51
3. Badaun		20.19	20.19
4. Bahraich		0.00	0.00
5. Balrampur		0.00	0.00
6. Banda		16.72	16.72
7. Barabanki		17.70	17.70
8. Basti		16.70	16.70
9. Chandauli		16.05	16.05
10. Chitrakoot		0.00	0.00
11. Etah		15.96	15.96
12. Farukhabad		15.97	15.97
13. Fatehpur		0.00	0.00
14. Gonda		19.02	19.02
15. Gorakhpur		18.55	18.55
16. Hamirpur		0.00	0.00
17. Hardoi		0.00	0.00
18. Jalaun		15.62	15.62
19. Jaunpur		22.90	22.90
20. Kashganj (Kanshiram Nagar)*		14.36	14.36

1	2	3	4
21. Kaushambi		0.00	0.00
22. Kushinagar		0.00	0.00
23. Lakhimpurkhiri		0.00	0.00
24. Lalitpur		0.00	0.00
25. Maharajganj		14.99	14.99
26. Mahoba		0.00	0.00
27. Mirzapur		18.11	18.11
28. Pratapgarh		0.00	0.00
29. Raibareilly		19.28	12.77
30. Sant Kabir Nagar		0.00	0.00
31. Shrawasti		10.83	9.92
32. Siddharth Nagar		17.72	17.72
33. Sitapur		0.00	0.00
34. Sonbhadra		18.08	18.08
35. Unnao		19.60	19.60
TOTAL DEVELOPMENT GRANT (DG)		346.86	339.44
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		346.86	339.44
<b>Uttarakhand</b>			
1. Chamoli		0.00	0.00
2. Champawat		0.00	0.00
3. Tehri Garhwal		0.00	0.00
TOTAL DEVELOPMENT GRANT (DG)		0.00	0.00
CAPACITY BUILDING (CB)		2.53	2.53
GRAND TOTAL (DG+CB)		2.53	2.53
<b>West Bengal</b>			
1. 24 South Paraganas		31.25	31.25
2. Bankura		18.91	18.91
3. Birbhum		14.86	14.86
4. Dinajpur Dakshin		14.86	14.86

1	2	3	4
5. Dinajpur Uttar		14.42	14.42
6. Jalpaiguri		21.90	21.90
7. Maldah		18.87	18.87
8. Medinipur East		22.48	0.00
9. Medinipur West		28.51	3.70
10. Murshidabad		19.41	0.00
11. Purulia		21.17	21.17
TOTAL DEVELOPMENT GRANT (DG)		226.64	159.94
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		226.64	159.94
OVERALL TOTAL (DG)		2779.41	2029.44
OVERALL TOTAL (CB)		57.59	15.95
OVERALL GRAND TOTAL (DG+CB)		2837.00	2045.39

\* 22 districts added in 2012-13 under the BRGF Programme.

Note: The State of Telangana was carved out of Andhra Pradesh during 2014-15.

### Steps for reduction of road accidents

562. SHRI N. GOKULAKRISHNAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government is working to reduce road accidents in the country;

(b) if so, the details thereof;

(c) whether it is a fact that Government has asked the automakers to work towards having safe designs and explore the possibility of use of silicon in tyres as part of its efforts to reduce road accidents; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) Road safety is a multi-sectoral and multi-dimensional issue requiring a multipronged approach at various levels. The main thrust of accident prevention and control is on 4 E's, *i.e.* (i) Education, (ii) Enforcement, (iii) Engineering and (iv) Environment and Emergency care of road accident victims. The Ministry of Road Transport and Highways administer Motor

Vehicles (MV) Act 1988 and Central Motor Vehicle Rules (CMVR) 1989. However, its provisions are enforced by the States/UTs. The Ministry of Road Transport and Highways have been issuing advisories to the States/UTs from time to time for strict enforcement of provisions of MV Act 1988 and CMVR 1989.

Ministry has taken a number of steps including long terms strategy to prevent road accidents and road accident fatalities as per details mentioned under:—

- (1) 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.
- (2) The Government has constituted the National Road Safety Council as the apex body to take policy decisions in matters of road safety.
- (3) The Ministry has constituted Group of Ministers of State Transport Ministers to examine the best practices of Transport and suggest issues to improve road safety.
- (4) Based on the recommendation of Group of Minister, the Ministry introduced Motor Vehicle (Amendment) Bill 2017 covering entire gamut of road safety.
- (5) The Bill contains the provision of creation of Motor Vehicle Accident Fund, implementation of Cashless Treatment Scheme during Golden Hour, setting up of a dedicated agency for road safety viz. National Road Safety and Traffic Management Board (NRSTMB), enhancement of penalty for traffic rule violations, etc. which have direct impact on road safety.
- (6) 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.
- (7) Road safety has been made an integral part of road design at planning stage.
- (8) Road Safety Audit of selected stretches of National Highways has been taken up.
- (9) 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.
- (10) Setting up of model driving training institutes in States and refresher training to drivers of Heavy Motor Vehicle in the unorganized sector.

- (11) Advocacy/Publicity campaign on road safety through the electronic and print media.
- (12) Tightening of safety standards for vehicles like Seat Belts, anti-lock braking system etc.
- (13) High priority has been accorded to identification and rectification of black spots (accident prone spots) on national highways.
- (14) Guidelines for identification and rectification of black spots, carrying out road safety audits and preparation of road safety improvement proposals on NHs and also guidelines on implementation of road safety engineering measures on State roads under Central Road Fund (CRF) have been issued.
- (15) 789 black spots based on fatalities in 2011,2012,2013 and 2014 calendars years have been identified. So far 189 spots have already been rectified. Rectification measures at 256 spots have been sanctioned which are in various stages of implementation. 138 spots are on State Government roads/ with other agencies. The balance 206 spots would be taken separately or would be rectified as part of ongoing projects.
- (16) As a measure of supplementing the efforts of States/UTs for minimizing the accident potential at the identified locations/stretches through engineering improvement on State roads, Ministry of Road Transport and Highways had taken a decision to sanction road safety works on State roads with an earmarked allocation of 10% of funds allocated to the State roads under Central Road Fund.
- (17) Ministry has delegated powers to Regional Officers of MORTH for technical approval to the detailed estimates for rectification of identified Road Accident black spots for expediting the rectification process to ensure safety of road users.
- (18) Ministry had issued guidelines *vide* O.M. dated 14.1.2016 for taking up of Road Safety Audits on National Highways either as part of EPC/BOT projects or as stand-alone Road Safety Audits.
- (19) Guidelines for pedestrian facilities on National Highways for persons with disabilities have also been issued to all States/UTs.
- (20) In order to ensure safe and smooth flow of traffic, Ministry of Road Transport and Highways has envisaged a plan for replacement of all the Level Crossing on National Highways by ROBs/RUBs and replacement/ widening/strengthening of weak and narrow bridges under a scheme Setu Bhartam. Under this programme, construction of 208 Level Crossings at an estimated cost of ₹ 20,800 crore are included.

- (21) Two National Level Workshops and several Regional Training workshops in 11 States have been organized on Road Safety Engineering.
- (22) A Certification Course for Road Safety Auditors has been commenced in Indian Academy of Highway Engineers (IAHE) and 42 Auditors are certified.
- (23) Ministry of Road Transport and Highways has constituted a District Road Safety Committee in each district of the country to promote awareness amongst road users under the chairmanship of Hon'ble Member of Parliament (Lok Sabha) from the district..
- (24) During 2017-18, NHAI has conducted the "Free Eye Check-up" campaign at 50 selected Toll-Plazas in order to reduce the no. of accidents involving Multi Axle Vehicles/Trucks and distributed free glasses to the Truck Drivers having poor vision.

(c) and (d) This Ministry has issued notification S.O. 1139 (E) dated 28.04.2015 and S.O. 2412 (E) dated 03.09.2015 wherein for amendment of Central Motor Vehicles Rules, 1989 (CMVRs) the following crash standards have been notified:—

- (i) Automotive Industry Standard 098-2008 as amended from time to time for Protection of occupants in the event of an Offset Frontal Collision shall be mandatory for the new models from 1st October, 2017 and for all models 1st October, 2019.
- (ii) Automotive Industry Standard 099-2008 as amended from time to time for Side door impact for all passenger cars, Protection of Occupants in the event of Lateral Collision shall be mandatory for the new models from 1st October, 2018 and for all models with effect from 1st October, 2019.

Further, silicon derivatives are used in manufacturing of tyres to improve rolling resistance , road grip and longevity.

### **Speed of construction work on national highways**

†563. MS. SAROJ PANDEY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) the rate of highway construction in terms of km. per day during the tenure of NDA Government since 2014; and

(b) the corresponding rate during the last three years prior to the said period and the details thereof year-wise?

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† Original notice of the question was received in Hindi.



THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (b) The details of rate of National Highway construction in terms of km. per day during the tenure of NDA Government since 2014 and during the last three years prior to the said period are as follows:—

Year	Construction (km.)	Rate of Construction (km. per day)
2011-12	5013	13.73
2012-13	5732	15.70
2013-14	4260	11.67
2014-15	4410	12.08
2015-16	6061	16.61
2016-17	8231	22.55
2017-18	9829	26.93

#### **Setting up of modern bus terminals**

564. SHRI M.P. VEERENDRA KUMAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government is considering to share the cost of expenditure being incurred by the State Governments for setting up modern bus terminals; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) Ministry of Road Transport and Highways has formulated a scheme namely, “Development of Bus Terminals on Build-Operate-Transfer (BOT) basis” for implementation during Twelfth Five Year Plan. This scheme provides for financial assistance to engage Project Development Consultants for development of bus terminals on BOT basis. This scheme is to be re-appraised for continuation with completion of Twelfth Five Year plan. No funds have been released to any State for Development of Bus Terminals on BOT basis.

#### **Theft of railings and lamps on expressway**

565. SHRI ANUBHAV MOHANTY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the protective railings and the street lamps installed on both sides of some of the expressways are being stolen enhancing the risk for the road users;

(b) the precaution Government proposes to ensure that such theft does not occur again and the road users are safe; and

(c) whether Government would consider installing surveillance cameras to catch such culprits, who for personal selfishness, cause hindrance to the development and progress of the State?

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

(b) Consultation have been held with District Administration of Palwal, Ghaziabad, Gautam Budh Nagar, Faridabad, Baghpat and Sonapat and it has been requested to take necessary steps to mitigate such untoward incidents including theft and increase in measures like surveillance and police patrol.

(c) Yes, Sir. The work for installation of comprehensive Intelligence Transport System including provision of CCTV cameras has been initiated.

### **Construction of Delhi-Jaipur Expressway**

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

(a) the progress made by Government in the construction of Delhi-Jaipur expressway;

(b) by when its construction work will be initiated by Government; and

(c) the timeline for the completion of construction work of this expressway?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (c) The DPR/Feasibility Study for construction of Delhi-Jaipur expressway has been initiated. Therefore, the details such as project starting date, scheduled completion time etc. cannot be indicated at this stage.

### **Speed limit on Expressways/highways**

567. SHRI K. R. ARJUNAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether a Committee had recommended higher speed limits on expressway and for buses on highways;

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† Original notice of the question was received in Hindi.

(b) whether it is a fact that Government is considering to allow 120 kmph. speed limit for cars on expressways;

(c) whether it is also a fact that no action would be taken against drivers, if the vehicle speed is within 5 per cent of the maximum speed limit; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) Yes, Sir. Keeping in view of the better engine technology and improved road infrastructure, a committee was constituted to review the speed limit of motor vehicles. The committee had submitted its report and as per the recommendations of the committee, the maximum speed of buses has been fixed as 100 kmph. on expressways and 90 kmph. on 4 lane and above divided carriageway, *vide* notification S.O. 1522 (E) dated 6th April, 2018. Earlier it was fixed as 80kmph.

(b) The maximum speed of car has been fixed as 120 kmph. on expressways *vide* notification S.O. 1522 (E) dated 6th April, 2018.

(c) and (d) No cognizance of the violation of the speed limits shall be taken under Section 183 of the Motor Vehicles Act, 1988, if the speed detected is within 5 per cent of the maximum speed specified in S.O. 1522 (E) dated 6th April, 2018.

### **Development of Greenfield highways**

568. SHRI R. VAITHILINGAM: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has decided to build more Greenfield highways with straight alignment rather than expanding the existing corridors to avoid delays in land acquisition, high cost for procurement of land and removing encroachments;

(b) whether it is a fact that the new roads will free up the congested highways and thereby improve the traffic flow; and

(c) whether it is also a fact that the land situated along/abutting an existing road, costs at least twice as much as land elsewhere?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (b) The development of a corridor/portion of a corridor as a Brownfield or Greenfield alignment is done on the basis of total life cycle cost (including direct costs like civil construction cost, pre-construction activities cost, maintenance cost and economic costs like vehicle

operating cost), traffic bearing capacity and the potential to diversify traffic and reduce distance between Origin-Destination pairs in the network. This in turns frees up congested highways and thereby improves the traffic flow.

(c) The compensation for the land acquisition is decided based on the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (also Land Acquisition Act, 2013). Generally because of presence of habitation, utilities and also due to nature of land along/abutting the existing road costs more.

### **High security registration plates**

569. SARDAR BALWINDER SINGH BHUNDER: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government have sought the views/objections to draft Motor Vehicles (New High Security Registration Plates) Order, 2018 from public and stakeholders;

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

(c) whether Government have taken into consideration the interest of small manufacturers of High Security Registration Plates, especially large scale unemployment, in case of migration of the system to car manufacturers; and

(d) if so, the reasons therefor and whether Government would keep in abeyance the draft order till the case of unemployment is resolved?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) The draft Motor Vehicles (New High Security Registration Plates) Order, 2018 has been uploaded on the website of the Ministry inviting objection/suggestion from the public and stakeholders.

(c) and (d) This Ministry has notified *vide* GSR 365 (E) dated 10.04.2018 regarding amendment in the Rule 50 of Central Motor Vehicles Rules, 1989, in order to improve the coverage of HSRP on all the vehicles across the country and thereby complying with the directions of the Hon'ble Supreme Court. As per the draft notification, it is proposed that the security licence plate be provided through the Original Equipment Manufacturers (OEMs) of vehicles or authorized dealers of OEM w.e.f. 01.01.2019. It is also proposed that the dealers may be authorized by Motor Vehicles Department to affix such plates on old vehicles.

**Development of roads in Rajasthan**

570. SHRI HARSHVARDHAN SINGH DUNGARPUR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the Government proposes to develop the existing roads in Rajasthan;
- (b) if so, the details thereof, district wise;
- (c) if not, the reasons therefor; and
- (d) the effective measures being taken or proposed to be taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) Ministry of Road Transport and Highways is mainly responsible for the development and maintenance of National Highways (NHs) in the country. The details of National Highways *vis-à-vis* details of the districts in the State of Rajasthan are given in the Statement (*See below*).

- (c) Does not arise.
- (d) Effective measures on development of existing roads are undertaken based on site requirement and accordingly works are awarded. After completion of works, maintenance of the roads is undertaken by this Ministry in a periodic manner.

**Statement***Details of National Highways vis-à-vis details of the districts in the State of Rajasthan*

Sl.No.	New NH No.	Old NH No.	Description	District	Total Length (km.)
1	2	3	4	5	6
1.	44	3	Agra-Dholpur-Mumbai	Dholpur	28
2.	48/58	8	Delhi-Jaipur-Ajmer-Udaipur-Ahmedabad	Alwar, Jaipur, Ajmer, Rajsamand, Udaipur	681
3.	21/52	11	Agra- Bharatpur-Dausa-Jaipur-Sikar-Bikaner	Bharatpur, Dausa, Jaipur, Sikar, Bikaner, Churu	561
4.	148	11A	Dausa-Manoharpur	Dausa, Jaipur	62
5.	148/23	11A-Ext.	Dausa-Lalsot-Kaithoon	Dausa	83
6.	23	11B	Lalsot-Gangapur-Karauli-Dholpur	Gangapur, Karauli, Dholpur	187
7.	248	11C	Amer-Kunda-Chandwaji (old NH-8)	Jaipur	28
8.	52	12	Jaipur-Tonk-Bundi-Kota-Jhalawar-Jabalpur	Jaipur, Tonk, Bundi, Kota, Jhalawar	422
9.	162/62	14	Beawar-Pali-Sirohi-Abu Road-Kandala	Ajmer, Pali, Sirohi	307
10.	62, 11, 68	15	Pathankot-Ganganagar-Bikaner-Jaisalmer-Barmer-Kandala	Ganganagar, Hanumangarh, Bikaner, Jaisalmer, Barmer	878
11.	52, 58, 62	65	Ambala-Pali-Churu-Fatehpur-Nagaur-Jodhpur-Pali	Churu, Sikar, Nagaur, Jodhpur, Pali	560
12.	27	76	Pindwara-Udaipur-Chittaurgarh-Kota-Shivpuri	Sirohi, Udaipur, Chittaurgarh Kota, Bara	578
13.	48	79	Ajmer-Nasirabad-Chittaurgarh-Neemach	Ajmer, Bhilwada, Chittaurgarh	222

14.	448	79A	Kishangarh-Nasirabad	Ajmer	37
15.	58/62	89	Ajmer-Nagaur-Bikaner	Ajmer, Nagaur, Bikaner	278
16.	752	90	Baran-Akalera	Baran, Jhalawar	94
17.	25	112	Bar-Bilara-Jodhpur-Balotra-Barmer	Pali, Jodhpur	324
18.	56	113	Nimbahera-Pratapgarh-Banswara-Jhalod-Dahod	Pratapgarh, Banswara, Chittaurgarh	225
19.	125	114	Jodhpur-Pokaran	Jodhpur, Jaisalmer	176
20.	552	116	Tonk-Sawai Madhopur	Tonk, Sawai Madhopur	78
21.	758	76B	Ladpura-Bhilwara-Rajsamand	Bhilwara, Rajsamand	156
22.	148D	116A	Uniara-Hindali-Jahazpur-Shahpura-Gulabpura	Bhilwara, Rajsamand	256
23.	58 Ext.	76A	Udaipur-Jhadol-Idar	Udaipur	108
24.	458	65A	Ladnun-Degana-Merta city-Bhim-Parasali-Gulabpura	Nagaur, Pali, Ajmer	294
25.	123	3A	UnchaNangla-Khanuna-Rupbas-Dhaulpur	Dhaulpur, Bharatpur	75
26.	162 Ext.	192A	Pali-Marwar-Nadol-Desuri-Kumbhalgarh-Haldibhati-Nathdwara-Mavli-Bhatewar	Rajsamand, Udaipur, Pali	236
27.	158	186A	Merta-Lambia-Ras-Bewar-Badnor-Asind-Mandal	Bhilwara, Ajmer, Pali	138
28.	927A	94A	M.P. (Border)-Banswara-Sagwara-Dungarpur-Kherwara-Kotra-Swarupganj	Banswara, Sirohi, Udaipur, Dungarpur	313
29.	709 Ext.	32A	Haryana (Border)-Pilani-Rajgarh	Churu, Jhunjhunu	61
30.	248A		Shahpura-Alwar-Ramgarh-Nuh-Gurgaon	Alwa, Jaipur	128

1	2	3	4	5	6
31.	162A		Fatehnagar, Dariba, Rail Magra and terminating at Khandel	Rajsamand, Udaipur	51
32.	325		Pachpadra-Balotra-Siwana-Jalore-Ahor-Sanderao	Jalore, Barmer	159
33.	11		Fatehpur-Jhunjhunu-Chirawa-Singhana-Narnual-Rewari.	Jaisalmer, Bikaner, Sikar, Jhunjhunu	129
34.	54		Pathankot-Gurdaspur-Amritsar-Zira-Faridkot-Bathinda-Dabawali (Pb)-Sangariya-Hanumangarh-Paka Saharana-Goluwala-Kenchiya (RJ)	Hanumangarh, Ganganagar	75
35.	25 Ext.		Barmer-Ramsar-Munabab	Barmer	127
36.	168		Tharad-Dhanera-Panthvada-Revdar-Anadara-Sirohi	Sirohi	77
37.	168A		Sanchore-Dhanera-Deesa	Jalore	12
38.		148 B	Kotputali to Rajasthan Haryana Boarder	Jaipur	5
39.	552 Ext.		Sawai Madhopur-Sheopur-Rajastahn-M.P. Border	Sawai Madhopur	34
40.		954	Pakkasaharana-Morjanda Khari-Mamakhera-Lalgarh Jattan-Banwala-4LNP-Kaluwala	Bikaner, Jaisalmer	45
41.		311	Singhana-Khetri Nagar-Jasrapur-Nangli Salesdisingh-Bhatiwar-Chhawasari-Titanwar	Jhunjhunu, Sikar	45
42.		921	Mahwa-Mandwar-Nangal Sumer Singh-Almarpur-Kheda Mangalsinh-Gadhi-Antapur-Pinan-Doroli-Machedi Mode-Rajgarh bypass	Alwar	50



43.	70	Munabao-Sundra-Myajlar-Dhanana-Asutar-Ghotaru-Loghewala-Tanot	Barmer, Jaisalmer	323
44.	925	Gagaria-Baori Kalan-Serwa-Bakhasar	Barmer	136
45.	925A	Satta-Gandhav	Barmer	61
46.	911	Bap-Naukh-Charanwala-Ranjitpura-Godu-Gokul-Taranwala-Jaggasar-Dantour-Poogal	Bikaner, Jaisalmer	185
47.	11	Myajlar-Jaisalmer-Pokhran-Bikaner-Sri Dungargarh-Ratangarh-Fatehpur-Jhunjhunu-Chirwa-Naranul-Rewari	Jaisalmer, Bikaner, Sikar, Jhunjhunu	99
48.	68	Tanot-Ramgarh-Bhadasar-Jaisalmer-Barmer-Sanchore-Tharad	Jaisalmer, Barmer, Jalore	125
49.	552G	NH-52 junction near Jhalrapatan connecting Beenda, Daval in the State of Rajasthan further connecting Soyat, Susner, Agar, Ghosla, Ghatiya and terminating at Ujjain in State of MP	Jhalawar	29.8
TOTAL				9341.8

### **Funds for development of roads and highways in Rajasthan**

571. SHRI HARSHVARDHAN SINGH DUNGARPUR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the amount of Central assistance allocated by Government to the Rajasthan Government during each year of the Twelfth Five Year Plan for maintenance of roads and development of highways;

(b) the targets fixed by Government during the period for this purpose;

(c) whether these targets have been achieved; and

(d) if not, the status of every State at present and the reasons for non-achievement of targets?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (d) The Ministry is primarily responsible for development and maintenance of National Highways (NHs). Year-wise allocations of funds for development and maintenance of NHs during each year of the Twelfth Five Year Plan for the State of Rajasthan are as follows:—

		(₹ in crore)	
Sl.No.	Year	Allocation for development of NHs (₹ in crore)	Allocation for Maintenance and Repair of NHs
1.	2012-13	126.24	99.16
2.	2013-14	215.50	182.84
3.	2014-15	107.16	160.50
4.	2015-16	849.95	104.38
5.	2016-17	1015.37	64.91

Apart from this, the Ministry also allocates funds for development of State Roads (non-Rural) under the Central Road Fund (CRF) Scheme and Economic Importance and Inter State Connectivity (EI&ISC) as per provisions of the CRF Act, 2000 amended by the Finance Act from time to time.

### **Toll collection in road sector**

572. SHRI KANAKAMEDALA RAVINDRA KUMAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that User Fee (toll) collection is a permanent feature in the road sector in the country;

(b) if so, the reasons therefor;

(c) whether Government will come forward to make suitable amendments/changes to the relevant Acts/Rules to discontinue toll collection from roads, which investment has already recovered;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) The collection of user fee for the use of a section of National Highway (NH) is as per the applicable NH Fee Rules and provisions of the Concession/ Contract Agreement. However, in case of Public Private Partnership (PPP) projects, after completion of the concession period, the user fee is to be collected by Central Government executing agency at reduced rates of 40%. In case of a public funded project, the user fee rates are to be reduced to 40% after recovery of capital cost of the project.

(c) to (e) At present, after the completion of the concession period/recovery of capital cost, the user fee rates are to be reduced to 40%.

#### **Construction of Patna-Buxar NH**

†573. SHRI RAM NATH THAKUR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the progress made towards construction of Patna-Buxar National Highway in the State of Bihar as on date;

(b) whether it is a fact that there has been inordinate delay in construction of this extremely busy highway;

(c) the current status of the bridge under construction over Ganga river in Buxar as part of construction of this highway; and

(d) whether it is a fact that due to certain changes in the layout of the bridge, the agency has not started construction work on the same so far?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) The work for Patna-Buxar National Highway has been awarded in three packages *i.e.* Patna to Koilwar, Koilwar to Bhojpur and Bhojpur to Buxar stretches. The construction on Patna-Buxar

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† Original notice of the question was received in Hindi.

National Highway has been commenced except in Patna to Koilwar stretch due to delay in availability of encumbrance free land.

(c) and (d) The work on Bhojpur to Buxar stretch of Patna-Buxar National Highway comprising of bridge over Ganga river has been started in April, 2018. The commencement of work on Bhojpur to Buxar stretch was delayed due to non-availability of encumbrance free land.

### **Status of National Highways in the country**

†574. DR. KIRODI LAL MEENA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the total length of the National Highways in different States in kilometers along with the number of lanes in them;

(b) whether Government proposes to widen all the National Highways to four lanes; and

(c) if so, the details thereof and by when this work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) Total length of National Highways (NHs) at present is about 1,29,709 km. State/Union Territory (UT)-wise length of NHs and their lane-wise distribution is given in the Statement (*See below*).

(b) and (c) The development and maintenance of NHs is a continuous process. The minimum desirable standards for NHs is of 2 lane configurations. The works on NHs, including those for development of NHs to minimum 2 lane NH standards, are, accordingly, taken up depending upon *inter-se* priority, traffic density and availability of funds.

The Ministry has taken up development of NHs/roads under various phases of National Highways Development Project (NHDP), Special Accelerated Road Development Programme for the North East Region (SARDP-NE) including Arunachal Pradesh Package of Roads, Special Programme for Development of Roads in the Left Wing Extremism (LWE) affected areas, Externally Aided Projects (EAP), National Highways (Original) [NH (O)] scheme, etc. Various phases of NHDP envisaged development of NHs to 4/6 lane and 2 lane NH standards, development of expressways, etc. Development of most of the roads/ NHs under other schemes envisages their upgradation to 2 lane NH standards.

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† Original notice of the question was received in Hindi.

During 2017-18, progress achieved towards development of NHs to 2 lane and 4 or more lane NH standards were about 4,898 km. and 2,516 km. respectively.

The Ministry had taken up detailed review of NHs network with a view to develop the road connectivity to Border areas, development of Coastal roads including road connectivity for Non-Major ports, improvement in the efficiency of National Corridors, development of Economic Corridors, Inter Corridors and Feeder Routes along with integration with Sagarmala, etc., under “Bharatmala Pariyojana”. Under this proposal, the Ministry has identified stretches for development of about 26,200 km. length of Economic Corridors, 8,000 km. of Inter Corridors, 7,500 km. of Feeder Routes, 5,300 km. Border and International connectivity roads, 4,100 km. Coastal and Port connectivity roads, 1,900 km. Expressways, National Corridor Efficiency improvement by development of ring roads around 28 cities, decongestion of about 125 choke points and 66 congestion points, development of 35 nos. of Multimodal Logistics Parks.

The Cabinet Committee on Economic Affairs (CCEA) has approved the proposal for investment approval for Phase-I of “Bharatmala Pariyojana” during its meeting held on 24.10.2017. “Bharatmala Pariyojana” Phase-I includes development of about 9,000 km. length of Economic corridors, about 6,000 km. length of Inter-corridor and feeder roads, about 5,000 km. length of National Corridors Efficiency improvements, about 2,000 km. length of Border and International connectivity roads, about 2,000 km. length of Coastal and port connectivity roads, about 800 km. length of Expressways and balance length of about 10,000 km. of roads under NHDP. The programme is targeted for completion in 2021-2022.

The general principle for upgradation of roads under Phase-I of Bharatmala Pariyojana includes development of Economic corridors primarily to 4/6 lane NH standards, Inter-corridor and feeder roads primarily to 4 lane NH standards and Border, International connectivity roads, Coastal and Port connectivity roads primarily to 2 lane NH standards.

### ***Statement***

*State/UT-wise length of NHs and their lane-wise distribution*

(length in km.)

Sl. No.	State/UT	Less than 2-lane	2-lane	Equal to or more than 4-lane	Total Length
1	2	3	4	5	6
1.	Andhra Pradesh	814	3,618	1,993	6,425
2.	Arunachal Pradesh	1,748	766	22	2,537

1	2	3	4	5	6
3.	Assam	567	2,603	738	3,909
4.	Bihar	328	3,709	840	4,877
5.	Chandigarh	0	0	15	15
6.	Chhattisgarh	195	2,896	500	3,591
7.	Delhi	0	0	111	111
8.	Goa	42	194	57	293
9.	Gujarat	1,830	2,132	2,418	6,380
10.	Haryana	207	1,447	1,444	3,098
11.	Himachal Pradesh	961	1,609	37	2,607
12.	Jammu and Kashmir	445	1,714	225	2,384
13.	Jharkhand	179	2,198	395	2,773
14.	Karnataka	1,333	3,831	2,103	7,267
15.	Kerala	294	1,349	138	1,782
16.	Madhya Pradesh	3,613	3,403	1,756	8,772
17.	Maharashtra	10,259	3,630	3,860	17,748
18.	Manipur	275	1,444	32	1,750
19.	Meghalaya	564	534	57	1,156
20.	Mizoram	1,107	315	0	1,423
21.	Nagaland	1,460	88	0	1,548
22.	Odisha	304	4,514	910	5,727
23.	Puducherry	0	40	24	64
24.	Punjab	341	1,565	1,363	3,270
25.	Rajasthan	1,692	5,506	2,723	9,921
26.	Sikkim	167	296	0	463
27.	Tamil Nadu	1,742	2,758	2,241	6,742
28.	Telangana	1,166	1,649	980	3,795
29.	Tripura	546	308	0	854
30.	Uttar Pradesh	3,010	5,565	2,863	11,439
31.	Uttarakhand	2,180	666	103	2,949
32.	West Bengal	855	1,691	1,109	3,656

1	2	3	4	5	6
33.	Andaman and Nicobar Islands	299	32	1	332
34.	Dadar and Nagar Haveli	31	0	0	31
35.	Daman and Diu	22	0	0	22

### **MoU for improving public transport system with UK**

575. SHRIMATI AMBIKA SONI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has signed a Memorandum of Understanding (MoU) with United Kingdom for seeking help in improving overall public transport system in the country;

(b) if so, the details thereof;

(c) whether the MoU includes policy for improving passenger services and use of high capacity buses in India, if so, the details thereof;

(d) to what extent, it would help in having PPP models for operations, infrastructure and maintenance strategies; and

(e) the timeline by which the policy would be finalised in phases?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (c) Yes, Sir. An MoU has been signed between Ministry of Road Transport and Highways and Transport for London (TfL), a statutory body established under the Greater London Authority Act, 1999 (UK) to improve Public Transport in India. MoU would help mainly in sharing of information and areas of cooperation like Improving the Public Transport System with a augmentation of passenger capacity, passenger services, data analysis, induction of electric vehicles, Introduction of Technology, Ticketing and the provision of passenger information, urban transport planning and policy, institutional organisation of transport, governance and accountability arrangements, project financing, strategy, and procurement methodologies, policy development and assessment of technology strategies, operations procurement and contracting, Infrastructure maintenance strategies, Infrastructure design and delivery etc.

(d) and (e) This MoU will help in strengthening the integrated public transport for all. This will help people from all segments of the society to have access to a

quality public transport system. Further, will help in introducing innovative practices such as digital payments, standardizing the design of the buses, use of technology for demand projection and route rationalization to enhance efficiency of public transport operations

### **Construction of roads with bitumen**

†576. CH. SUKHRAM SINGH YADAV:

SHRIMATI CHHAYA VERMA:

SHRI VISHAMBHAR PRASAD NISHAD:

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

(a) whether the Ministry is planning to build roads with bitumen in place of cement-sand-concrete taking into account the environmental factor;

(b) if so, the details thereof;

(c) the category of roads which are more strong and durable, out of cement-concrete roads and bitumen roads; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (d) The mode of selection of type of pavement is decided on the basis of cost benefit analysis of rigid pavement *vis-à-vis* flexible pavement for each project during preparation of detailed project report. Considering the issues related to longer service life, fuel consumption, resistance to extreme weather conditions, saving of natural resources and maintenance etc. the rigid pavements may be more advantageous.

However, if price comparison between the rigid pavement and flexible pavement is not within an acceptable limit of 20%, the use of flexible pavements are continued.

### **Funds for the development of road infrastructure and RoBs**

577. DR. V. MAITREYAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has allocated funds for the development of road infrastructure and Road over Bridges (RoBs) in Tamil Nadu;

(b) if so, the details thereof;

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† Original notice of the question was received in Hindi.



(c) the total estimated cost of the said projects and the details of the funds to be allocated for each of the road infrastructure projects;

(d) whether Government has any time-limit for the completion of the said projects; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (e) Funds are allocated for the development and maintenance of entire National Highways network in the State. The allocation for the State of Tamil Nadu in the current Financial Year is ₹ 433.33 crore for National Highways network with the State PWD. The development and maintenance of National Highways is a continuous process.

#### **Construction of Ranchi-Jamshedpur highway**

†578. SHRI MAHESH PODDAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) when the construction work of Ranchi-Jamshedpur highway commenced and initial estimated cost thereof;

(b) the current status of construction of the said stretch and the dates on which estimate with regard to the above said road was revised including the amount, the details thereof; and

(c) whether concerned officers/contractors have been brought to book for unnecessary delay in construction of highway, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) The work for Ranchi-Jamshedpur Highway was awarded on BOT Annuity mode in April, 2011 with project cost of about ₹ 1480 crore and the construction started in December, 2012. Currently, the physical progress of the work is 50 %.

(c) The work has been delayed due to delay in land acquisition, forest clearance and poor performance of the concessionaire. Cure period notice has been issued to the concessionaire. Further, the progress of work is being also monitored by Hon'ble High Court of Jharkhand at Ranchi.

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† Original notice of the question was received in Hindi.

**Disaster at under construction flyover in Varanasi**

†579. SHRI P. L. PUNIA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the name of authority found guilty of the disaster at under construction flyover in Varanasi;

(b) whether Government has paid compensation to the dependents of the deceased of this disaster;

(c) whether Government has taken any action against the contractor engaged in construction of the flyover; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (d) Ministry of Road Transport and Highways is primarily responsible for the development and maintenance of National Highways in the country. The said flyover in Varanasi is not on a National Highway and comes under the purview of State Government of Uttar Pradesh.

**Ring Roads in the country**

580. SHRI BHUBANESWAR KALITA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is planning to build Ring Roads in major cities of the country and Guwahati in particular;

(b) if so, the details thereof together with financial allocations made for the purpose; and

(c) whether Government have identified the cities for building Ring Roads and if so, name of the cities particularly in Assam and other North Eastern States?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (c) Under the Bharatmala Pariyojana Phase-I, 28 nos. Ring Roads, 125 nos. Choke Points and 66 nos. Congestion Points have been identified in the entire country including Guwahati where intervention has been planned. A total budget outlay of ₹ 5,35,000 crore has been earmarked for Bharatmala Pariyojana Phase-I proposed to be executed over a period of five years

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† Original notice of the question was received in Hindi.

i.e. from 2017-18 to 2021-22. The other major cities where intervention has been planned under this scheme in the North-East Region are Imphal, Silchar, Shillong, Dibrugarh, Dimapur and Aizawl.

### Greenfield road networks

581. SHRI T. RATHINAVEL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government has identified at least five greenfield road networks connecting major industrial and manufacturing hubs;

(b) if so, the details thereof;

(c) whether it is also a fact that these stretches will reduce the existing distance travelled by upto 200 km.; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) Yes, Sir. Based on the traffic studies and to enable efficient freight movement from the industrial centers to the consumption centres as well as to the ports, new greenfield routes *i.e.* (i) Gurugram (Sohna)-Vadodara via Sohna-Kota-Godhra (ii) Sangaria- Sanchore-Santalpur *Via*. Bikaner (iii) Ismailabad (Pehowa)-Charkhi Dadri-Narnaul (iv) Chennai-Salem and (v) Chittoor-Thatchur corridors have been identified for connecting major industrial and manufacturing hubs.

(c) and (d) Yes, Sir. These green field stretches are expected to reduce the existing length by about 500 km as detailed below:—

Sl. Corridor No.	Length of existing NH route (km)	Length of green field corridor (km)	Reduction in length (km)
1. Gurugram (Sohna)-Vadodara	1003	843	160
2. Sangaria- Sanchore-Santalpur	930	760	170
3. Ismailabad (Pehowa)-Charkhi Dadri-Narnaul	265	230	35
4. Chennai-Salem	345	277	68
5. Chittoor-Thatchur	190	126	64

**Financial crunch for NHDP**

582. DR. KANWAR DEEP SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that NHAI is facing financial crunch to fund its National Highway Development Projects (NHDPs) in various stages;
- (b) if so, extent of shortage and overall requirement;
- (c) the sources of funds for undertaking NHDPs;
- (d) the problems being faced in this regard; and
- (e) the measure taken to overcome these?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) No Sir.

(c) to (e) In addition to the budget allocation, NHAI has raised funds from the market through various bonds/loan and Toll Operate Transfer (TOT) route.

**Speed limit on urban roads**

583. SHRI K. R. ARJUNAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that Government has approved a maximum speed limit on urban roads at 70 kmph for cars, 60 kmph for cargo carriers and 50 kmph for two wheelers;
- (b) if so, the details thereof;
- (c) whether it is also a fact that the State Governments or local authorities can specify reduced speed limits for each category considering the safety of other road users; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) The Government has notified S.O. 1522 (E) dated 6th April, 2018 regarding maximum speed limit for different class of motor vehicles in kilometres per hour on roads in India wherein the maximum speed limit has been fixed for cars as 70 kmph, for cargo carriers as 60 kmph and for motor cycles as 60 kmph on urban roads.

(c) and (d) As per the sub-section (2) of section 112 of the Motor Vehicles Act, 1988, the State Government or any authority authorised in this behalf by the State Government may, if satisfied that it is necessary to restrict the speed of motor vehicles in the interest of public safety or convenience or because of the nature of any road or bridge, by notification in the Official Gazette, and by causing appropriate traffic signs to be placed or erected under section 116 at suitable places, fix such maximum speed limits or minimum speed limits as it thinks fit for motor vehicles or any specified class or description of motor vehicles or for motor vehicles to which a trailer is attached, either generally or in a particular area or on a particular road or roads.

**Driver training institute and Vehicle Inspection and Certification centre**

†584. SHRI AMAR SHANKAR SABLE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has implemented any scheme to open Model Driving Training Institute and Vehicle Inspection and Certification centre in various States;

(b) if so, the amount provided to various States including Maharashtra during the last three years for this purpose; and

(c) the purposes for which above amount has been used, and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) Yes Sir, Inspection and Certification (I & C) Centres and Institute of Driver Training and Research (IDTR) are two schemes being implemented by the Ministry of Road Transport and Highways.

(b) and (c) The Government is implementing the Scheme for setting up of Inspection and Certification Centres and setting up of Institute of Driver Training and Research. Funds are provided to the States/UTs for setting up such centre. So far, the Ministry has sanctioned 19 Inspection and Certification Centre for setting up one each in 19 States/UTs. Also 29 Model Driving Training Institute (IDTR) have been sanctioned in the country. The amount as provided to various States/Executing Agency is given in the Statement (*See below*). In last 3 years 10 I&C Centres have been sanctioned in various States. Also 8 IDTRs have been sanctioned in last 3 years. The list of such centres and amount is given in the above Statement.

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† Original notice of the question was received in Hindi.

**Statement***A. Fund released under the scheme for setting up of inspection and certification centres*

Sl. No.	Name of the State/location	Total sanction Amount (₹ in lakhs)	Fund released so far (₹ in lakh)
1.	Kolkata, West Bengal	1440	106.00
2.	Cuttak, Odhisha	1440	108.00
3..	Raipur, Chhattisgarh	1440	50.00
4.	Eddappal, Kerala	1575	110.00
5.	Punjab	1440	110.00
6.	Jammu and Kashmir	1440	50.00
7.	Nagaland	1440	300.00
8.	Puducherry	1575 (1440)	150.00
9.	South Himen, Mizoram	1550 (1440)	110.00
10.	Sarmasa, Ranipool, Gangtok, Sikkim	1440	110.00

*B. Fund released under the scheme for setting up of institute of driver training and research*

Sl. No.	Name of the State	Central assistance/Date of sanction/ completion period (₹ in crore)	Amount released (₹ in lakh)
1.	Andhra Pradesh	16.345 19.02.2016	150.00
2.	Chhattisgarh	17.00 04.08.2015	150.00
3.	Telangana	16.48 28.12.2015	150.00
4.	Maharashtra Latur	16.9462	1150.00
5.	Manipur	13.00 (approx)	120.00
6.	Jammu and Kashmir	17.00	150.00
7.	Jharkhand	18.56	150.00
8.	Sikkim	18.55	150.00

**Steps for reduction of road accident**

†585. SHRI AMAR SHANKAR SABLE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has set a target to reduce the number of fatalities in road accidents to half by the year 2020;

(b) if so, the details of the steps being taken by Government thereof;

(c) the details of financial assistance provided by Government to the States for procuring ambulances and breath analyzer machines; and

(d) if so, the details thereof and the amount of financial assistance given during the last three years; Statewise, including Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) Yes Sir, The second global high-level conference on Road Safety was organized on 18-19th November, 2015 in Brasilia. India also participated in the conference. In the conference, it was agreed to halve the number of global deaths and injured from road traffic accidents by 2020.

Ministry has taken a number of steps including long terms strategy to prevent road accidents and road accident fatalities as per details mentioned under:—

- (1) 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.
- (2) The Government has constituted the National Road Safety Council as the apex body to take policy decisions in matters of road safety.
- (3) The Ministry has constituted Group of Ministers of State Transport Ministers to examine the best practices of Transport and suggest issues to improve road safety.
- (4) Based on the recommendation of Group of Minister, the Ministry introduced Motor Vehicle (Amendment) Bill 2017 covering entire gamut of road safety.
- (5) The Bill contains the provision of creation of Motor Vehicle Accident Fund, implementation of Cashless Treatment Scheme during Golden Hour, setting up of a dedicated agency for road safety viz. National Road Safety and

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† Original notice of the question was received in Hindi.

Traffic Management Board (NRSTMB), enhancement of penalty for traffic rule violations, etc. which have direct impact on road safety.

- (6) 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.
- (7) Road safety has been made an integral part of road design at planning stage.
- (8) Road Safety Audit of selected stretches of National Highways has been taken up.
- (9) 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.
- (10) Setting up of model driving training institutes in States and refresher training to drivers of Heavy Motor Vehicle in the unorganized sector.
- (11) Advocacy/Publicity campaign on road safety through the electronic and print media.
- (12) Tightening of safety standards for vehicles like Seat Belts, anti-lock braking system etc.
- (13) High priority has been accorded to identification and rectification of black spots (accident prone spots) on national highways.
- (14) Guidelines for identification and rectification of black spots, carrying out road safety audits and preparation of road safety improvement proposals on NHs and also guidelines on implementation of road safety engineering measures on state roads under Central Road Fund (CRF) have been issued.
- (15) 789 black spots based on fatalities in 2011, 2012, 2013 and 2014 calendars years have been identified. So far 189 spots have already been rectified. Rectification measures at 256 spots have been sanctioned which are in various stages of implementation. 138 spots are on State Government roads/ with other agencies. The balance 206 spots would be taken separately or would be rectified as part of ongoing projects.
- (16) As a measure of supplementing the efforts of States/UTs for minimizing the accident potential at the identified locations/stretchers through engineering improvement on state roads, Ministry of Road Transport and Highways had taken a decision to sanction road safety works on state roads with an earmarked allocation of 10% of funds allocated to the state roads under Central Road Fund.



- (17) Ministry has delegated powers to Regional Officers of MoRTH for technical approval to the detailed estimates for rectification of identified Road Accident black spots for expediting the rectification process to ensure safety of road users.
- (18) Ministry had issued guidelines *vide* O.M. dated 14.1.2016 for taking up of Road Safety Audits on National Highways either as part of EPC/BOT projects or as stand-alone Road Safety Audits.
- (19) Guidelines for pedestrian facilities on National Highways for persons with disabilities have also been issued to all States/UTs.
- (20) In order to ensure safe and smooth flow of traffic, Ministry of Road Transport and Highways has envisaged a plan for replacement of all the Level Crossing on National Highways by ROBs/RUBs and replacement/widening/strengthening of weak and narrow bridges under a scheme Setu Bhartam. Under this programme, construction of 208 Level Crossings at an estimated cost of ₹ 20,800 crore are included.
- (21) Two National Level Workshops and several Regional Training workshops in 11 states have been organized on Road Safety Engineering.
- (22) A Certification Course for Road Safety Auditors has been commenced in Indian Academy of Highway Engineers (IAHE) and 42 Auditors are certified.
- (23) Ministry of Road Transport and Highways has constituted a District Road Safety Committee in each district of the country to promote awareness amongst road users under the chairmanship of Hon'ble Member of Parliament (Lok Sabha) from the district.
- (24) During 2017-18, NHAI has conducted the "Free Eye Check-up" campaign at 50 selected Toll-Plazas in order to reduce the no. of accidents involving Multi Axle Vehicles/Trucks and distributed free glasses to the Truck Drivers having poor vision.

(c) and (d) The details of financial assistance provided by the Government to State/UTs for procurement of breath analyzers during last three years are given in the Statement.

**Statement***A. Funds provided to the State Governments under NHARSS for procurement of Basic Life Sport Ambulances (BLSA) during the year 2015-16*

Sl. No.	State/UT	No. of BLSA allotted	Total cost of BLSA @ ₹ 11 lakhs per ambulance	Amount transferred (i.e. 90% of the total cost of BLSA on 31.03.2016 (₹))	Balance 10% Amount transferred (₹)
1.	Jammu and Kashmir	136	14,96,00,000/-	13,46,40,000/-	Not yet released
2.	Sikkim	31	03,41,00,000/-	03,06,90,000/-	34,10,000/-
3.	Mizoram	05	55,00,000/-	49,50,000/-	4,11,260/-
TOTAL		172	18,92,00,000/-	17,02,80,000/-	

*B. Statement of financial assistance to State Governments for purchase of Breath Analyzers*

Sl. No.	State/UT	No. of Breath Analyzer allotted	Total cost of 100 Breath Analyzer i.e.@ ₹ 31,272/- (₹)	Amount transferred (i.e. 90% of the total cost through RTGS (₹))
1	2	3	4	5

**2015-16**

1.	Jammu and Kashmir	100	31,27,200/-	28,14,480/-
2.	Sikkim	100	31,27,200/-	28,14,480/-
3.	Punjab	100	31,27,200/-	28,14,480/-
4.	West Bengal	100	31,27,200/-	28,14,480/-
TOTAL		400	1,25,08,800/-	1,12,57,920/-

**2016-17**

1.	Mizoram Transport Department	50	15,63,600/-	14,07,240/-
2.	Uttarakhand Police Department	50	15,63,600/-	14,07,240/-
3.	Andman and Nicobar Islands Transport Department	12	3,75,264/-	3,37,738/-
4.	Tripura Police Department	54	16,88,688/-	15,19,819/-
5.	Manipur Police Department	50	15,63,600/-	14,07,240/-

1	2	3	4	5
6.	Meghalaya Police Department	50	15,63,600/-	14,07,240/-
	TOTAL	266	83,18,352/-	74,86,517/-

#### **Waiving off toll tax**

586. DR. BANDA PRAKASH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government plans to waive off toll tax at national highways;

(b) whether the National Highways Authority of India (NHAI) has set up a special cell to attract domestic and global investments to finance the mega road building programme;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

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

(b) and (c) Yes, Sir. National Highways Authority of India (NHAI) has created National Highways Investment Promotion Cell for attracting domestic and foreign investment for Highway Project.

(d) Does not arise.

#### **Vehicle scrapping policy**

587. SHRI A. K. SELVARAJ: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether according to various researches and studies, pre-BS-I commercial vehicles emit pollutants 25 times more than BS-IV vehicles;

(b) whether it is a fact that Government is considering some tax relief to those who scrap their vehicle and buy a new one against it;

(c) whether it is also a fact that the vehicle manufacturers would be asked to provide some discounts to buyers who scrap their old vehicles and buy new one; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) Yes Sir.

(b) to (d) No final decision has been taken in this regard.

**Funds for highway work in West Bengal**

588. SHRI RITABRATA BANERJEE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the Chief Minister of West Bengal has written a letter to Union Minister for Road Transport and Highways and Shipping raising the issue of inadequate allotment of fund for National Highway works in Bengal;

(b) if so, whether Government will accept the demand and allot additional funds for Bengal;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

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

(b) to (d) Development and maintenance of National Highway is a continuous process. The works for development and maintenance of National Highways including those in the State of West Bengal are accordingly taken up from time to time as per traffic density, *inter-se* priority and availability of funds. Ministry has allocated funds of ₹ 910 crore for construction of National Highways through State PWD during 2018-19 based on projected expenditure.

**Policy initiatives for achievement of the Ministry's objectives**

589. DR. VINAY P. SAHASRABUDDHE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has taken any new and specific policy initiative after June, 2014 to achieve the objectives of the Ministry;

(b) if so, the details of these initiatives and the overall impact of these initiatives; and

(c) whether Government has introduced any major administrative reforms specifically to achieve the objectives of the Ministry in its functioning after May, 2014 and if so, the details thereof and their impact?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (c) Yes, Sir. Government

has made sustained and focussed efforts to identify issues affecting the road sector and addressing the bottlenecks through appropriate policy interventions after June, 2014 to achieve the objectives of the Ministry. The major policy initiative since June 2014 are as follows:—

1. Process streamlining which facilitated growth of the sector are as under:—
  - (i) Mode of delivery – MoRTH empowered to decide on mode of delivery of projects.
  - (ii) Increased threshold for project appraisal and approval – MoRTH has been authorized to appraise and approve projects up to ₹ 1000 crore (earlier ₹ 500 crore). Further delegation of powers after approval of Bharatmala Phase I in Oct. 2017.
  - (iii) Enhanced Inter-Ministerial coordination – Group of Infrastructure created under Chairmanship of Hon'ble Minister (RTH, S, WR &GR) to resolve inter-ministerial issues. Most issues resolved. Last meeting was held on 30.01.2018.
  - (iv) Innovative project implementation models viz. Hybrid Annuity Model (HAM), Toll – Operate – Transfer (TOT), etc. developed and put to use.
  - (v) Languishing Projects revived - 73 projects of length around 8,310 km. revived through policy interventions like:—
    - (a) 100% equity divestment two years after start of operations –private developers allowed to take out their entire equity from all operational BOT projects two years from start of operations.
    - (b) Premium deferment in stressed projects – allows rescheduling of premium committed by concessionaires during bid stage.
    - (c) Rationalized compensation to concessionaires for languishing NH projects in BOT mode for delays not attributable to concessionaires—allows extension of concession period for BOT (Toll) projects keeping original operation period unchanged. For BOT (Annuity) projects, payment of missed annuities corresponding to actual delay allowed.
    - (d) One-time fund infusion – allows physical completion of languishing BOT projects that have achieved at least 50% physical progress, through one-time fund infusion by NHAI.
  - (vi) Proactive steps taken to accelerate Land Acquisition (LA): Single CALA account set up at NHAI to aggregate disbursed compensation funds and maximize interest savings. NHAI ROs empowered to expeditiously approve

land compensation. The Ministry with the help of National Informatics Centre has developed a Web Portal – BhoomiRashi, to digitize the entire process of land acquisition. LA process has been expedited significantly through this initiative.

Further, the Ministry issued comprehensive guidelines dated 28.12.2017 on Land Acquisition for NHs to simplify the complex issues of Land Acquisition *viz.* applicability of certain provisions of RFCTLARR Act 2013 on NH Act 1956, date of determination of market value of land, issue of multiplication factor, bulk acquisition through consent of land owners etc.

2. PMIS (Project Monitoring Information System) developed – 2000+ projects are getting monitored on real time basis.
3. Sound DPRs and effective pre-project preparation.
4. Electronic Toll Collection (ETC) – encouraged to minimize toll collection time and reduce pilferage in toll collection on NHs. Enabling facilities for ETC being put proactively in all toll plazas. Out of 424 toll plazas in the country, ETC has been implemented in at least 382 plazas. 16.57 lakh FASTags have been sold so far and average daily toll collection through ETC has reached ₹ 12.62 crore (21 % of total toll revenue).
5. National Highways Fees (determination of rates and collection) Rules 2008 has been amended from time to time to rationalize user fee collection and facilitate the convenience of road users. The details are as under:–
  - (i) Facilitating electronic toll collection through FASTag.
  - (ii) Measures have been taken to the deter the practice of overloading.
  - (iii) Streamlining of the Maximum Gross Vehicle Weight (GVW) criteria for convenience of road users.
  - (iv) Extending exemption from payment of user fees to vehicles specially constructed for use of person suffering from physical disability.
  - (v) Facilitating less-cash economy by enabling user fee payment through Prepaid payment instruments.
  - (vi) Exempting combined harvesters from payment of user fees.
  - (vii) Further streamlining Electronic user fees collection.
6. Transport Sector initiatives:–
  - (i) Motor Vehicle Amendment Act: The Motor Vehicle Amendment Bill passed by Lok Sabha on 10.04.2017. Pending with Rajya Sabha.

- (ii) All RTOs in 36 States/Union Territories have been connected through IT network to issue Vehicle Registration Certificates (VAHAN) and Driving Licenses (SARTHI).
  - (iii) District Road Safety Committees constituted in each district of the country under the Hon'ble MP from the district to promote safety awareness.
  - (iv) New scheme for setting up of Driver Training Centres launched. One-time financial assistance up to 50% of project cost subject to, a maximum of ₹ 1.00 crore shall be provided.
7. Regional Connectivity and international co-operation initiatives as under:—
- (i) Bangladesh, Bhutan, India and Nepal (BBIN) Motor Vehicles Agreement (MVA) in advanced stage
  - (ii) India-Myanmar-Thailand (IMT) MVA is under consideration
  - (iii) IMT Trilateral Highway is under implementation
  - (iv) South Asian Sub-Regional Economic Cooperation (SASEC) Connectivity Investment Projects
8. Signature Projects completed in the highways sector. The names of projects are as under:—
- (i) 2-laned 9 km long tunnel on Chenani-Nashri section of NH-1A
  - (ii) Dholu Sadia Bridge
  - (iii) Narmada Bridge
  - (iv) New Brahmaputra Bridge
  - (v) Eastern Peripheral Expressway

### **Road accidents in the country**

590. SHRI HUSAIN DALWAI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details on number of road accidents, lives lost and people injured due to presence of potholes during the last three years, State-wise and year-wise;

(b) the details of budgetary allocation for repair and maintenance of National Highways during last three years, Statewise and year-wise;

(c) whether Ministry has facilitated a central platform for citizens to report potholes;

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

(e) whether measures have been taken by the Ministry to hold civic authorities accountable for faulty road design and engineering and poor maintenance of roads; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) As per the reports received from the police department of all States/UTs during last three calendar years i.e. 2015, 2016 and 2017, the compiled data of persons killed due to potholes in road accidents is given in the Statement-I (*See* below).

The total number of persons killed due to potholes in road accidents during the calendar years *i.e.* 2015, 2016 and 2017 are given at below:—

Years	Road Accidents	Persons Killed	Persons Injured
2015	10876	3416	10065
2016	6024	2324	6310
2017	9423	3597	8792

(b) Budgetary allocation for repair and maintenance of National Highways in last three years and current years up to June, 2018 is as at Statement-II.

(c) to (f) The Government has mandated Road Safety Audit at each stage of the Highway project to provide safer transportation to road users. This Road Safety Audit is being done by Independent Road Safety Auditor at every stage and the finding of which are being complied by the concessionaire/Contractor of the project. Beside this Ministry and National Highways Authority of India (NHAI) have its own websites which may accessed for any grievances .

An Independent Engineer/Authority Engineer appointed by NHAI and the concerned Project Directors of NHAI inspect the project highways under their respective jurisdictions and take suitable short term and long term measures through the Concessionaires/contractors/O&M Agencies to ensure that the roads are pothole free. In order to make the National Highway stretches pothole free, routine maintenance activities are carried out through the Concessionaires/Contractors/O&M Agencies.



**Statement-I**

*Accidents, persons killed and Injured due to potholes during  
the calendar year 2015 to 2017*

Sl. No	States/UTs	Number of Accidents	Persons Killed	Persons Injured
1	2	3	4	5
<b>2015</b>				
1.	Andhra Pradesh	279	103	396
2.	Arunachal Pradesh	34	17	40
3.	Assam	24	12	33
4.	Bihar	402	228	308
5.	Chhattisgarh	257	97	229
6.	Goa	17	1	3
7.	Gujarat	584	167	549
8.	Haryana	25	9	19
9.	Himachal Pradesh	0	0	0
10.	Jammu and Kashmir	48	14	62
11.	Jharkhand	49	21	43
12.	Karnataka	182	38	176
13.	Kerala	531	53	592
14.	Madhya Pradesh	3070	420	2810
15.	Maharashtra	1867	812	1694
16.	Manipur	31	4	59
17.	Meghalaya	0	0	0
18.	Mizoram	0	0	0
19.	Nagaland	0	0	0
20.	Odisha	69	24	92
21.	Punjab	246	177	208
22.	Rajasthan	319	108	308
23.	Sikkim	0	0	0
24.	Tamil Nadu	1112	120	1236
25.	Telangana	138	59	130

1	2	3	4	5
26.	Tripura	0	0	0
27.	Uttarakhand	0	0	0
28.	Uttar Pradesh	1196	679	656
29.	West Bengal	362	251	410
30.	Andaman and Nicobar Islands	0	0	0
31.	Chandigarh	NR	NR	NR
32.	Dadra and Nagar Haveli	0	0	0
33.	Daman and Diu	0	0	0
34.	Delhi	14	2	12
35.	Lakshadweep	0	0	0
36.	Puducherry	20	0	0
TOTAL		10876	3416	10065

**2016**

1.	Andhra Pradesh	280	131	292
2.	Arunachal Pradesh	0	0	0
3.	Assam	43	8	52
4.	Bihar	200	119	177
5.	Chhattisgarh	28	6	26
6.	Goa	1	0	3
7.	Gujarat	306	120	359
8.	Haryana	0	0	0
9.	Himachal Pradesh	0	0	0
10.	Jammu and Kashmir	8	0	6
11.	Jharkhand	200	127	211
12.	Karnataka	185	37	252
13.	Kerala	536	54	597
14.	Madhya Pradesh	609	81	749
15.	Maharashtra	1064	329	790
16.	Manipur	20	2	35
17.	Meghalaya	0	0	0

1	2	3	4	5
18.	Mizoram	1	1	0
19.	Nagaland	0	0	0
20.	Odisha	226	208	397
21.	Punjab	22	11	32
22.	Rajasthan	282	106	302
23.	Sikkim	0	0	0
24.	Tamil Nadu	621	130	717
25.	Telangana	4	3	5
26.	Tripura	0	0	0
27.	Uttarakhand	28	13	14
28.	Uttar Pradesh	1436	714	1086
29.	West Bengal	319	122	201
30.	Andaman and Nicobar Islands	5	0	7
31.	Chandigarh	0	0	0
32.	Dadra and Nagar Haveli	0	2	0
33.	Daman and Diu	0	0	0
34.	Delhi	0	0	0
35.	Lakshadweep	0	0	0
36.	Puducherry	0	0	0
TOTAL		6424	2324	6310

**2017**

1.	Andhra Pradesh	288	108	316
2.	Arunachal Pradesh	12	7	31
3.	Assam	196	53	186
4.	Bihar	208	116	160
5.	Chhattisgarh	76	31	58
6.	Goa	0	0	0
7.	Gujarat	552	228	545
8.	Haryana	465	522	490
9.	Himachal Pradesh	19	10	19

1	2	3	4	5
10.	Jammu and Kashmir	0	0	0
11.	Jharkhand	118	64	94
12.	Karnataka	178	47	223
13.	Kerala	522	52	779
14.	Madhya Pradesh	1012	141	1018
15.	Maharashtra	2370	726	2213
16.	Manipur	3	0	5
17.	Meghalaya	12	5	6
18.	Mizoram	0	0	0
19.	Nagaland	61	3	27
20.	Odisha	150	73	160
21.	Punjab	334	162	185
22.	Rajasthan	93	37	81
23.	Sikkim	0	0	0
24.	Tamil Nadu	627	173	669
25.	Telangana	33	5	38
26.	Tripura	0	0	0
27.	Uttarakhand	48	27	15
28.	Uttar Pradesh	1986	987	1419
29.	West Bengal	17	10	13
30.	Andaman and Nicobar Islands	0	0	0
31.	Chandigarh	4	2	4
32.	Dadra and Nagar Haveli	0	0	0
33.	Daman and Diu	0	0	0
34.	Delhi	39	8	38
35.	Lakshadweep	0	0	0
36.	Puducherry	0	0	0
TOTAL		9423	3597	8792

**Statement-II***Allocation for repair and maintenance of national highways in last three years.**Allocation under M&R for last 3 years State-wise*

Sl. No.	States/UTs/Agency	2015-16	2016-17	2017-18
1	2	3	4	5
1.	Andhra Pradesh	143.41	129.87	83.52
2.	Arunachal Pradesh	31.16	36.63	42.67
3.	Assam	88.50	136.50	122.63
4.	Bihar	108.50	104.77	121.68
5.	Chhattisgarh	66.03	51.00	28.17
6.	Goa	32.31	34.13	21.60
7.	Gujarat	146.37	121.69	65.19
8.	Haryana	57.33	56.31	40.38
9.	Himachal Pradesh	64.42	94.85	79.02
10.	Jammu and Kashmir	9.52	10.34	12.95
11.	Jharkhand	100.50	91.26	65.48
12.	Karnataka	117.96	204.53	126.78
13.	Kerala	71.72	115.46	113.99
14.	Madhya Pradesh	22.27	24.35	75.37
15.	Maharashtra	225.30	319.23	225.75
16.	Manipur	31.00	27.86	23.06
17.	Meghalaya	40.80	57.83	107.60
18.	Mizoram	36.67	64.51	125.93
19.	Nagaland	44.93	47.77	55.32
20.	Odisha	63.92	88.39	34.81
21.	Punjab	87.67	78.00	38.00
22.	Rajasthan	104.38	64.91	69.78
23.	Sikkim	0.00	1.99	4.13
24.	Tamil Nadu	157.66	156.66	74.39
25.	Telangana	118.18	117.15	54.36
26.	Tripura	6.09	52.78	40.65

1	2	3	4	5
27.	Uttar Pradesh	229.85	140.27	88.53
28.	Uttarakhand	75.03	52.67	31.98
29.	West Bengal	91.32	93.47	60.78
30.	Andaman and Nicobar Islands	1.29	0.00	0.00
31.	Chandigarh	2.17	1.49	1.26
32.	Dadra and Nagar Haveli	0.12	0.00	0.11
33.	Daman and Diu	0.08	0.00	0.07
34.	Delhi	0.62	0.00	0.98
35.	Puducherry	3.41	1.21	1.14
SUB TOTAL (STATES/UTs)		2,380.49	2,577.88	2,038.06
36.	National Highways Authority of India (NHAI)*	100.00	100.00	575.00
37.	National Highways and Infrastructure Development Corporation Ltd. (NHIDCL)*	50.00	52.00	125.00
38.	Border Roads Organization (BRO)*	140.00	115.00	135.00
39.	Traffic Census			
40.	Bridge Management System	3.68	1.80	2.69
41.	Swachhata Activities along NH			91.00
42.	BRO-for Jammu and Kashmir Disaster			
43.	M&E- Non Plan			
44.	Additonal allocation for PR	22.64		
45.	Reserve	1.59		
SUB-TOTAL (AGENCIES/OTHERS)		317.91	268.80	928.69
GRAND TOTAL		2,698.40	2,846.68	2,966.75

### Hike in wages of labourers of MGNREGA

591. DR. SANJAY SINH: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Government proposes to hike wages of labourers of Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) as per the present consumer price index;

(b) if so, the details of the proposal with consultation report from the Finance Ministry therein; and

(c) if not, the reasons behind not hiking the wages accordingly?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) to (c) A Committee under the chairpersonship of former Additional Secretary, Ministry of Rural Development was constituted to study among other things the appropriate index for revising MGNREGA wages. The Committee recommended using Consumer Price Index-Rural instead of the existing CPI-AL for revising MGNREGA Wages every year. The Committee also recommended use of annual average instead of the existing practice of using December month index only. Presently, the recommendations of the Committee are under examination in consultation with the Ministry of Finance.

#### **Rural road connectivity in the country**

592. SHRI D. KUPENDRA REDDY: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Government has set any targets for rural road connectivity in the country;

(b) if so, the details thereof, along with the targets set and achieved during the last three years and the current year under various schemes for rural road connectivity; and

(c) the steps taken/being taken by the Central Government to speed up rural road connectivity in the remaining areas of the country?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) and (b) 'Rural Roads' is a State Subject and Pradhan Mantri Gram Sadak Yojana (PMGSY) is a one-time special intervention of the Union Government to provide rural connectivity, by way of single all-weather road, to the eligible unconnected habitations in the core network. PMGSY is executed through State Governments.

The annual targets fixed and the achievements made during the last three years and the current year is as follows:—

(Length in Km.)

Year	Annual Target	Achievement
2015-16	33,649	35,154.006
2016-17	48,812	47,446.838
2017-18	51,000	48,746.310
2018-19	61,000	6,052.322
(as on 19.07.2018)		

(c) The Government of India has taken a decision to accelerate execution of PMGSY by providing connectivity to eligible habitations as per the Core Network of PMGSY by March, 2019. In view of the above, the sanctioning of the projects has been expedited. The progress of implementation of PMGSY is regularly reviewed by way of Regional Review Meetings (RRMs), Performance Review Committee (PRC) Meetings, Pre-Empowered/Empowered Committee Meetings with the States. At District level, the District Development Coordination and Monitoring Committee (Disha) headed by Member of Parliament (LS) monitors the implementation of various schemes of Government of India including PMGSY. In addition to this, special review meetings are also held by Secretary/Additional Secretary, Ministry of Rural Development with Chief Secretaries of the States.

### **Progress of PMGSY in Odisha**

593. SHRI NARENDRA KUMAR SWAIN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Ministry would consider to relax the norms to sanction, for providing connectivity to more than 100 habitations of 18 Integrated Action Plan (IAP) districts and more than 250 habitations in 12 non IAP District of the State of Odisha, as the tribal dominated Districts cover more than 40 per cent of total population of the State; and

(b) whether the Ministry will consider sharing funds towards the cost of post five years maintenance of PMGSY roads in Odisha?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) Pradhan Mantri Gram Sadak Yojana (PMGSY) is a one-time special intervention of Government of India to provide rural connectivity, by way of a single all-weather road, to the eligible unconnected habitations in the core network with a population of 500 persons and above in plain areas and 250 persons and above in Special Category States (Arunachal Pradesh, Assam, Manipur,



Meghalaya, Mizoram, Nagaland, Sikkim, Tripura, Himachal Pradesh, Jammu and Kashmir and Uttarakhand), the Desert Areas (as identified in the District Development Programme), the Tribal (Schedule V) areas and Selected Tribal and Backward districts as identified by the Ministry of Home Affairs/NITI Aayog on the basis of census, 2001. In the critical Left Wing Extremism (LWE) affected blocks (as identified by MHA), additional relaxation has been given to connect habitations with population of 100 persons and above. In case of Odisha, the population relaxation for the most intensive LWE areas is already extended to 2 districts, namely Malkangiri and Koraput.

Further, the Government has launched Road Connectivity Project for Left Wing Extremism affected Areas (RCPLWEA) as a vertical under PMGSY to provide an all-weather road connectivity with necessary culverts and cross-drainage structures in 44 districts (35 are worst LWE affected districts and 09 are adjoining districts), which are critical from security and communication point of view. Under the project, 24 roads identified by MHA measuring 375 Km length are allocated for the State of Odisha.

(b) Maintenance of roads constructed under the programme is the responsibility of the State Governments and all road works are covered by initial five year maintenance contracts to be entered into along with the construction contract, with the same contractor, as per the Standard Bidding Document. Maintenance funds are provided by the State Government. Maintenance of roads beyond 5 years is also done by the State Government.

Since 2016-17, financial incentives were given to top performing States, which show higher achievement in the year on the basis of set parameters to be used by the States specifically for periodic maintenance of roads. The State of Odisha was given financial incentives during the years 2016-17 and 2017-18 as given below:—

Year	Incentive sanctioned (₹ in crore)
2016-17	175.67
2017-18	109.61

### **Progress of SAGY**

594. DR. L. HANUMANTHAIK: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether it is a fact that Government has formulated Saansad Adarsh Gram Yojana (SAGY) in the country;

- (b) if so, the objectives of the scheme;
- (c) if so, the details thereof;
- (d) the number of villages developed under the said scheme till date;
- (e) if so, the details thereof, State-wise and district-wise;
- (f) whether Government has provided any special funds to the villages selected under the said scheme;
- (g) if so, the details of the funds spent for them; and
- (h) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) to (c) Saansad Adarsh Gram Yojana (SAGY) was launched by the Hon'ble Prime Minister on 11 October, 2014 with the objective of creating 'Adarsh Grams' across the country. The scheme guidelines called upon the Hon'ble Members of Parliament to make one Gram Panchayat of their choice, a Model Village by 2016, and another two by 2019. The main objectives of SAGY are:

- Trigger processes which lead to holistic development of the identified Gram Panchayats.
- Substantially improve the standard of living and quality of life of all sections of the population through –improved basic amenities, higher productivity, enhanced human development, better livelihood opportunities, reduced disparities, access to rights and entitlements, wider social mobilization and enriched social capital.
- Generate models of local level development and effective local governance which can motivate and inspire neighbouring Gram Panchayats to learn and adapt.
- Nurture the identified Adarsh Grams as schools of local development to train other Gram Panchayats

(d) and (e) The Hon'ble Members of Parliament have identified 1,400 Gram Panchayats for development under Saansad Adarsh Gram Yojana till 17 July, 2018. The Gram Panchayats adopted under SAGY through a participatory process under the guidance of Hon'ble Members of Parliament prepared Village Development Plans (VDP) containing prioritised time-bound activities to achieve holistic progress of the village. The details regarding Village Development Plans and the number of

projects planned in each Gram Panchayat with district-wise detail are available on [saanjhi.gov.in](http://saanjhi.gov.in) and can be accessed by using the respective logins of Hon'ble MPs. The state-wise status of implementation of Village Development Plans is, however, given in the Statement (*See* below).

(f) to (h) Under the Saansad Adarsh Gram Yojana framework, the development of Gram Panchayats is envisaged through convergence and implementation of existing Government Schemes and Programmes under the administrative control of respective Ministries without allocating additional funds.

**Statement**

*State/UT-wise status of implementation of Village Development Plans by Gram Panchayats adopted under SAGY as on 17 July 2018, based on the information uploaded by the respective states on the SAGY portal ([saanjhi.gov.in](http://saanjhi.gov.in))*

Sl. No.	States/UTs	No. of GPs	No. of projects planned	No. of projects completed
1	2	3	4	5
1.	Andaman and Nicobar Islands	2	242	57
2.	Andhra Pradesh	64	1,068	335
3.	Arunachal Pradesh	7	216	28
4.	Assam	35	2,418	508
5.	Bihar	78	3,887	813
6.	Chandigarh	2	31	14
7.	Chhattisgarh	44	2,666	1,349
8.	Dadra and Nagar Haveli	1	0	0
9.	Daman and Diu	1	52	24
10.	Delhi	13	0	0
11.	Goa	5	172	80
12.	Gujarat	71	1,422	1,014
13.	Haryana	32	1,445	894
14.	Himachal Pradesh	13	1,008	347
15.	Jammu and Kashmir	14	843	349
16.	Jharkhand	50	3,806	1,186
17.	Karnataka	56	9,316	3,514

1	2	3	4	5
18.	Kerala	72	2,349	1,016
19.	Lakshadweep	1	79	4
20.	Madhya Pradesh	66	2,531	1,596
21.	Maharashtra	125	6,196	2,696
22.	Manipur	12	787	119
23.	Meghalaya	7	320	86
24.	Mizoram	5	514	304
25.	Nagaland	3	71	16
26.	Odisha	44	942	164
27.	Puducherry	2	72	17
28.	Punjab	32	778	243
29.	Rajasthan	76	3,361	1,296
30.	Sikkim	4	162	112
31.	Tamil Nadu	133	3,946	3,321
32.	Telangana	45	1,356	528
33.	Tripura	4	159	79
34.	Uttar Pradesh	259	5,743	4,525
35.	Uttarakhand	13	475	378
36.	West Bengal	9	61	0
TOTAL		1,400	58,494	27,012

### **Wages of workers under MGNREGS**

595. SHRI D. RAJA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Government is considering a proposal to link the wages of workers under Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS) to the consumer price index (Rural) instead of CPI (Agricultural Labour);

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

(c) the present wages in different States for the workers under MGNREGS and for how many average days they are provided jobs?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) and (b) A Committee under the chairpersonship of former Additional Secretary, Ministry of Rural Development was constituted to study among other things the appropriate index for revising Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) wages. The Committee recommended using Consumer Price Index-Rural instead of the existing CPI-AL for revising MGNREGA Wages every year. The Committee also recommended use of annual average instead of the existing practice of using December month index only. Presently, the recommendations of the Committee are under consideration in consultation with the Ministry of Finance.

(c) State/UT-wise prevailing minimum wage rates and number of average days of employment provided per household under MGNREGA during current FY 2018-19 (as on 18.07.2018) are given in the Statement.

**Statement**

*State/UT-wise wage rate under MGNREGA*

Sl. No.	State/Union Territory	Wage rate in ₹ per day w.e.f 1st April, 2018	Average days of employment provided per household (2018-19)*
1	2	3	4
1.	Andhra Pradesh	₹ 205.00	37
2.	Arunachal Pradesh	₹ 177.00	21
3.	Assam	₹ 189.00	19
4.	Bihar	₹ 168.00	29
5.	Chhattisgarh	₹ 174.00	36
6.	Gujarat	₹ 194.00	32
7.	Goa	₹ 254.00	15
8.	Haryana	₹ 281.00	19
9.	Himachal Pradesh	Non-scheduled Areas- ₹ 184.00 Scheduled Areas- ₹ 230.00	25
10.	Jammu and Kashmir	₹ 186.00	32
11.	Jharkhand	₹ 168.00	28
12.	Karnataka	₹ 249.00	24

1	2	3	4
13.	Kerala	₹ 271.00	15
14.	Madhya Pradesh	₹ 174.00	26
15.	Maharashtra	₹ 203.00	33
16.	Manipur	₹ 209.00	04
17.	Meghalaya	₹ 181.00	19
18.	Mizoram	₹ 194.00	32
19.	Nagaland	₹ 177.00	09
20.	Odisha	₹ 182.00	26
21.	Punjab	₹ 240.00	15
22.	Rajasthan	₹ 192.00	28
23.	Sikkim	₹ 177.00	27
24.	Tamil Nadu	₹ 224.00	12
25.	Telangana	₹ 205.00	39
26.	Tripura	₹ 177.00	10
27.	Uttar Pradesh	₹ 175.00	25
28.	Uttarakhand	₹ 175.00	24
29.	West Bengal	₹ 191.00	27
30.	Andaman and Nicobar Islands	Andaman District ₹ 250.00 Nicobar District ₹ 264.00	17
31.	Dadra and Nagar Haveli	₹ 220.00	NR
32.	Daman and Diu	₹ 197.00	NR
33.	Lakshadweep	₹ 248.00	21
34.	Puducherry	₹ 224.00	09

NR=Not Report

\*as on 18.07.2018

**Age limit of beneficiaries under IGNDPS**

596. SHRI VINAY DINU TENDULKAR: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Government is contemplating to lower the age limit of beneficiaries under Indira Gandhi National Disabled Pension Scheme (IGNDPS) from 18 to 6 years and if so, the details thereof;

(b) whether Government proposes to reduce the percentage of disability in IGNDPS from 80 to 40 per cent and if so, the details thereof; and

(c) the time, by which decisions on the above proposals are likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) to (c) No Madam, at present there is no proposal to either lower the age limit from 18 years to 6 years or to decrease the disability percentage from 80 to 40 under Indira Gandhi National Disability Pension Scheme (IGNDPS). The disability pension scheme under National Social Assistance Programme, being a welfare scheme, is targeted to extend benefits only to persons belonging to Below Poverty Line (BPL Category) as per laid down criteria in the National Social Assistance Programme (NSAP) Guidelines.

**Funds for development of villages**

597. SHRI B. K. HARIPRASAD: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether certain State Governments/Members of Parliament have requested the Central Government to provide separate funds for the development of villages in their respective States;

(b) if so, the details thereof and the action taken by the Central Government in this regard, State-wise; and

(c) State-wise data on funds utilised for the development of gram panchayats during the last three financial years, from the existing 21 schemes?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) and (b) The Ministry of Rural Development, *inter alia*, is implementing Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA), Deendayal Antyodaya Yojana – National Rural Livelihoods Mission (DAY-NRLM), Deen Dayal Upadhyay – Gramin Kaushalya Yojana (DDU-GKY), Pradhan Mantri Awaas Yojana – Gramin (PMAY-G), Pradhan Mantri Gram

Sadak Yojana (PMGSY) and National Social Assistance Programme (NSAP) to bring about overall improvement in the quality of life of the people in rural areas through employment generation, strengthening of livelihood opportunities, promoting self-employment, skilling of rural youths, provision of social assistance and other basic amenities.

Funds are allocated based on the Annual Action Plan/Labour Budget submitted by the State Governments/UT Administrations and approved by the Empowered Committee. The funds under these programmes are released to the States/UTs, as soon as it becomes due, in accordance with the programme guidelines based on their absorption capacity, status of utilization of available funds and submission of required documents in fulfilment of provisions of the guidelines related to respective programmes. Central funds are released to the State Government. Further release to district and sub-district level is made by the State Government.

(c) Under the Fourteenth Finance Commission (FFC) for the award period 2015-20, grants to the tune of ₹ 2,00,292.20 crore for the period from 2015 to 2020 are being devolved to Gram Panchayats constituted under Part IX of the Constitution, amounting to an assistance of ₹ 488 per capita per annum at an aggregate level for 26 States for delivering basic services (such as water supply, sanitation, sewerage, solid waste management, storm water drainage, maintenance of community assets, roads, footpath, street light, burial and cremation grounds etc.), technical and administrative support towards operations and maintenance, creation of reliable data base of local bodies' receipts and expenditure through audited accounts and for improvement of own source revenue of the Gram Panchayats. State-wise allocation and release of FFC Grants to the States for provision of basic services to Gram Panchayats for the last three financial years are given in the Statement.

#### ***Statement***

*State-wise allocation and release of FFC Grants to the States for provision of basic services to Gram Panchayats for the last three financial years*

(₹ in crore)

Sl. No.	States	2015-16		2016-17		2017-18	
		Allocation	Release	Allocation	Release	Allocation	Release
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	934.34	928.41	1463.45	1454.05	1686.85	1675.88
2.	Arunachal Pradesh	88.52	88.52	138.66	138.45	159.82	0.00
3.	Assam	584.80	584.80	915.98	511.10	1055.80	0.00



1	2	3	4	5	6	7	8
4.	Bihar	2269.18	2269.18	3554.23	3142.08	4096.80	3630.39
5.	Chhattisgarh	566.18	566.18	886.82	886.82	1022.18	1022.18
6.	Goa	14.44	14.44	22.62	22.62	26.07	0.00
7.	Gujarat	932.25	932.25	1460.18	1460.18	1683.08	1683.08
8.	Haryana	419.28	419.28	656.72	656.72	756.98	756.98
9.	Himachal Pradesh	195.39	195.39	306.05	306.05	352.76	312.60
10.	Jammu and Kashmir	373.96	367.72	585.73	66.79	675.15	0.00
11.	Jharkhand	652.83	652.83	1022.53	1022.53	1178.63	1044.45
12.	Karnataka	1002.85	972.36	1570.77	1547.66	1810.55	1784.26
13.	Kerala	433.76	433.76	679.40	679.39	783.12	693.96
14.	Madhya Pradesh	1463.61	1463.61	2292.46	2292.46	2642.40	2341.57
15.	Maharashtra	1623.32	1623.32	2542.61	2542.61	2930.76	2597.10
16.	Manipur	22.25	22.25	34.84	34.84	40.16	40.16
17.	Odisha	955.52	955.52	1496.64	1496.64	1725.11	1528.71
18.	Punjab	441.70	441.70	691.84	386.04	797.45	0.00
19.	Rajasthan	1471.95	1471.95	2305.52	2305.52	2657.47	2657.47
20.	Sikkim	16.03	16.04	25.11	25.11	28.95	28.95
21.	Tamil Nadu	947.65	947.65	1484.31	1484.31	1710.90	758.06
22.	Telangana	580.34	580.34	908.99	908.99	1047.75	928.47
23.	Tripura	36.24	36.24	56.76	56.76	65.43	65.43
24.	Uttar Pradesh	3862.60	3852.60	6050.02	6034.33	6973.57	6179.65
25.	Uttarakhand	203.26	203.26	318.37	318.37	366.97	325.19
26.	West Bengal	1532.21	1470.86	2399.91	2319.48	2766.26	2369.18
TOTAL		21624.46	21510.46	33870.52	32099.90	39040.97	32423.72

### Employment through RSETIs

598. SHRI B. K. HARIPRASAD: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the details of the guidelines governing the Rural Self Employment Training Institutes (RSETIs) along with the functions being performed by them;

(b) the number of persons trained and employed after training by these institutes during the said period, State-wise and UT-wise; and

(c) whether RSETIs are working together/in co-ordination with the Ministry of Skill Development, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) The RSETI Guidelines provide for establishment of at least one Rural Self Employment Training Institute (RSETI) in each district of the country by the Lead Bank of the district to train rural unemployed youth to take up self-employment as a venture. RSETI is a three-way partnership among Ministry of Rural Development, State Governments and Banks. The Government of India gives one time infrastructure support of ₹ 1 crore per RSETI, besides reimbursing the cost, of training rural poor candidates to the Sponsor Banks. The State Government provides land up to one acre free of cost or on nominal rates and the banks are responsible for day-to-day running of the RSETIs through their manpower. A few of the flagship programmes of the Government such as training LIFE MGNREGA, Financial Literacy Mission etc. are being implemented through the RSETIs.

The function of RSETI is to identify, orient, motivate and train the rural unemployed youth to become entrepreneurs/self-employed/wage employed. RSETIs impart training to rural unemployed youth in the age group of 18 to 45 years, irrespective of caste, creed, religion, and gender having aptitude to take up self-employment or wage employment. In addition to the above, handholding support is extended to the trained candidates for their settlement through active facilitation for their credit linkage with Banks.

(b) The number of persons trained and settled by RSETIs during the last three years and current year is as below:—

State	FY 2015-16		FY 2016-17		FY 2017-18		FY 2018-19 (up to 31.05.2018)	
	Trained	Settled	Trained	Settled	Trained	Settled	Trained	Settled
1	2	3	4	5	6	7	8	9
Andhra Pradesh	12769	8376	12640	9846	12465	10684	1118	851
Arunachal Pradesh	210	8	485	360	345	153	62	0
Assam	14556	9692	15057	11366	14262	11470	2221	1230
Bihar	27528	20830	30544	23701	28411	24868	3583	1727
Chhattisgarh	11486	6781	13320	8701	12651	9707	1197	863
Goa	0	0	0	0	0	0	0	0
Gujarat	26728	18156	24211	27547	22359	22231	2853	2122
Haryana	13984	9922	15126	12555	15496	11032	1685	1025

1	2	3	4	5	6	7	8	9
Himachal Pradesh	5603	4863	5765	6260	5753	4745	896	407
Jammu and Kashmir	10185	7104	7462	5960	9504	7498	1149	666
Jharkhand	20169	14106	19607	14271	17660	14585	2163	599
Karnataka	36346	19917	34539	29181	27515	26932	3446	2750
Kerala	13477	8758	14129	11453	11582	11282	1425	887
Madhya Pradesh	32337	23772	34769	26141	36179	24616	3084	1703
Maharashtra	24946	17780	26583	24147	26143	23426	3575	1083
Manipur	304	68	355	304	465	310	38	36
Meghalaya	1461	243	2244	1420	1851	1042	237	30
Mizoram	508	380	408	439	453	523	59	40
Nagaland	297	81	336	218	380	294	57	155
Odisha	25807	20663	25456	19720	22173	18931	2928	1488
Punjab	11833	7248	11861	9231	11582	10726	1105	765
Rajasthan	30728	21657	33369	29583	30641	22490	3584	1590
Sikkim	482	363	484	304	432	314	44	38
Tamil Nadu	25158	18508	26287	20359	26805	22685	1981	1754
Telangana	7493	5507	7809	5166	7145	5945	786	354
Tripura	3752	1991	3508	2248	3132	1926	202	67
UT Andaman and Nicobar Islands	299	582	365	370	497	439	24	0
UT Dadra and Nagar Haveli	731	318	763	581	606	406	21	2
UT Lakshadweep	102	50	3	0	10	0	0	0
UT Puducherry	764	516	788	567	782	859	68	55
Uttar Pradesh	53166	35073	54700	44955	54503	44330	5129	3326
Uttarakhand	6909	6022	6922	6603	7156	5299	1131	447
West Bengal	16267	11209	15248	11003	14405	10574	1437	543
TOTAL	436385	300544	445143	364560	423343	350322	47288	26603

(c) The RSETIs are working in coordination with Ministry of Skill Development and Entrepreneurship (MSDE) on issues of alignment of RSETI training modules and training costs with Common Norms of MSDE. The training modules of RSETIs are aligned with National Skill Qualification Framework (NSQF) in terms of the guidelines given on Common Norms by MSDE.

### **Funds for rural development projects and schemes in the country**

599. SHRIMATI JHARNA DAS BAIDYA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the details of the rural development programmes/schemes being implemented in various States of the country;

(b) whether Government has increased allocation of funds to the States for the purpose; and

(c) if so, the details thereof along with the amount of funds allocated to States during the last three years, project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) The Ministry of Rural Development, *inter alia*, is implementing Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA), Deendayal Antyodaya Yojana–National Rural Livelihoods Mission (DAY-NRLM), Deen Dayal Upadhyay–Gramin Kaushalya Yojana (DDU-GKY), Pradhan Mantri Awaas Yojana–Gramin (PMAY-G), Pradhan Mantri Gram Sadak Yojana (PMGSY) and National Social Assistance Programme (NSAP) to bring about overall improvement in the quality of life of the people in rural areas of the country through employment generation, strengthening of livelihood opportunities, promoting self-employment, skilling of rural youths, provision of social assistance and other basic amenities.

(b) Yes, Madam.

(c) The details of the fund allocated to the States during the last three years under major rural development programmes are given in the Statement.

#### ***Statement***

*The details of funds allocated under major rural development programmes to the States during last three years are given as below*

Sl.No.	Name of the Scheme	Central Allocation (In Crore)		
		2015-16	2016-17	2017-18
1	2	3	4	5
1.	MGNREGA*	37335.69	48214.02	55166.75
2.	PMAY-G	9696.07	34512.69	24955.16
3.	PMGSY	15186	16508	16819

1	2	3	4	5
4.	DAY-NRLM	428.30	532.50	2028
5.	DDU-GKY	587.84	792.96	810
6.	RSETI	52.07	101.78	58.75

MGNREGA : Mahatma Gandhi National Rural Employment Guarantee Act

PMAY-G : Pradhan Mantri Awaas Yojana (Gramin)

PMGSY : Pradhan Mantri Gram Sadak Yojana

DAY-NRLM : Deendayal Antyodaya Yojana - National Rural Livelihoods Mission

DDU-GKY : Deen Dayal Upadhyaya Grameen Kaushalya Yojana

RSETI : Rural Self Employment and Training Institutes

\* Release

### Construction of roads under PMGSY

600. SHRI P. BHATTACHARYA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Himachal Pradesh is lagging behind in construction of roads under Pradhan Mantri Gram Sadak Yojana (PMGSY)/NABARD Assist Scheme;

(b) if so, the details thereof;

(c) the names of roads and the amount sanctioned for each road during 2018-19 in Chirgaon Tehsil under Shimla District of Himachal Pradesh, which are proposed to be constructed under PMGSY/NABARD Assist Scheme;

(d) the status of Link Road Bakhuli Nandla, Jangla-Nandla, Jalwari-Kailu and metalling at Bacdiyara-Jalwari road in Chirgaon Tehsil in District Shimla of Himachal Pradesh; and

(e) whether Government will direct the State Government of Himachal Pradesh to take action against official for laxity?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) and (b) Under Pradhan Mantri Gram Sadak Yojana (PMGSY), 3211 number of road works, having length of 18,443 km. have been sanctioned by the Ministry to the State of Himachal Pradesh and the State has reported to complete 2320 number of road works of 14,027.95 km. road length (upto June, 2018).

State Government has reported that under NABARD, 1657 number of works of 9765.130 km. have been sanctioned out of which 1280 roads/bridges of 7663.23 km. have been completed (up to June, 2018).

(c) The Ministry has not received any proposal of Chirgaon Tehsil under PMGSY from State Government during 2018-19.

(d) As reported by State Government of Himachal Pradesh, the status of link roads is as under:—

Jangla to Nandla: The road is not a part of Core Network of PMGSY.

Bukholi – Nandla: The road is being constructed under NABARD funding.

Jalwari – Kailu: As per State Government, the road is proposed to be executed from State Government funds.

Badiyara–Jalwari road: Badiyara to Jalwari road is of 11 km. length. The portion of road from Badiyara to Nandla in Km. 0/0 to 7/0 has been metalled and tarred under PMGSY during the year 2002. The renewal coat in km. 0/0 to 5/0 has been provided during the year 2017 under Annual Maintenance Plan (AMP) and the remaining length in Km. 5/0 to 7/0 has been proposed to be provided with renewal coat under AMP during the year 2018. Work on Nandla to Jalwari (km. 7/00 to 11/00) is in progress under PMGSY Stage-II.

(e) Progress of road works under PMGSY is being regularly monitored by Government of India in Performance Review Committee (PRC) Meetings, Regional Review Meetings and periodical reviews thorough Video Conferencing. State Government has reported that the officials are conducting contract management meetings to accelerate the pace of PMGSY works.

#### **Allotment under PMAY-G**

†601. DR. SATYANARAYAN JATIYA: Will the Minister of RURAL DEVELOPMENT be pleased to state the details of the housing units allotted and constructed from year 2014, till date under Pradhan Mantri Gramin Awas Yojana (PMAY-G) in the State of Madhya Pradesh, year-wise and district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): The erstwhile rural housing scheme Indira Awaas Yojana (IAY) has been restructured into Pradhan Mantri Awaas Yojana – Gramin (PMAY-G) from 01.04.2016. A statement indicating houses allocated and constructed under PMAY-G in the State of Madhya Pradesh district-wise, during the years 2014-15 to 2018-19 is given in the Statement.

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† Original notice of the question was received in Hindi.

**Statement**

*Houses allocated and constructed under PMAY-G in the State of Madhya Pradesh district-wise during the years 2014-15 to 2018-19*

Sl. No.	District	Year 2014-15		Year 2015-16		Year 2016-17		Year 2017-18		Year 2018-19	
		House Allocated	House Constructed	House Allocated	House Constructed	House Allocated	House Constructed	House Allocated	House Constructed	House Allocated	House Constructed
1	2	3	4	5	6	7	8	9	10	11	12
1.	Agar-Malwa	655	2	751	57	3246	2673	3357	5717	8144	962
2.	Alirajpur	3084	878	3045	726	8794	5295	5581	10150	7874	2332
3.	Anuppur	1655	36	1380	17	7766	3089	7877	10680	10522	773
4.	Ashok Nagar	1903	27	852	1	8102	3302	4816	8710	7482	617
5.	Balaghat	2424	1886	2162	311	9157	6240	11091	15372	12566	1283
6.	Barwani	4704	306	3884	698	7380	15540	11406	13916	12623	976
7.	Betul	4236	1820	3146	1027	9211	7351	5902	12673	6074	749
8.	Bhind	2115	404	1359	56	2784	3711	891	3451	2602	106
9.	Bhopal	709	88	711	2	3657	3261	2906	5494	8344	858
10.	Burhanpur	1297	865	1598	1751	5119	4638	2222	6583	5332	267
11.	Chhatarpur	1970	35	1606	84	9639	5031	10325	14727	13193	977
12.	Chhindwara	4040	384	3831	484	11671	13419	9539	15629	9118	1750
13.	Damoh	2560	32	1451	88	9862	9017	14139	17522	15456	1506
14.	Datia	759	145	659	88	2925	1768	1169	3788	2979	135

1	2	3	4	5	6	7	8	9	10	11	12
15.	Dewas	2416	124	1994	65	5367	6313	4660	9181	12089	238
16.	Dhar	7735	724	5047	385	13210	27293	11117	21049	15555	4033
17.	Dindori	2218	77	1795	16	11684	8999	7167	14236	10153	816
18.	Guna	3934	137	1462	349	9575	6734	9980	14251	12221	1376
19.	Gwalior	1050	95	1101	362	3299	4020	2446	4666	2624	144
20.	Harda	1248	397	1002	184	2952	2725	3272	4280	5264	414
21.	Hoshangabad	2057	449	1565	230	8438	6158	5388	10877	12441	714
22.	Indore	1586	5	1597	748	2990	5549	1441	4067	3933	156
23.	Jabalpur	2991	567	1978	68	10589	7058	14651	18795	18529	1219
24.	Jhabua	4204	528	3837	220	12084	12867	5734	13046	10168	2568
25.	Katni	2414	280	1872	169	11936	4314	14925	18849	16075	2528
26.	Khandwa	2702	1349	2327	1368	6301	15903	5986	9606	13028	1078
27.	Khargone	4601	1861	3996	687	9185	13629	16052	18758	17450	3436
28.	Mandla	3464	114	2810	183	13721	11660	10591	18362	13831	934
29.	Mandsaur	1723	34	1240	228	8746	5863	7603	12864	14667	3683
30.	Morena	1777	550	1471	185	7790	3234	1215	10302	4585	226
31.	Narsinghpur	1657	259	1411	413	12358	4447	12820	19294	19179	2524
32.	Neemuch	897	133	878	137	2584	4179	2850	4321	5400	208



33. Panna	1866	206	1483	226	7300	8242	9985	12911	13433	912
34. Raisen	2298	262	1724	58	11436	4808	10162	17471	16379	1719
35. Rajgarh	1662	443	1322	1403	13766	7668	13806	21965	22393	3189
36. Ratlam	2798	488	2600	254	8881	9417	10048	16351	12395	1937
37. Rewa	3032	171	2981	114	11067	9931	14624	18433	15582	1354
38. Sagar	3602	42	2252	65	13539	9651	21669	24707	23570	1741
39. Satna	3551	94	2668	461	9529	7243	18804	20613	16150	719
40. Sehore	2556	139	1999	1108	8487	7075	5569	13558	11507	2458
41. Seoni	3267	190	2978	106	11641	7065	11115	18857	15476	1379
42. Shahdol	2298	30	2459	447	16770	9392	14611	22513	14747	1984
43. Shajapur	1568	213	1054	244	4054	4027	2261	5438	5079	512
44. Sheopur	1300	5	999	30	7266	7227	6161	8881	4574	273
45. Shivpuri	2515	22	1863	22	13029	9660	9670	13099	3584	550
46. Sidhi	1950	51	1922	15	7403	3701	5265	9493	6960	792
47. Singrauli	2118	87	640	22	10159	4080	4200	10163	6118	608
48. Tikamgarh	2108	396	1125	39	13126	4240	7302	14180	8830	1041
49. Ujjain	2048	70	1832	2111	6093	6894	4540	9700	7771	1460
50. Umaria	1835	249	1415	92	11327	5879	6772	13612	11117	455
51. Vidisha	1558	190	1526	753	11152	5830	12267	17572	16239	1266

Data as reported by the State of Madhya Pradesh on AwaasSoft as on 18.07.2018.

### **Roads under PMGSY in Madhya Pradesh**

†602. DR. SATYANARAYAN JATIYA: Will the Minister of RURAL DEVELOPMENT be pleased to state the details of the rural roads built in Madhya Pradesh under Pradhan Mantri Gram Sadak Yojana (PMGSY) during the last three years, year-wise and district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): 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. As per PMGSY guidelines, unconnected habitations having population of 500 persons and above (Census 2001) in Plain areas and 250 persons and above (Census 2001) in Special Category States (Arunachal Pradesh, Assam, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim, Tripura, Himachal Pradesh, Jammu and Kashmir and Uttarakhand), the desert Areas (as identified in the Desert Development Programme), the Tribal (Schedule-V) areas and selected Tribal and Backward Districts (as identified by the Ministry of Home Affairs and Planning Commission) are eligible to provide all weather road under PMGSY.

For Most intensive Left Wing Extremism affected blocks as identified by Ministry of Home Affairs the unconnected habitations with population 100 and above (as per 2001 Census) is eligible to provide all weather roads under PMGSY.

The details of rural roads built in Madhya Pradesh under PMGSY during the year 2015-16, 2016-17 and 2017-18, year-wise and district-wise are given in the Statement.

#### ***Statement***

*Details of Rural roads built in Madhya Pradesh under PMGSY during the year 2015-16, 2016-17 and 2017-18*

Sl. No.	District Name	Year 2015-16		Year 2016-17		Year 2017-18	
		No. of roads	Length Completed	No. of roads	Length Completed	No. of roads	Length Completed
1	2	3	4	5	6	7	8
1.	Agar	54	77.286	28	124.302	18	40.623
2.	Alirajpur	16	30.460	8	57.615	19	94.393
3.	Anuppur	6	27.808	0	0.515	1	9.985

† Original notice of the question was received in Hindi.

1	2	3	4	5	6	7	8
4.	Ashok Nagar	64	134.922	22	166.695	65	173.557
5.	Balaghat	26	78.850	13	31.447	33	108.844
6.	Barwani	32	76.590	11	69.827	14	72.891
7.	Betul	144	267.775	28	171.060	60	181.098
8.	Bhind	88	117.535	12	61.504	53	83.461
9.	Bhopal	20	32.750	7	35.887	7	28.959
10.	Burhanpur	2	4.117	0	0.000	0	15.294
11.	Chhatarpur	68	120.920	28	181.371	53	176.510
12.	Chhindwara	178	355.997	70	296.300	91	339.323
13.	Damoh	74	112.293	2	38.660	34	110.560
14.	Datia	24	46.095	25	76.365	25	67.579
15.	Dewas	88	132.280	21	130.998	41	192.526
16.	Dhar	92	145.502	30	146.411	23	116.098
17.	Dindori	48	76.035	13	66.575	8	30.493
18.	Guna	106	237.779	29	180.244	68	154.863
19.	Gwalior	24	37.306	12	60.853	30	69.562
20.	Harda	20	55.487	8	49.596	7	39.558
21.	Hoshangabad	52	85.071	10	127.668	49	101.595
22.	Indore	44	56.167	21	94.124	10	68.471
23.	Jabalpur	96	116.064	31	129.206	28	83.694
24.	Jhabua	22	50.070	1	25.070	8	21.696
25.	Katni	34	58.127	15	105.671	29	105.966
26.	Khandwa	32	48.870	10	38.880	6	12.655
27.	Khargone	80	138.751	8	41.744	7	26.724
28.	Mandla	8	16.035	1	39.740	47	139.805
29.	Mandsour	14	26.070	1	30.108	15	80.971
30.	Morena	24	74.010	2	17.252	14	17.794
31.	Narsighpur	72	112.903	38	144.576	33	114.683
32.	Neemuch	14	41.545	0	0.760	1	19.131
33.	Panna	60	118.330	11	80.771	27	173.788
34.	Raisen	108	196.125	16	110.896	63	207.369
35.	Rajgarh	52	71.361	12	96.243	54	122.182

1	2	3	4	5	6	7	8
36.	Ratlam	66	95.734	1	9.420	4	15.935
37.	Rewa	64	121.549	34	177.835	48	161.278
38.	Sagar	44	77.968	28	126.885	53	178.698
39.	Satna	80	119.391	17	69.824	43	102.902
40.	Sehore	26	62.347	1	108.020	48	41.070
41.	Seoni	130	193.159	76	370.270	105	264.541
42.	Seopur	18	32.090	4	108.160	10	83.080
43.	Shahdol	20	35.220	1	60.925	31	81.919
44.	Shajapur	52	89.090	12	54.150	39	109.465
45.	Shivpuri	56	92.400	23	138.966	63	129.741
46.	Sidhi	70	118.144	14	103.756	8	50.876
47.	Singrauli	32	108.528	31	219.951	13	129.977
48.	Tikamgarh	48	78.350	22	123.771	30	31.373
49.	Ujjain	108	200.010	43	200.604	80	193.878
50.	Umria	78	147.050	24	111.920	12	56.573
51.	Vidisha	32	35.700	12	68.579	64	188.444
TOTAL		2,810	4,984.016	887	5,081.970	1,692	5,222.451

### Minimum Wages under MGNREGA

603. SHRI HUSAIN DALWAI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Ministry pays starvation level wages of ₹ 150 to 250 to Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) workers;

(b) if so, basis on which the Ministry decided this level when Central Government has accepted 7th Pay Commission Recommendations, wherein the minimum expenditure needs of a family to live in a dignified manner is ₹ 18,000 per month *i.e.* ₹ 692 per day; and

(c) whether Government has implemented the recommendations of the Nagesh Singh Committee to revise the MGNREGA wage rate using the Consumer Price Index-Rural Labourers instead of Consumer Price Index-Agricultural Labourers?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) and (b) As per Section 6(1) of Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA), 2005, the Ministry of

Rural Development notifies MGNREGA wage rates every year for all States/UTs. To compensate the MGNREGA workers against inflation, the Ministry of Rural Development revises the wage rates based on Consumer Price Index for Agricultural Labour (CPI-AL) every year for all States/UTs. The revised wage rates are made applicable from 1st April of the year. MGNREGA wages are paid based on measurement of work done *i.e.* piece rate basis. Every State has its defined Schedule of Rates on the basis of which the work output is defined and used to calculate the wages for MGNREGA beneficiaries. The actual wage payable is calculated based on the output of the worker.

(c) No, Sir.

### **Linking of MGNREGS wages with agricultural wages**

604. SHRI DHARMAPURI SRINIVAS: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Government is planning to club the wages being paid under MGNREGS with the agricultural wages; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI RAM KRIPAL YADAV): (a) No, Sir.

(b) Does not arise.

### **Irregularities in CIMFR**

†605. SHRI JAVED ALI KHAN: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to refer to answer to Unstarred Question 3486 dated 26th March, 2018 given in the Rajya Sabha and state:

(a) whether CBI's Anti-Corruption Bureau, Dhanbad has completed its investigation against the Director, Central Institute of Mining and Fuel Research (CIMFR), Dhanbad and if so, the details thereof;

(b) whether any action has been taken against the individuals found guilty in the said investigation, if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF SCIENCE AND TECHNOLOGY (DR. HARSH VARDHAN): (a) Yes, Sir. CBI *vide* letter No.418/CO/DNH/2016/0001 dated 17-06-2016 had sent the

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† Original notice of the question was received in Hindi.

outcome of the discreet verification on the complaint dated 21-01-2016 made by Shri Abdus Salam consisting the two issues (i) Dr. P. K. Singh had secured PG Degree from Banaras Hindu University, Varanasi during 1982-85 while serving in the State Bank of India (SBI); and (ii) he did not disclose about his previous employment of SBI while applying and securing job as Scientist-B in CIMFR (erstwhile CMRS), Dhanbad. After enquiring the matter, SP, CBI had requested this office for taking necessary action against Dr. P. K. Singh, Director, CIMFR and action taken in this regard may be furnished to CBI for the purpose of their record.

(b) and (c) The case was processed and the Competent Authority *i.e.* Vice President, CSIR (Minister of Science and Technology) after going through the case gave a speaking order to close the matter. The same was communicated to the Complainant (Sh. Abdus Salam) and CBI, Dhanbad.

#### **Scheme for Indian scientists residing abroad**

606. SHRI SANJAY SETH: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government has formulated schemes to provide attractive avenues and opportunities to Indian researchers, who are residing in foreign countries to work in Indian Institutes and Universities;

(b) if so, the details thereof;

(c) whether Government keeps track or estimates the number of Indian scientists, who leave India to work in other countries; and

(d) if so, the details of such tracking or estimation process?

THE MINISTER OF SCIENCE AND TECHNOLOGY (DR. HARSH VARDHAN):

(a) and (b) Yes, Sir. The Science and Engineering Research Board (SERB), a Statutory body of the Department of Science and Technology (DST) has recently formulated and launched a 'Visiting Advanced Joint Research (VAJRA) Faculty Scheme' to bring overseas scientists and academicians including Non-Resident Indians (NRI) and Overseas Citizen of India (OCI) to India to work in public funded Institutions and Universities for a specific period of time. The scheme offers adjunct/visiting faculty assignments to overseas scientists including Indian researchers to undertake high quality collaborative research in cutting edge areas of science and technology including inter-disciplinary areas of priority such as energy, water, health, security, nutrition, materials and manufacturing, etc. with one or more Indian collaborators. In addition, DST through Ramanujan Fellowship Scheme and the Innovation in Science Pursuit

for Inspired Research (INSPIRE) Faculty Scheme and Department of Biotechnology (DBT) through Ramalingaswami re-entry Fellowship provide attractive avenues and opportunities to Indian researchers of high calibre, who are residing abroad, to work in Indian Institutes/Universities of their respective interest and domain.

(c) No, Sir.

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

#### **Development of Green Field Commercial port in Kakinada**

607. SHRI C. M. RAMESH: Will the Minister of SHIPPING be pleased to state:

(a) whether GMR Infrastructure which is developing a Green Field Commercial port near Kakinada has already started work on that port; and

(b) if so, the details thereof including the total expenditure and by when it would be operational?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) No, Sir. As per information provided by Director of Ports, Government of Andhra Pradesh, no such work has been awarded.

(b) Does not arise.

#### **Implementation of Sagarmala projects**

608. SHRIMATI ROOPA GANGULY: Will the Minister of SHIPPING be pleased to state:

(a) whether the Ministry has started the construction of "Sagarmala transport projects" for ensuring better and faster connectivity with coastal areas;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the details of the nearby centers of Rajasthan/Maharashtra and Delhi/NCR being covered in the aforesaid project?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) and (b) There are about 200 projects costing around ₹ 2.5 lakh crore that have been identified under Sagarmala programme for enhancing connectivity to Indian ports. These include 112 road projects, 70 Rail projects, 11 inland waterways projects, 3 pipeline projects and 15 multi modal logistics parks. These projects are

being implemented by various agencies such as National Highways Authority of India, Indian Railways, Ministry of Road Transport and Highways, Inland Waterways Authority of India, Major Ports, CONCOR etc.

(c) Not applicable.

(d) In Rajasthan, 2 multi-modal logistics parks are under development by CONCOR at Swarupganj and Phulera. In Maharashtra, 4 multi-modal logistics parks are under development by JNPT at Jalna, Wardha, Sangli and Nashik. Apart from this, important places like Jaisalmer in Rajasthan and places like Pune, Satara, Mumbai/ Navi Mumbai, Thane, Palghar, Raigad, Ratnagiri at Maharashtra are being connected through Road/Rail with Ports.

### **Implementation of Sagarmala Project in Andhra Pradesh**

609. SHRI G. V. L. NARASIMHA RAO: Will the Minister of SHIPPING be pleased to state:

(a) the details of number of projects which have been indentified for implementation under the Sagarmala Project in Andhra Pradesh and the total cost of such projects;

(b) among these how many have been approved under the categories of port modernization, port connectivity and port industrialization etc.;

(c) the total investments proposed in Andhra Pradesh under Sagarmala project in different categories mentioned above;

(d) the number of Sagarmala projects in Andhra Pradesh which have been completed or are on going etc.; and

(e) the value of projects in different stages?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) to (c) Total 104 projects have been identified in Andhra Pradesh under Sagarmala programme. Total investment in these 104 projects is ₹ 164,413 crore. Number of approved projects and investments across various categories of Sagarmala Programme are shown in Table 1 below:—



**Table-1**

Project Category	No. of Projects	No. of Approved Projects	Total investments in Projects (₹ in crore)
Port Modernization	25	13	21,070
Port Connectivity	57	25	47,250
Port Industrialization	11	6	93,548
Coastal Community Development	11	5	2544

(d) and (e) 14 projects (cost: ₹ 1807 crore) completed and 31 projects (cost: ₹ 84,119 crore) are ongoing. Value of investments both by public and private in projects at various stages in Andhra Pradesh under Sagarmala are shown in Table-2 below:—

**Table-2**

Project Status	No. of Projects	Investment in Projects (₹ in crore)
Completed	14	1,807
Under Implementation	31	84,119
Under Tendering	4	2,930
DPR Prepared	11	19,325
DPR under Preparation	20	3,685
DPR to be Prepared	24	52,547

### **Development of waterways transport**

610. DR. T. SUBBARAMI REDDY: Will the Minister of SHIPPING be pleased to state:

(a) whether Government has proposed the major ports to form Special Purpose Vehicles (SPVs) to develop waterways across the country;

(b) if so, the details thereof;

(c) the details of waterways which are proposed to be allocated to ports, especially Cochin, Chennai, Visakhapatnam and Paradip ports; and

(d) the amount that would be earmarked from Central fund for development of water transport and by when these waterways will be operationalised?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) to (d) No, Sir. Under Section 111 of the Major Port Trusts Act, 1963, directions have been issued by Government on 18.04.2018 to five Major Port

Trusts viz. Paradip, Mormugao, JNPT, New Mangalore and Deendayal to take up development of the National Waterways (NWs) which are located in their vicinity. Details of the NWs allocated to these five Major Ports are given in the Statement (See below).

The Major Ports will undertake the development of National Waterways through release of grants by the Inland Waterways Authority of India. Among the NWs earmarked for development by the Major Ports NW-27, 68, 111 in Goa; NW-10 and 85 in Maharashtra and NW-100 in Gujarat and operationalised and no time frame has been fixed for operationalising the remaining NWs.

***Statement***

*National Waterways allocated for development of Major Ports*

Sl.No.	National Waterway No.	Length (Km.)	Details of Waterways
<b>New Mangalore Port Trust</b>			
1.	National Waterway 51	23	Kabini River
2.	National Waterway 43	10	Gurupur River
3.	National Waterway 52	53	Kali River
4.	National Waterway 74	79	Netravathi River
5.	National Waterway 90	29	Sharavati River
6.	National Waterway 41	112	Ghataprabha River
7.	National Waterway 67	94	Malaprabha River
8.	National Waterway 104	232	Tungabhadra River
9.	National Waterway 21	139	Bheema River
<b>Jawaharlal Nehru Port Trust</b>			
1.	National Waterway 10	45	Amba River
2.	National Waterway 11	99	Arunavati-Aran River
3.	National Waterway 28	45	Dabhol Creek-Yashisti River
4.	National Waterway 53	145	Kalyan-Thane-Mumbai Waterway Yasai Creek Ulha River s
5.	National Waterway 70	245	Manjara River
6.	National Waterway 72	59	Nag River
7.	National Waterway 78	262	Penganga - Wardha River

Sl.No.	National Waterway No.	Length (Km.)	Details of Waterways
8.	National Waterway 85	31	Revdanda Creek - Kundalika River
9.	National Waterway 89	46	Bankot Creek - Savitri River
10.	National Waterway 100	436	Tapi River
11.	National Waterway 109	166	Wainganga-Pranahita River

#### **Deendayal Port Trust (Kandla)**

1.	National Waterway 66	248	Mahi River
2.	National Waterway 73	227	Narmada River
3.	National Waterway 100	436	Tapi River
4.	National Waterway 48	590	Jawai-Luni River and Rann of Kutch
5.	National Waterway 63	327	Luni River

#### **Paradip Port Trust**

1.	National Waterway 5	332	Brahmani-Kharsua-Tantighai-Pandua Nala- Dedhei Nala-Kani Dhamra-River System, Geonkhali-Charbatia Stretch of East Coast canal, Charbatia-Dhamra Stretch of Matai River and Mahanadi Delta Rivers
2.	National Waterway 96	314	Subarnrekha River
3.	National Waterway 14	49	Baitarni River
4.	National Waterway 64	425	Mahanadi River Stretch from Paradip to Cuttack

#### **Mormugao Port Trust**

1.	National Waterway 68	41	Mandovi River
2.	National Waterway 27	17	Cumberjua River
3.	National Waterway 111	50	Zuari River
4.	National Waterway 25	33	Chapora River
5.	National Waterway 71	27	Mapusa River

**Development of Ports in Andhra Pradesh**

611. SHRI T. G. VENKATESH: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Government has decided to develop two ports in the State of Andhra Pradesh and if so, the details thereof;

(b) whether the Ramayapatnam Port in Nellore District is also included in the proposals, the details thereof;

(c) the status of the proposal as of now, the reasons for the delay; and

(d) the steps being taken by Government for early implementation of the proposals?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) to (d) The development of a new major Port at Duggirajapatnam Port in Andhra Pradesh is included in Schedule XIII of the AP Reorganisation Act, 2014. The development of new Major Port at Duggirajapatnam was examined by NITI Aayog in consultation with Ministry of Shipping, Ministry of Finance and Government of Andhra Pradesh and it has been concluded that the project will not be viable due to strong competition from nearby Ports of Krishnapatnam, Ennore and Chennai which are 40, 80 and 80 kms. away respectively from the proposed Port. Ministry of Shipping has requested Government of Andhra Pradesh to furnish comments on the recommendations of NITI Aayog along with suggestions for alternate site(s) for development of a Major Port. The response from Government of Andhra Pradesh is still awaited. Ministry of Shipping, in the meanwhile, has constituted an Expert Committee to examine the issue and recommend further course of action.

**Cargo carrying capacity of Indian fleet**

612. SHRI JOSE K. MANI: Will the Minister of SHIPPING be pleased to state:

(a) whether the Indian Shipping Industry has made investments on the back of a decade-old Right of First Refusal (RoFR) benefit granted to local fleet owners to carry export-import oil and bulk cargo for State-run firms;

(b) whether the cargo carrying capacity of Indian fleet grew 22 per cent between January, 2015 and June, 2018 from 7.87 dwt. to 9.8 dwt. with the addition of 15 crude, product and gas carriers; and

(c) whether Government is set to scrap the RoFR benefit to the detriment of local shipping industry and if so, the rationale behind the move?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) There were 616 Indian flag ships of 6.18 Million Tons when policy of Right of First Refusal (RoFR) was issued in November, 2002. As on 30.06.2018, the number of ships under Indian flag is 1389 consisting of 12.69 Million Tons. In order to make the shipping industry more attractive and competitive, the Government has taken several measures including RoFR.

(b) Yes, Sir. The total number of crude, product and gas carriers as on 1st January, 2015 were 137 vessels of 8.31 dwt. As on 30th June, 2018, the total number of crude, product and gas carriers is 173 of 12.14 dwt. This indicates that there is an increase of 36 vessels and 23.32 % increase in dwt. in the said period.

(c) No, Sir. There is no such proposal to scrap RoFR benefits.

#### **Cultivation of non-approved Bt cotton**

613. SHRI T.G. VENKATESH: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that non-approved 3rd kind Bt cotton is being cultivated in some parts of the country;

(b) if so, the details thereof;

(c) whether Government has conducted any investigation on availability of such non-permitted Bt cotton seeds in the country, if so, the details thereof; and

(d) the steps being taken by Government to avoid such illegal cultivation?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): (a) and (b) As per the available information, there is no third kind of Bt cotton in the country. However, there were reports on cultivation of unapproved herbicide tolerant (HT) cotton in the States of Andhra Pradesh, Telangana, Maharashtra and Gujarat.

(c) and (d) The Government had constituted a Field Inspection and Scientific Evaluation Committee (FISEC) in the Department of Biotechnology to assess the veracity of spread of unapproved HT cotton in the country. FISEC has conducted investigation on the availability and cultivation of illegal, unapproved HT cotton in cotton growing States, and submitted its report in July, 2018 with recommendations and action points for short-term, long-term and immediate strategies and measures to be implemented by various Ministries/Departments of Central and State Governments and relevant agencies to prevent illegal cultivation of HT cotton.

**The policy for inter-linking of rivers**

†614. SHRI MOTILAL VORA: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

- (a) the policy of Government regarding inter-linking of rivers;
- (b) the priority of Government therein;
- (c) by when the work of interlinking of rivers would commence; and
- (d) the expenditure likely to be incurred on it?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) The inter-linking of rivers (ILR) programme has been taken up on high priority. The Government is pursuing the ILR program in a consultative manner.

The National Perspective Plan (NPP) was prepared by the then Ministry of Irrigation, now Ministry of Water Resources, River Development and Ganga Rejuvenation (MoWR, RD and GR) in August, 1980 for water resources development through inter basin transfer of water, for transferring water from water surplus basins to water-deficit basins. Under the NPP, the National Water Development Agency (NWDA) has identified 30 links (16 under Peninsular Component and 14 under Himalayan Component) for preparation of Feasibility Reports (FRs). The Pre-Feasibility Report (PFR) of the all 30 links have been prepared and circulated to the concerned State Governments by the NWDA. After survey and investigations, Feasibility Reports of 14 links under Peninsular Component and Feasibility Reports of 2 links and draft Feasibility Reports of 7 links (Indian portion) under Himalayan Component have been completed. Present status, States concerned with Inter Basin Water Transfer Links are given in the Statement (*See below*).

(b) to (d) Under NPP four priority links have been identified for preparation of Detailed Project Reports (DPRs) under the Peninsular Rivers Component *viz.* Ken-Betwa link project (KBLP) Phase-I and II, Damanganga-Pinjal link project, Par-Tapi-Narmada link project and Mahanadi-Godavari link project. The preparation of DPR of a project is taken up only after consent of concerned State Governments. Based on the concurrence of the concerned States, DPRs of KBLP Phase-I and Phase-II, Damanganga-Pinjal link project and Par-Tapi-Narmada link project have been completed. The techno-economic clearance and various statutory clearances of

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† Original notice of the question was received in Hindi.

the KBLP Phase-I have been accorded except clearance from Central Empowered Committee (CEC) of the Supreme Court. Based on the request of Government of Madhya Pradesh, Lower Orr dam, Bina complex and Kotha barrage projects have been included in KBLP Phase-II. The DPR of these projects have been completed by NWDA/Government of Madhya Pradesh. The draft Memorandum of Agreement (MoA) for implementation of Ken-Betwa link project has been sent to Uttar Pradesh and Madhya Pradesh for concurrence.

The techno-economic clearance of the Damanganga-Pinjal link project has also been accorded, subject to statutory clearances. The DPR of Par-Tapi-Narmada link project has been completed by NWDA. The combined draft MoA for implementation of Damanganga-Pinjal and Par-Tapi-Narmada link (including the four intra-State link projects of Maharashtra State) has been sent to Maharashtra and Gujarat State Governments for concurrence.

The cost of the above three interlinking projects as per DPR are furnished below:—

Sl.No.	Name of the Project	Cost (₹ in crore)	Year of Price level
1.	Ken-Betwa Link Project	34925	2017-18
2.	Damanganga-Pinjal Link Project	3008	2015-16
3.	Par-Tapi-Narmada Link Project	10211	2015-16

The estimated cost of other ILR projects will only be known after completion of their respective DPRs.

The implementation of ILR projects involves various steps such as preparation of PFRs/FRs; negotiation and consensus among concerned States; preparation of DPRs; clearance from appraisal agencies including clearance by Ministry of Environment and Forests and Climate Change (MoEF and CC) and Ministry of Tribal Affairs; techno-economic clearance by Advisory Committee on Irrigation, Flood Control and Multipurpose Projects of MoWR, RD and GR; investment clearance and the actual construction time required for the completion of the project as per DPR.

The implementation of a project is taken up after preparation of its DPR with the consensus of concerned States and obtaining requisite statutory clearances.

**Statement**

*Present status of Inter Basin Water Transfer Links, the States involved, name of rivers and status of Feasibility Reports/Detailed Project Reports*

Sl. No.	Name	Rivers	States concerned	Status
1	2	3	4	5
<b>Peninsular Component</b>				
1.	Mahanadi (Manibhadra)-Godavari Dowlaiswaram link	Mahanadi and Godavari	Odisha, Maharashtra, Andhra Pradesh, Karnataka, and Chhattisgarh	FR Completed
2.	Godavari (Inchampalli)-Krishna (Pulichintala) link	Godavari and Krishna	-do-	FR Completed
3.	Godavari (Inchampalli) - Krishna (Nagarjunasagar) link	Godavari and Krishna	Odisha, Maharashtra, Madhya Pradesh, Andhra Pradesh, Karnataka and Chhattisgarh,	FR Completed
4.	Godavari (Polavaram)-Krishna (Vijayawada) link	Godavari and Krishna	Odisha, Maharashtra, Andhra Pradesh, Karnataka, and Chhattisgarh	FR Completed
5.	Krishna (Almatti)-Pennar link	Krishna and Pennar	-do-	FR Completed
6.	Krishna (Srisailem)-Pennar link	Krishna and Pennar	-do-	FR Completed
7.	Krishna (Nagarjunasagar)-Pennar (Somasila) link	Krishna and Pennar	Maharashtra, Andhra Pradesh and Karnataka,	FR Completed
8.	Pennar (Somasila)-Cauvery (Grand Anicut) link	Pennar and Cauvery	Andhra Pradesh, Karnataka, Tamil Nadu, Kerala and Puducherry	FR Completed
9.	Cauvery (Kattalai)-Vaigai-Gundar link	Cauvery, Vaigai and Gundar	Karnataka, Tamil Nadu, Kerala and Puducherry	FR Completed
10.	Ken-Betwa link	Ken and Betwa	Uttar Pradesh and Madhya Pradesh	FR and DPR (Ph-I and II) Completed
11.	Parbati-Kalisindh-Chambal link	Parbati, Kalisindh and Chambal	Madhya Pradesh, Rajasthan and Uttar Pradesh (UP requested to be consulted during consensus building)	FR Completed
12.	Par-Tapi-Narmada link	Par, Tapi and Narmada	Maharashtra and Gujarat	FR and DPR Completed



1	2	3	4	5
13.	Damanganga-Pinjal link	Damanganga and Pinjal	Maharashtra and Gujarat	FR and DPR Completed
14.	Bedti-Varda link	Bedti and Varda	Maharashtra, Andhra Pradesh and Karnataka	PFR Completed
15.	Netravati-Hemavati link	Netravati and Hemavati	Karnataka, Tamil Nadu and Kerala	PFR Completed
16.	Pamba-Achankovil-Vaippar link	Pamba, Achankovil and Vaippar	Kerala and Tamil Nadu,	FR Completed
<b>Himalayan Component</b>				
1.	Manas-Sankosh-Tista-Ganga (M-S-T-G) link	Manas-Sankosh-Tista-Ganga	Assam, West Bengal, Bihar and Bhutan	PFR completed
2.	Kosi-Ghaghra link	Kosi and Ghaghra	Bihar, Uttar Pradesh and Nepal	PFR completed
3.	Gandak-Ganga link	Gandak and Ganga	-do-	Draft FR completed (Indian portion)
4.	Ghaghra-Yamuna link	Ghaghra and Yamuna	-do-	FR completed (Indian portion)
5.	Sarda-Yamuna link	Sarda and Yamuna	Bihar, Uttar Pradesh, Haryana, Rajasthan, Uttarakhand and Nepal	FR completed (Indian portion)
6.	Yamuna-Rajasthan link	Yamuna and Sukri	Uttar Pradesh, Gujarat, Haryana and Rajasthan	Draft FR completed
7.	Rajasthan-Sabarmati link	Sabarmati	-do-	Draft FR completed
8.	Chunar-Sone Barrage link	Ganga and Sone	Bihar and Uttar Pradesh	Draft FR completed
9.	Sone Dam-Southern Tributaries of Ganga link	Sone and Badua	Bihar and Jharkhand	PFR completed
10.	Ganga (Farakka)-Damodar-Subernarekha link	Ganga, Damodar and Subernarekha	West Bengal, Odisha and Jharkhand	Draft FR completed
11.	Subernarekha-Mahanadi link	Subernarekha and Mahanadi	West Bengal and Odisha	Draft FR Completed

1	2	3	4	5
12.	Kosi-Mechi link	Kosi and Mechi	Bihar, West Bengal and Nepal	PFR completed Entirely lies in Nepal
13.	Ganga (Farakka)-Sunderbans link	Ganga and Ichhamati	West Bengal	Draft FR completed
14.	Jogighopa-Tista-Farakka link (Alternative to M-S-T-G)	Manas, Tista and Ganga	-do-	(Alternative to M-S-T-G Link) dropped

- PFR - Pre Feasibility Report.
- FR - Feasibility Report.
- DPR - Detailed Project Report.

### **Depletion of ground water by soft drink companies**

615. SHRIMATI ROOPA GANGULY: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether it is a fact that ground water depletion is mainly found in those areas where soft drink companies are operating;

(b) if so, whether overdrawing of water by these companies is causing depletion;

(c) whether norms have been fixed for the usage of ground water by the companies;

(d) if so, the details thereof; and

(e) the mechanism in place to monitor the situation?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) and (b) The ground water resources of an area are dependent on the rainfall, geology, topography, extraction etc. Ground water levels in various parts of the country are declining because of continuous withdrawal due to reasons such as increased demand of fresh water for various uses, vagaries of rainfall, increased population, industrialization and urbanization etc.

As per the Dynamic Ground Water Resources Estimation (2013) jointly carried out by Central Ground Water Board and State Governments, the annual replenishable ground water resource is 447 Billion Cubic Meter (BCM), net annual ground water availability is 411 BCM and the annual draft is 253 BCM. The major user of ground

water is irrigation sector which consumes 90% (228.30 BCM) of the annual draft. Domestic and industrial sector extract 10% (24.71 BCM) of the annual draft.

Central Ground Water Authority has accorded 82 NOCs to soft drink and beverage companies for total annual abstraction of ground water to the tune of 14.14 million cubic meter.

(c) and (d) As per the guidelines of CGWA, there are specific norms fixed for ground water withdrawal for such industries which come under water intensive category with respect to quantum of ground water recharge adopted by them. The norms on quantum of ground water withdrawal *vis-a-vis* recharge in accordance to the category of the assessment units in which these companies are located are given in the table below:—

Category	Ground Water Withdrawal Limit
Safe	Withdrawal limited to 200% of ground water recharge.
Semi-Critical	Withdrawal limited to 100% of ground water recharge.
Critical	Withdrawal limited to 50% of ground water recharge.
Over-Exploited	No permission for industries under this category.

(e) While considering the application for renewal of NOC for ground water abstraction by these companies, mandatory site inspections are being carried out by the concerned Regional Offices to ensure the compliance of the conditions laid down in the NOCs. The renewal of NOCs to these firms is made only after fulfilling of the stipulated conditions envisaged in the NOC.

#### **Rehabilitation and resettlement works of Polavaram project**

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

(a) whether the existing regulations mandate that Land Acquisition, Rehabilitation and Resettlement (LA, R&R) has to be completed before the completion of any irrigation project and if so, the details thereof;

(b) whether it is a fact that the LA, R&R works of Polavaram Irrigation Project have literally no progress due to shortage of funds and if so, the details thereof; and

(c) by when the Polavaram project will be completed to its full shape and how the funds required for LA, R&R will be mobilised and whether it is the State's or Centre's responsibility to arrange funds for this?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) According to 2nd provision under Section 38 (i) of “The right to fair Compensation and transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013”, the rehabilitation and resettlement shall be completed six month prior to submergence of the lands acquired. As reported by the State, steps are being taken to rehabilitate and resettle Project Displaced Families (PDFs) from submergence area of Polavaram Irrigation Project (PIP) in phased manner.

(b) As per progress reported by the State, out of 1.66 lakh acre land identified for Land Acquisition, 1.10 lakh acre land has been acquired. Further, out of 98,818 Project Displaced Families (PDF) due to PIP, R & R in respect of 3922 PDFs has been completed.

(c) As projected by the Government of Andhra Pradesh, Project is targeted for completion by December, 2019.

As per Ministry of Finance OM dated 30.09.2016, the Central Government will provide 100% of the remaining cost of the irrigation component only of the project for the period starting from 01.04.2014 to the extent of the cost of the irrigation component on that date.

#### **Revised estimates of Polavaram project**

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

(a) whether the revised estimates for Polavaram project has been approved by Government and if so, the details thereof;

(b) if not, the reasons for non-approval despite the estimates being submitted in the month of August, 2017 by Andhra Pradesh State Government; and

(c) the observations of Central Water Commission on the revised estimates submitted by the State?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) to (c) The first revised cost estimate of Polavaram Irrigation Project amounting to ₹ 16010.45 crore at Price Level 2010-11 was accepted by Advisory Committee of Ministry of Water Resources, River Development and Ganga Rejuvenation (erstwhile MoWR), in its 108th meeting held on 04.01.2011.

Now the State Government has submitted the second revised cost estimate of Polavaram Irrigation Project amounting to ₹ 58319.06 crore to Central Water Commission (CWC). The same was examined and observations have been communicated to the Project Authorities. CWC during February-March this year communicated further observations primarily related to variation in cost of Land Acquisition, Rehabilitation and Resettlement; change in design parameters of Left and Right main canal; and increase in quantities pertaining to Head-works. State has submitted some information in this regard on 25.06.2018. However, approval of revised estimates is dependent upon satisfactory compliances by the State Government on the observations of CWC.

**Proposal against destruction of water bodies**

618. SHRI A. VIJAYAKUMAR: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government proposes any stringent law against those who destroy water bodies and banks of rivers flowing in the country;

(b) if so, the details thereof;

(c) has any survey been conducted to assess the destruction of water bodies in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) and (b) Works related to water resources development and management are planned, funded, executed and maintained by the State Governments themselves as per their own resources and priorities. Legislation regarding protection of water bodies and river banks comes under the purview of concerned State Governments.

However, for protection and conservation of water bodies, 'Guidelines for Conservation and Protection of Water Bodies' have been prepared and sent to the concerned Central Ministries and States/UTs.

Further, a Model Bill for Flood Plain Zoning had also been prepared by Central Water Commission and sent to all States/Union Territories. The States of Manipur, Rajasthan and Uttarakhand have enacted legislations in this regard

(c) and (d) Ministry of Water Resources, River Development and Ganga rejuvenation has planned to conduct the First Census of Water Bodies during the period 2017-18 to 2020-21 under the Centrally Sponsored Scheme – "Irrigation

Census". The objective of the Census is to build up a database on water bodies such as status, use, storage capacity etc.

**Declaration of Polavaram project as a National project**

619. SHRI G.V.L. NARASIMHA RAO: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) the amount Central Government has released towards Polavaram project so far;

(b) whether the Andhra Pradesh Government has spent any money towards the irrigation component of Polavaram project after its declaration as a National project by Government in 2014;

(c) whether the Central Government proposes to order an enquiry into the serious irregularities in Rehabilitation and Resettlement of the Project Affected Persons (PAPs) in the Polavaram area; and

(d) if so, nature of enquiry being conducted or proposed?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) and (b) Central Assistance (CA) of ₹ 562.47 crore was provided for this project under Accelerated Irrigation Benefits Programme (AIBP) as per eligibility under the scheme, prior to its declaration as National Project on 01.04.2014. An amount of ₹ 5135.87 crore was spent by the Government of Andhra Pradesh on this project till that time.

After declaration as National Project, CA of ₹ 6764.16 crore has been released as per proposals recommended by Polavaram Project Authority (PPA). The State has intimated that they have incurred an expenditure of ₹ 8662.67 crore on the project.

(c) and (d) Rehabilitation and Resettlement (R&R) works of PAPs are being carried out by the State Government. The State has constituted State level and project level monitoring committees in this regard. Grievance redressal mechanism has also been established by them. Further, they have intimated that no irregularity in Rehabilitation and Resettlement of Project Affected Families (PAFs) has been observed.

**Meetings of cauvery management board**

620. DR. SASIKALA PUSHPA RAMASWAMY: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government has convened the meeting of Cauvery Management Board (CMB) in the recent past and directed the Karnataka Government to release water from Cauvery for farming activities in Government of Tamil Nadu particularly in Cauvery Delta region;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) to (c) The 'Cauvery Water Management Scheme' was notified by Ministry of Water Resources, River Development and Ganga Rejuvenation in the Gazette of India *vide* Notification No. S.O. 2236 (E) dated 01.06.2018 *inter alia* constituting the 'Cauvery Water Management Authority' and 'Cauvery Water Regulation Committee'. The first meeting of Cauvery Water Management Authority (CWMA) was held on 02.07.2018 at New Delhi. As per the minutes of the meeting, monthly quantum of water to be ensured at Billigundulu for the month of June and July in a normal year is 9.19 Thousand Million Cubic Feet (TMC) and 31.24 TMC respectively. It was noted by the CWMA that cumulative water received at Billigundulu during June, 2018 was 13.29 TMC which was 4.10 TMC more than the stipulated quantity in a normal year. During the said meeting, the CWMA directed the Government of Karnataka to ensure 27.14 TMC (31.24 – 4.10) of water for the month of July, 2018 after adjusting the excess quantity of water amounting to 4.10 TMC realised by Tamil Nadu at Billigundulu during the month of June, 2018 subject to assessment and recommendation by Cauvery Water Regulation Committee (CWRC). Subsequently, CWRC during its first meeting held on 05.07.2018, noted that the rainfall in the catchment area of Cauvery basin of Karnataka and Kerala during the month of June, 2018 was more than normal and there were no indications of distress in any part of the basin till the date of meeting.

#### **Ground water contaminated by Sterlite factory**

621. DR. SASIKALA PUSHPA RAMASWAMY: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government has initiated any steps to check the nature of ground water in Thoothukumdi (Tamil Nadu) in the back drop of agitation against Sterlite factory alleging that ground water has been contaminated due to the pollution from Sterlite factory;

(b) if so, the details thereof;

(c) if not, what steps have been taken so far and whether Government will come forward to check the ground water;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) to (e) Central Ground Water Board (CGWB) has carried out a study to ascertain the ground water quality in and around SIPCOT industrial area, Thoothukudi (wherein, M/s Sterlite industry is one of the industry). The study indicates that most of the ground water samples are contaminated with high TDS and heavy metals like Lead, Cadmium, Chromium, Manganese, Iron and Arsenic, which are beyond permissible limits of BIS Standards for drinking water (IS:10500 of 2012).

As per information received from Central Pollution Control Board, the analysis of ground water samples, from the Sterlite industrial unit, by the State Pollution Control Board shows presence of Iron, Lead, Fluoride, Cadmium and Nickel more than the permissible limit of BIS.

The Central and State Pollution Control Boards are controlling industrial pollution under the provision of Water (Prevention and Control of Pollution), Act, 1974. The Sterlite industrial unit has been closed by the Tamil Nadu Pollution Control Board on 23.5.2018, *inter alia*, due to non-compliance of consent conditions.

### **Supply of water to districts in Rajasthan**

†622. DR. KIRODI LAL MEENA: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government has received any proposal from Rajasthan Government for supply of water to some districts of the State from Yamuna canal for drinking and irrigation purposes;

(b) if so, the details thereof; and

(c) the action taken in this regard by Government?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) Yes, sir.

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† Original notice of the question was received in Hindi.



(b) Rajasthan had submitted a feasibility report to Central Water Commission (CWC) on "Transfer of Rajasthan's share in Yamuna Water from Tajewala Head, Haryana to Rajasthan and its Utilization in Jhunjhunu and Churu District of Rajasthan" for an estimated cost of ₹ 20249.00 crore.

(c) The report had been examined in CWC and 'in principal consent' for preparation of DPR of the project had been conveyed to Rajasthan by CWC subject to certain conditions. Further, in the 7th meeting of Upper Yamuna Review Committee held on 15.02.2018, Rajasthan had been advised to prepare the DPR for "Transfer of Rajasthan's share in Yamuna Water from Tajewala Head, Haryana to Rajasthan and its Utilization in Jhunjhunu and Churu Districts of Rajasthan". It was also discussed in the meeting, to consider forwarding Rajasthan's request for external financial assistance to Department of Economic Affairs to enable Rajasthan obtain loan for the purpose.

#### **Renovation, expansion and desilting of water bodies in Tamil Nadu**

623. DR. V. MAITREYAN Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government has allocated any funds to desilt, renovate and raise the bunds of water bodies in Tamil Nadu during the last three years;

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

(c) the total funds allocated for the renovation, expansion and desilting of water bodies in Tamil Nadu, year-wise;

(d) whether Government has provided any other special component funds from both, the Central Government and Foreign Financial Institutions for the enhancement of water catchment capacity in Tamil Nadu; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) to (c) Works related to water resources development and management are planned, funded, executed and maintained by the State Governments themselves as per their own resources and priorities. In order to supplement the efforts of the State Governments, Government of India provides technical and financial assistance to State Governments to encourage sustainable development and efficient management of water resources through various schemes and programmes such as Accelerated Irrigation Benefits Programme (AIBP) and scheme for Repair, Renovation and

Restoration (RRR) of Water Bodies etc.

Under the Repair, Renovation and Restoration (RRR) of Water Bodies Scheme of PMKSY – Har Khet ko Pani, Central Assistance (CA) of ₹ 5.1279 crore to Phase-I (48 water bodies) and ₹ 4.0956 crore to Phase-II (56 water bodies) of Tamil Nadu has been released in FY 2015-16. Thereafter, the State has not submitted any complete proposal for release of CA for these water bodies as per the guidelines of the scheme.

Further, State Government from its own resources has allocated ₹ 499.78 crore for restoration of water bodies under the Kudimaramath Scheme from 2016-17 to 2018-19 (2016-17 ₹ 100 crore, 2017-18 ₹ 99.78 crore and 2018-19 ₹ 300 crore).

(d) and (e) ‘Irrigated Agriculture Modernisation and Water Bodies Restoration and Management (IAMWARM)’ Project with external assistance from World Bank was completed by Government of Tamil Nadu in June, 2015. Under this project, modernization, rehabilitation and water management works were taken up for 5009 tanks located in 61 sub-basins spread over 26 Districts at a cost of ₹ 2820.93 crore benefiting an ayacut of 6.69 lakh hectare and about 5 lakh farmers.

Another project “Tamil Nadu Irrigated Agriculture Modernisation (TNIAMP) Project- IAMWARM II” project is under implementation in the remaining 66 sub-basins of the State covering 29 Districts to benefit an extent of 5.43 lakh hectare over a period of 7 years starting from 2017 with an outlay of ₹ 2,962 crore with external assistance from world Bank.

### **Cleaning of river ganga**

†624. SHRI P. L. PUNIA: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) the amount spent on cleaning of Ganga river from 2014 till date and the extent of success achieved in keeping with the plan;

(b) whether Ganga water of any city on the banks of the river has been cleaned; and

(c) if not, by when the water of Ganga river would be cleaned?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (DR. SATYA PAL SINGH):  
(a) to (c) The funds spent for cleaning of Ganga river from Financial Year 2014-15

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† Original notice of the question was received in Hindi.

till 30 June, 2018 is ₹ 3,867.48 crore.

River cleaning and development is a continuous process and National Mission for Clean Ganga (NMCG) supplements the efforts of State Government in cleaning of river by providing financial assistance to the State Government. NMCG has sanctioned a total of 105 projects of sewerage infrastructure in Ganga basin States at an estimated cost of ₹ 17,484.97 crores for river cleaning and Ganga rejuvenation. Out of these, 26 sewerage infrastructure projects have so far been completed resulting into creation of approximately 421 Million Litres per Day (MLD) additional STP capacity through construction/rehabilitation and approximately 2050 KM new sewer lines have been laid. Rest of the projects are under different stages of execution.

The Central Pollution Control Board (CPCB) carries out water quality monitoring of river Ganga from Gangotri to West Bengal. Comparison of observed water quality (2017) with bathing water quality criteria indicates that Dissolved Oxygen which is an indicator of river health has been found to be within acceptable limits of notified primary water quality criteria and satisfactory to support the ecosystem of river across all seasons and for almost entire stretch of river Ganga. Biochemical Oxygen Demand (BOD) is found above acceptable limit in part of stretches downstream of Haridwar to Kannauj, at Kanpur, at Allahabad, at Varanasi; and some stretches in West Bengal (e.g. Bahrapore, Serampore, Palta, Dakhshineswar, Howrah, Garden Reach, Uluberia and Diamond Harbour).

The river water quality monitoring carried out in 2017 indicates improvement in water quality trends as compared to 2016. The Dissolved Oxygen levels are improving at 33 locations and is above the quality requirements of 5 mg/l. Biological Oxygen Demand (BOD) levels are reducing which is an improvement, at 26 locations and coliform bacteria count is reducing which is an improvement, at 30 locations.

Some examples of stretches showing improvements are:—

- (i) Ganga at Rishikesh U/S
- (ii) Ganga at Haridwar D/S
- (iii) Ganga at Allahabad D/S (Sangam),
- (iv) Ganga at Kanpur D/S (Jajmau Pumping Station)
- (v) Ganga at Varanasi U/S (Assighat)
- (vi) Ganga at Buxar, Ramrekhaghat
- (vii) Ganga at Punpun, Patna

- (viii) Ganga at Diamond Harbour
- (ix) Ganga at Garden Reach
- (x) Ganga at Baharampur
- (xi) Ganga at Howrah Shivpur

**Central Assistance for CADWM project under ISBIG**

625. SHRI RAMKUMAR VERMA: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government intends to release the Central Assistance for ongoing Command Area Development and Water Management (CADWM) projects under the new scheme of Incentivisation Scheme for Bridging Irrigation Gap (ISBIG) for financial year 2018-19;

(b) if so, by when; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) to (c) The Government of India taken initiative to complete the Command Area Development and Water Management (CADWM) component of the irrigation projects in various States through a new Scheme, namely Incentivisation Scheme for Bridging Irrigation Gap (ISBIG). The Scheme proposal has been approved by the Expenditure Finance Committee of Government of India. The Scheme will be implemented after approval of the Cabinet. The release of Central Assistance for the projects of ISBIG will be taken up on implementation of the Scheme.

**Approval and financial assistance for Mekedatu project**

626. DR. L. HANUMANTHAIAH: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government has received any proposal from Karnataka for approval and financial assistance for Mekedatu multipurpose (drinking and power) project;

(b) if so, the details thereof;

(c) whether Government has taken steps to grant approval for the said project;

(d) if so, by when Government is going to approve the project and the details thereof;

(e) whether Government has received any proposal for financial assistance for the project; and

(f) if so, the response of Government in this regard and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) and (b) Regional Office of Central Water Commission (CWC) at Bengaluru received a report namely Detailed Project Report (DPR) of “Mekedatu Balancing Reservoir-cum-Drinking Water Project” from Cauvery Neeravari Nigam Limited (CNNL) of Government of Karnataka on 07.06.2017. The estimated cost of the proposed project was ₹ 5912 crore.

(c) and (d) As the detailed information required for a DPR was not included in the Report, it was examined in CWC considering it as a Pre-Feasibility Report and was returned by CWC to Cauvery Neeravari Nigam Limited, Bengaluru on 07.07.2017 with observations/comments. Time taken to give Technical Advisory Committee (TAC) clearance/Investment clearance depends on the time taken by the State Government in complying with the observations of CWC.

(e) and (f) Regarding Central Assistance to the project, Government of Karnataka needs to first obtain TAC clearance and Investment clearance of MoWR, RD and GR after complying the observations/comments of CWC. Thereafter, State Government needs to submit proposal seeking Central Assistance (CA) to CWC. A view on sanctioning Central Assistance is taken as per the extant Guidelines of Central Assistance.

### **Flood control and re-excavation project in West Bengal**

627. SHRI MANAS RANJAN BHUNIA: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government has stopped funding for Keteghai-Kapaleshwari-Baghai river flood control and re-excavation project in West Bengal for the last two years, if so, the cost of the project sanctioned during Twelfth Five Year Plan period;

(b) the amount of fund released by the Central Government; and

(c) the contribution of State Government and ratio thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM

MEGHWAL): (a) and (b) The estimated cost of Keleghai-Kapaleshwari-Baghai scheme is ₹ 650.38 crore. The techno-economic clearance for this scheme was accorded by GFCC on 19.01.2010. The scheme was accepted by the Advisory Committee on Irrigation, Flood Control and Multipurpose Project of Ministry of Water Resources in 102nd meeting on 23.01.2010. The Planning Commission accorded investment clearance to the scheme in March, 2010. However, the Empowered Committee of MoWR, RD and GR on Flood Management Programme in its 6th meeting dated 12.7.2010 had approved the inclusion of its 1st Phase of the scheme for the estimated cost of ₹ 325.20 crore only for works to be executed by State Government during Eleventh Plan.

So far ₹ 170.273 crore has been released by Ministry of Water Resources, River Development and Ganga Rejuvenation in five installments as Central Share to Keleghai-Kapaleshwari-Baghai Project under Flood Management Programme (FMP). An amount of ₹ 8.085 crore as Central Assistance to Keleghai-Kapaleshwari-Baghai Project was released in F.Y. 2017-18 under FMP.

(c) The State Government has so far released ₹ 146.8425 crore as State share towards Keleghai-Kapaleshwari-Baghai Project. The funding pattern of the project is 50% : 50% (Central Share: State Share) as per Department of Expenditure, Ministry of Finance letter dated 28.10.2015.

#### **Administrative and financial approval for Ghatal Master Plan**

628. SHRI MANAS RANJAN BHUNIA: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government has provided the administrative approval and financial sanction for the Ghatal Master Plan for West Bengal and if not, the reasons therefor; and

(b) by when the administrative approval and financial sanction would be given for Ghatal Master Plan?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) and (b) Ghatal Master Plan for West Bengal with revised cost of ₹ 1238.95 crore at Price Level 2017 was considered in the 136th meeting of Advisory Committee of Ministry of Water Resources, River Development and Ganga Rejuvenation for consideration of techno-economic viability of major and medium irrigation, flood control and multi-purpose project proposals held under Chairmanship of Secretary (MoWR, RD&GR) on 6th June, 2018 at New Delhi. The Project was

accepted in the Advisory Committee subject to submission of State Finance concurrence by Project authority.

### **Legislation on Dam Safety Bill, 2018**

629. SHRIMATI KANIMOZHI: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether Government has consulted all State Governments and a consensus has been obtained for bringing the legislation on the Dam Safety Bill, 2018 and if so, the details thereof;

(b) whether powers of State Governments and rights conferred on the State by inter-State agreements on the dams owned, operated and maintained by Tamil Nadu but located in another State will be guaranteed under the proposed Dam Safety Bill, 2018 and if so, the details thereof; and

(c) whether Government has conducted any safety audit of the dams in the country, if so, the details and the findings thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) The Dam Safety Bill, 2018 envisages prevention and mitigation of dam failure related disaster through proper surveillance, inspection, operation and maintenance of all dams in India to ensure their safe functioning. At drafting stage, the Bill was circulated to all States/UTs for consultation on 09.08.2016. Responses were received from States of Bihar, Chhattisgarh, Gujarat, Himachal Pradesh, Jharkhand, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Meghalaya, Mizoram, Nagaland, Odisha, Punjab, Rajasthan, Tamil Nadu, Telangana, Uttar Pradesh and Uttarakhand. Responses were also received from UTs of Chandigarh, Dadra and Nagar Haveli, Delhi and Lakshadweep. Most of the States have supported the proposed Bill. Further, the proposed Bill was discussed threadbare along with the inputs received from various States/UTs in the meeting of 37th Meeting of National Committee on Dam Safety (NCDS) held on 18.2.2017. As per the outcome of the meeting, the changes proposed in the draft Bill duly considering comments/apprehensions of the States were furnished to Legislative Department, Ministry of Law and Justice. The Dam Safety Bill, 2018 has been accordingly modified and finalized in consultation with Legislative Department.

(b) The powers of State Governments and rights conferred on the State by inter-State agreements on the dams owned, operated and maintained by Tamil Nadu

but located in another State are not proposed to be altered under the proposed Dam Safety Bill, 2018. The proposed Dam Safety Bill, 2018 in no way seeks to alter or dilute States' established ownership of dams or their day-to-day roles in the operation and management of dams. Rather, the provisions of the Bill are directed essentially at the empowerment of the States' own dam safety institutional set-up.

The Bill only proposes an institutional framework and other provisions for ensuring safety of dams. Some safety related roles and functions have been identified for proposed State Dam Safety Organisations. In order to overcome the difficulties associated with safety of a dam extending over two or more States, or in cases where a dam owned by one State and is located in another State, a provision in terms of passing on the jurisdiction of State Dam Safety Organization to National Dam Safety Authority has been incorporated in the proposed Bill.

(c) In the meeting of the NCDS, State Governments/Dam owners are advised to conduct pre and post monsoon inspection of each large dam so that the remedial measures may be taken by dam owners for any distress, if observed. Dam owners carry out pre-monsoon and post-monsoon inspections of their dams as per the standard proforma or checklist available on Central Water Commission (CWC) website. NCDS encourage Dam owners to conduct the comprehensive dam safety reviews of their dams through a panel of experts known as "Dam Safety Review Panel".

### **Allocation of funds for Namami Gange project**

630. SHRI KAPIL SIBAL: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) for the projects which are part of Namami Gange projects, what are the details of funds involved, commencing date, budget allocated and timeline for completion;

(b) whether it is a fact that ₹ 20,000 crores was allocated for Clean Ganga projects, if so, utilisation of the funds since the commencement of this project till date; and

(c) whether the Ministry is pursuing private sector to use its CSR funds for Clean Ganga projects, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (DR. SATYA PAL SINGH):

(a) Government of India is supplementing the efforts of the State Governments in addressing the pollution of river Ganga by providing financial assistance to the States. Government of India has approved Namami Gange Programme in May, 2015 for



conservation of river Ganga with total outlay of ₹ 20,000 Crores. Namami Gange Programme is an umbrella programme which integrates previous and currently ongoing initiatives by enhancing efficiency, extracting synergies and supplementing them with more comprehensive and better coordinated interventions.

Namami Gange Programme is being carried out through various coordinated activities including treatment of municipal sewage, treatment of industrial effluent, river surface cleaning, rural sanitation, River Front Development, Ghats and Crematoria, afforestation and biodiversity conservation, public outreach etc.

Under Namami Gange Programme, towards cleaning of river a total of 105 projects have been sanctioned for development of sewerage treatment capacity of 3295 Million Litres per Day (MLD) including rehabilitation and laying of sewerage network of 4823 km. at an estimated cost of ₹ 17,485 Cr. Out of these 26 projects have so far been completed.

Further, a total of 67 projects have been sanctioned for River Front Development, development of Ghats and Crematoria, Ghat cleaning and river surface cleaning activities at an estimated cost of ₹ 1296 Cr. Out of these 24 projects are completed and other projects are at various stages of implementation.

Cleaning of river is a continuous process and efforts are being made to complete these projects by the year 2020.

(b) An outlay of ₹ 20,000 crore has been earmarked for cleaning and rejuvenation of river Ganga and its tributaries, till December, 2020. So far, an amount of more than ₹ 3580 crore have been spent since 2014-15.

(c) Yes, Sir. A special fund called 'Clean Ganga Fund' has been setup for contribution by various stakeholders including private sector. National Mission for Clean Ganga (NMCG) has been pursuing private sector also for use of their Corporate Social Responsibility (CSR) funds for clean Ganga activities.

#### **Fund sanctioned for cleaning of river ganga**

631. SHRIMATI VIJILA SATHYANANTH: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether it is a fact that Government will spend ₹ 8,000 to ₹ 10,000 crore this year to ensure that at least 70 per cent of the Ganga will be cleaned by May, 2019;

(b) whether it is also a fact that Government has only spent ₹ 4500 crore, since 2015, when the ₹ 20,000 crore tranche for cleaning the 2,500 km. long river was operationalised;

(c) whether a total of 195 projects worth ₹ 20,959 crore have been sanctioned for various activities; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (DR. SATYA PAL SINGH):

(a) Government of India is supplementing the efforts of the State Governments in addressing the pollution of river Ganga by providing financial assistance to the states. Government of India has approved Namami Gange Programme in May, 2015 for conservation of river Ganga with total outlay of ₹ 20,000 crores.

Cleaning of river is a continuous process and efforts are being made to complete the sanctioned projects by the year 2020 and necessary funds, as required, shall be provided to the States for completion of the projects.

(b) An amount of ₹ 20,000 crore has been allotted for Namami Gange Mission in 2015 for expenditure upto 2020. So far, as expenditure of ₹ 3783.28 crore has been incurred. A policy decision was also taken for sustainability of investment in Sewerage Sector to implement projects on Public-private partnership (PPP) in Hybrid-Annuity mode under which only 40% of the Construction cost would be paid within the period of construction. The rest of 60% would be paid in 15 years along with separate payment of Operation and Maintenance (O&M) for the same period.

(c) and (d) Namami Gange programme is being carried out through various coordinated activities including treatment of municipal sewage, treatment of industrial effluent, river surface cleaning, rural sanitation, River Front Development, Ghats and Crematoria, afforestation and biodiversity conservation, public outreach etc. So far a total of 221 projects have been sanctioned at an estimated cost of ₹ 23,656.32 crore for various activities. These include:

- 105 projects for development of sewerage infrastructure to create new and rehabilitation of total treatment capacity of 3295 Million Litres per Day (MLD) and laying of sewerage network of 4823 km. at an estimated cost of ₹ 17485 crore.
- 67 projects for River Front Development, development of Ghats and Crematoria, Ghat cleaning and river surface cleaning activities at an estimated cost of ₹ 1296 crore.

- Other projects include bioremediation, modular STPs, rural sanitation, afforestation and biodiversity conservation, Research and Development (R&D) etc.

**Access to drinking water in Delhi and Bengaluru**

632. SHRIMATI VIJILA SATHYANANTH: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

- (a) whether it is a fact that nearly half of India's population could end up with no access to drinking water by 2030;
- (b) if so, the details thereof;
- (c) whether it is also a fact that Delhi and Bengaluru could run out of ground water by 2020; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) and (b) As per National Commission for Integrated Water Resources Development (NCIWRD) report, the total water availability of India received through precipitation has been assessed about 4000 Billion Cubic Meter (BCM) per annum. After evaporation, 1869 BCM water is available as natural runoff. Due to geological and other factors, the utilizable water availability is limited to 1137 BCM per annum comprising 690 BCM of surface water and 447 BCM of replenishable ground water.

Total requirement of water in the country for different uses for high demand scenario for the years 2010, 2025 and 2050 has been assessed as 710 BCM, 843 BCM and 1180 BCM respectively. Further, country's water demand for domestic use, which includes drinking water, has been estimated as 62 BCM and 111 BCM in the year 2025 and 2050 respectively.

Considering the top priority given to the drinking water in National Water Policy (2012) and the availability and projected demand of water, there is ample scope of meeting the drinking water requirements.

(c) and (d) NITI Aayog in its report titled "Composite Water Management Index" published in June 2018, has mentioned that 21 major cities including Delhi and Bengaluru are expected to run out of groundwater as soon as year 2020.

Ground water is a replenishable resource which gets recharged through rainfall and other sources periodically. As per the Dynamic Ground Water Resource Estimation

(2013) carried out jointly by the Central Ground Water Board (CGWB) and the State Governments, annual replenishable ground water resource in Delhi is 33,905 hectare meter and that of Bengaluru Urban is 13,262 hectare meter. However, in some places annual ground water withdrawal is more than the annual replenishable resource, which results in 'over-exploitation' of ground water resource and its consequent depletion. However, over-exploitation is a reversible process and can be controlled through judicious and holistic management of water.

### **Prevention of erosion by mountain streams**

633. SHRIMATI VIPLOVE THAKUR: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether erosion caused by mountain streams, results in extensive damage to agriculture and roads in Himachal Pradesh;

(b) if so, the details thereof;

(c) whether Government proposes to take any remedial steps 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 ARJUN RAM MEGHWAL): (a) and (b) The State of Himachal Pradesh is prone to riverine and flash floods. Rivers and streams carry huge discharge of water mainly during rainy season and many a times results in damages to agriculture and roads. The tentative statement showing flood damages during Year 1953 to 2017 in the State of Himachal Pradesh are given in the Statement (*See* below).

(c) and (d) As per constitutional provisions, the subject of Flood Management including erosion control falls within the purview of the States. The flood management and anti-erosion schemes are planned, investigated and implemented by the State Governments with own resources as per priority within the State. The Union Government renders technical guidance and promotional financial assistance. Government of India launched Flood Management Programme (FMP) during Eleventh Plan for providing central assistance to the State Governments for taking up works related to river management, flood control, anti-erosion, drainage development, flood proofing works, restoration of damaged flood management works and anti-sea erosion works which has been continued.

Under this Programme, a Central assistance of ₹ 5435.74 crore has been provided till date to the various States since Eleventh Plan. An amount of ₹ 475.354 crore has been released to the State of Himachal Pradesh till date.

### Statement

Statement showing flood damage during 1953 to 2017 in the State of Himachal Pradesh

[illegible]

1	2	3	4	5	6	7	8	9	10	11	12
14.	1966	Nil	Nil	Nil	Nil	Nil	Nil	212	2	Nil	Nil
15.	1967	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
16.	1968	Neg.	Neg.	Neg.	0.007	54	Neg.	15	4	0.008	0.015
17.	1969	Neg.	Neg.	Neg.	0.134	13473	0.007	30	1	Neg.	0.141
18.	1970	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	Neg.	Neg.
19.	1971	0.140	0.830	0.130	10.495	22512	4.502	1767	84	4.544	19.541
20.	1972	Neg.	Nil	Neg.	Neg.	66	0.011	39	4	Neg.	0.011
21.	1973	Neg.	0.010	Neg.	0.170	827	0.004	40	34	0.085	0.259
22.	1974	Neg.	Nil	Neg.	Neg.	32	Neg.	23	2	0.055	0.055
23.	1975	Neg.	Neg.	Neg.	Neg.	8	Neg.	Nil	Nil	Nil	Nil
24.	1976	Neg.	Neg.	Neg.	Neg.	1	Neg.	Nil	Nil	Nil	Neg.
25.	1977	0.040	0.020	0.030	9.487	Neg.	0.126	30	12	6.430	16.043
26.	1978	0.090	2.500	0.090	24.000	9225	5.682	1034	279	46.387	76.069
27.	1979	Neg.	Neg.	Neg.	0.005	304	0.056	27	5	0.006	0.067
28.	1980	Neg.	0.010	Neg.	0.089	405	0.117	68	46	0.098	0.304
29.	1981	Neg.	0.005	Neg.	0.004	1064	0.237	43	16	Neg.	0.241
30.	1982	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
31.	1983	0.120	1.650	0.120	27.307	7699	4.826	388	45	5.033	37.166

32. 1984	Neg.	Nil	Nil	0.025	888	0.058	78	17	Nil	0.083
33. 1985	0.390	1.640	0.390	79.551	7367	6.669	1238	33	43,000	129,220
34. 1986	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
35. 1987	Neg.	Neg.	Nil	Nil	53	2.000	21	11	3,000	5,000
36. 1988	0.020	1.310	0.020	58.450	9496	26.000	984	93	71,040	155,490
37. 1989	0.410	2.870	0.041	99.560	397	2.000	98	33	80,130	181,690
38. 1990	0	0	0	15.720	13657	37.160	1413	62	44,930	97,810
39. 1991	Nil	Nil	Nil	Nil	1979	13.407	577	59	36,315	49,722
40. 1992	Neg.	1.342	Neg.	92.544	6598	3.837	756	104	51,190	147,571
41. 1993	0.375	2.501	0.375	201.519	6128	63.720	12090	44	139,523	404,762
42. 1994	0.476	2.835	0.476	248.563	7339	47.671	1022	179	109,811	406,045
43. 1995	0.361	3.282	0.335	233.593	25183	75.520	5624	114	196,885	505,998
44. 1996	0.321	2.926	0.299	245.966	5774	69.281	2250	51	161,526	476,773
45. 1997	0.254	2.855	0.254	173.210	13943	81.460	4809	229	235,800	490,470
46. 1998	0.265	2.469	0.265	105.765	5050	0.840	221	71	225,663	332,268
47. 1999	2.870	2.205	0.287	234.870	671	27.300	129	30	164,217	426,387
48. 2000	0.420	0.876	0.031	46.828	3863	13.087	1411	35	1466,026	1525,941
49. 2001	0.008	0.405	0.006	20.050	2683	4.223	915	45	113,981	138,254
50. 2002	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
51. 2003	0.033	0.303	0.016	17.790	2924	60.068	452	89	87,964	165,822

1	2	3	4	5	6	7	8	9	10	11	12
52.	2004	Neg.	0.022	Neg.	0.673	525	0.864	103	8	29.235	30.772
53.	2005	0.530	0.873	0.048	328.590	2024	9.147	3049	8	222.063	559.800
54.	2006			0.094	245.490	4379	23.665	846	48	351.568	620.723
55.	2007			0.180	239.159	10820	96.440	3087	98	933.349	1268.948
56.	2008			0.093	325.470	11686	138.010	2780	146	448.162	911.642
57.	2009	0.000	0.000	0.000	0.000	0	0.000	0	0	0.000	0.000
58.	2010	0.001	0.608	0.204	285.340	6656	7.978	5839	62	1750.710	2044.028
59.	2011	0.030	0.608	0.157	417.390	8467	0.480	2372	51	618.600	1036.470
60.	2012	0.000	0.003	0.000	4.064	1750	13.262	126	27	164.955	182.281
61.	2013	0.102	0.000	0.102	506.000	11243	200.000	24267	73	2228.370	2934.370
62.	2014	1.780	0.481	0.414	189.150	1272	3.710	698	45	638.970	831.830
63.	2015	0.006	6.865		121.380	3264	6.690	686	133	2.550	130.620
64.	2016	0.035	6.865	0.035	26.830	2283	15.270	136	40	3.020	45.120
65.	2017					1216			75		0.000
TOTAL		9.307	49.258	4.502	4635.576	237175	1065.419	82669	2791	10685.452	16386.447
Average		0.332	1.493	0.150	110.371	4744	25.367	1722	54	248.499	341.384
Maximum		2.870	6.865	0.476	506.000	25183	200.000	24267	279	2228.370	2934.370
(Year)		(1999)	(2015)	(1994)	(2013)	(1995)	(2013)	(2013)	(1978)	(2013)	(2013)



**Submerged area of rajghat dam project**

†634. SHRI SANJAY SINGH: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) the number of farmers of district Lalitpur, Uttar Pradesh whose land and other properties like wells, sheds, houses have been submerged under Rajghat Dam Project constructed by Betwa River Board and if so, the details of compensation to be paid to the farmers;

(b) whether the properties submerged in dam water will be given compensation, if so, since when and the details thereof; and

(c) the reasons for not giving this balance compensation to affected farmers and the plans of Betwa River Board for them?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI ARJUN RAM MEGHWAL): (a) to (c) Under Rajghat Dam Project constructed by Betwa River Board (BRB), land of farmers of 39 villages of Ashok Nagar district in Madhya Pradesh and 49 villages of Lalitpur district of Uttar Pradesh have been affected. Full Reservoir Level (FRL) of Rajghat Dam Project is 371.00 meter. Payments of compensation of undisputed affected land up to Full Reservoir Level (FRL) have been made from 1978 to 2000. However, compensation for 127.76 Acre (51.703 ha.) of land of 61 farmers in 12 villages of District Lalitpur (U.P.) amounting to Rs.55.78 Lacs is yet to be paid. Payment of compensation is pending due to pending court cases and nominees disputes.

Balance compensation for the affected farmers will be paid on disposal of pending court cases and resolution of nominee disputes.

**Funds collected under CGF**

635. PROF. M. V. RAJEEV GOWDA: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) the quantum of funds received under the Clean Ganga Fund (CGF) till January, 2018;

(b) the quantum of funds received under the CGF from corporates as part of their Corporate Social Responsibility (CSR) expenditure;

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† Original notice of the question was received in Hindi.

(c) the quantum of funds released under the fund till January, 2018, as a proportion of the total collection; and

(d) the purpose for which the released funds are being utilised?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (DR. SATYA PAL SINGH):

(a) The quantum of funds received under the Clean Ganga Fund (CGF) till January 2018 is ₹ 221,75,85,732/-.

(b) The quantum of funds received under the CGF from corporates as part of their Corporate Social Responsibility (CSR) expenditure are tabulated below:—

Clean Ganga Fund Details of Donation on CSR as on 31.01.2018

Sl.No.	Description	Amount in ₹
1	PSU/CPSU/Govt. Dept.	1,77,29,89,688.00
2	Private companies	20,06,97,093.59
TOTAL*		1,97,36,86,781.59

\* upto 30 June. 2018.

(c) and (d) No fund has been released under the CGF till January, 2018. However, projects worth ₹ 205.14 crore have been approved for funding under CGF in May, 2018 and States have been provided with ₹ 33.13 crore for expenditure on these projects.

### **Physical education and sports university in the country**

636. SHRI K. C. RAMAMURTHY: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether it is a fact that there is no exclusive physical education and sports university at the Central level in the country;

(b) if so, whether there are any plans to set up such university under an Act of Parliament and the similar universities can be set up in States by giving assistance by the Ministry;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (COL. RAJYAVARDHAN SINGH RATHORE): (a) to (d) It is not a fact

that there is no exclusive physical education and sports university at the central level in the country.

Lakshmibai National Institute of Physical Education, Gwalior is already functioning as a “Deemed to be University” in the field of physical education since 1995. The Institute has been graded in the highest category *i.e.* Category-I Deemed to be University *w.e.f.* 19.06.2018.

The Government is also establishing National Sports University in Imphal, Manipur. The National Sports University Ordinance 2018 has been promulgated on 31.5.2018 to establish a National Sports University in Manipur, which will be first of its kind to promote sports education in the areas of sports sciences, sports technology, sports management and sports coaching besides functioning as the national training centre for select sports disciplines by adopting best international practices.

Pending completion of the campus of the National Sports University in West Imphal District of Manipur, the National Sports University at present is functioning from its temporary campus in Khuman Lampak Sports Complex, Imphal, Manipur.

#### **Status of sports university in Gujarat**

†637. SHRI LAL SINH VADODIA: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether it is a fact that Government is seriously considering to establish a sports university in the country;

(b) if so, whether Government would consider to open a sports university in the State of Gujarat; and

(c) if so, where and by when and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (COL. RAJYAVARDHAN SINGH RATHORE): (a) Yes, Sir. The Government is establishing a National Sports University in Imphal, Manipur. Pending completion of the campus of the National Sports University in West Imphal District of Manipur, the National Sports University at present is functioning from its temporary campus in Khuman Lampak Sports Complex, Imphal, Manipur.

(b) and (c) There is no proposal of the Central Government at present to open a Sports University in Gujarat. As the National Sports University is being set up in

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† Original notice of the question was received in Hindi.

Manipur, which will cater to students and sportspersons from all States and UTs, the Central Government does not feel the need at present to open a Sports University in Gujarat.

It is relevant to mention here that Swarnim Gujarat Sports University, set up by the Government of Gujarat is already functioning in Gandhi Nagar (Gujarat).

### **Indian Football team for Asian Games in Indonesia**

638. SHRI RITABRATA BANERJEE: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether it is a fact that Indian Olympic Association (IOA) has refused to send the Indian Football team to the Asian Games in Indonesia;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (COL. RAJYAVARDHAN SINGH RATHORE): (a) and (b) Indian Olympic Association (IOA) has informed that the Indian Football team has not been cleared by them to participate in the Asian Games, 2018 to be held in Indonesia as the Indian Football team does not meet the extant selection criteria for participation.

(c) Does not arise.

### **Number of sports institutes and stadia in the country**

†639. MS. SAROJ PANDEY: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state the number of stadia and sports institutes constructed/revamped since the year 2014 till date during the tenure of NDA Government?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (COL. RAJYAVARDHAN SINGH RATHORE): “Sports” is a State Subject and it is the mandate of states to develop grassroots sports infrastructure. However funds have been granted by Government of India to supplement the development of Sports Infrastructure all over the country. Ministry of Youth Affairs and Sports through Sports Authority of India has constructed/revamped various sports stadiums and sports institutes since May, 2014 The details are given in the Statement (*See below*).

The Government of India is also establishing a National Sports University (NSU) in Imphal, Manipur. The process of construction work of campus of the NSU has

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† Original notice of the question was received in Hindi.

started in Imphal, West District, Manipur. It has started functioning from a temporary campus, namely, KhumanLampak Sports Complex, Imphal, Manipur and the Academic Session of 2017-18 has also commenced from 15th January, 2018.

The Department of Sports has released grant under the Prime Minister's Development Package (PMDP) project for enhancement of sports infrastructure facilities at Jammu and Kashmir (J&K), for revamping of the following stadia since 2014:-

1. Bakshi Stadium, Srinagar
2. M.A, Stadium, Jammu
3. Sports Stadium, Rajouri
4. Sports Stadium, Poonch
5. Subash Stadium, Udhampur

### **Statement**

*Sports authority of India*

*list of sai infra works since may 2014 till date*

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Sl.No.	Name of work
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I-Sports Stadiums and SAI Centres

Delhi

1. Setting up of 400 Kva Roof top solar system under Capex model in JN Stadium
2. Renovation/upgradation of JNS New Delhi for FIFA U-17 world cup
3. Renovation of Office building and Hostel for National Hockey Academy at MDCNS New Delhi

SAG Alleppey

4. C/o. New Boat House maintenance yard and floating jeeting at pummanaad at Alleppey
5. C/o 63 bedded Girls hostel, Dining Hall and Kitchen
6. C/o 63 bedded Boys hostel, Extn of fitness centre for office accn etc

RC Bangalore

7. Laying of Synthetic blue Hockey surface i/c change room and flood lights at SAI campus
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Sl.No.	Name of work
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**Bangalore**

8. Renovation of swimming pool complex at SAI campus Bangalore
9. Upgradation/Renovation of 80 bedded womens hostel
10. Upgradation/Renovation of 200 bedded Boys hostel

**RC Sonapat**

11. C/o Wrestling Hall at SAI NRC Sonapat
12. Shilaroo Laying of 200 mt 6 lane and 400 mt 1 lane Athletic track at Shilaroo

**RC Bhopal**

13. Laying of Synthetic Hockey surface at CRC Bhopal

**RC Lucknow**

14. Replacement of Synthetic Hockey surface SAI Lucknow

**RC Gandhinagar**

15. C/o boundary wall in Sector 25 RC Gandhinagar

**RC Kandivale**

16. Renovation of Boys hostel at Kandivale
17. Replacement of Synthetic Hockey surface at STC Aurangabad

**RC, Kolkata**

18. Upgradation of Indoor Training Hall NSEC Kolkata
19. C/o boundary wall at NSEC Kolkata
20. Upgradation of STC Hazaribagh

**RC Guwahati**

21. Relaying of Wooden flooring of Multi-purpose hall at SAI Sub Centre Guwahati
22. Vertical extension over existing Grand Stand and installation of chairs at NERC Guwahati

**RC, Imphal**

23. C/o. of Tennis Courts with Syn. Surface at takyel Imphal
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Sl.No.	Name of work
24.	laying of Syn. Athletic Track Imphal, Manipur
25.	laying of Syn. Hockey surface at takyel, imphal
26.	Renovation of old MP Hall at NERC Imphal
27.	C/o Boundary wall NERC Imphal

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## II-Sports Institutes

### NIS Patiala

28. Renovation of 240 bedded Yaduvendra Hostel at NS NIS Patiala
  29. Replacement of Synthetic Athletic Track at NS NIS Patiala
  30. C/o Indoor swimming pool 25X25 mt size at NIS Patiala
  31. Renovation of old Boys Hostel at NIS Patiala
  32. Setting up of Hypoxic Chamber at NIS Patiala
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### **Safety of female sportspersons**

640. PROF. M. V. RAJEEV GOWDA: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Ministry is drafting rules and code for conduct guidelines to be followed by men accompanying women's team, to ensure the safety and protection of sportswomen from any form of abuse and harassment;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) the measures being taken by the Ministry to ensure safety and protection of female sportspersons during training camps and national and international tournaments; and

(e) the expenditure incurred on female sportspersons and their training by the Ministry since 2014, year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (COL. RAJYAVARDHAN SINGH RATHORE): (a) and (b) The Department of Sports follows the guidelines under the "Sexual Harassment at Work Place Prevention, Prohibition and Redressal) Act, 2013" to ensure the safety and

protection of female sportspersons during training camps and National/International tournaments. The female sportspersons, being trained under Sports Authority of India (SAI)'s Sports Promotional Schemes, are mostly accompanied by the female coaches during journey to participate in sports competition to ensure their safety and security.

(c) Does not arise.

(d) Under safety measures for female sportspersons, Department of Sports (Ministry of Youth Affairs and Sports) has constituted a High Powered Committee (HPC) on 2nd May, 2017 comprising of officers from the Ministry, Senior Sportspersons, Sports Journalist and Advocate for Sportswomen to resolve the grievances and complaints of women sportspersons. There is an inbuilt mechanism of Internal Complaint Committee (ICC) at all SAI Regional Centres.

Further, with a view to prevent/deter the commission of acts of sexual harassment and to provide the procedure for the resolution, settlement or prosecution of cases of sexual harassment of female sportspersons and to promote a healthy environment in sports, Government has issued instructions to all National Sports Federations including Indian Olympic Association on 12.08.2010, *inter alia*, to take appropriate measures to prevent sexual harassment of women in sports including setting up a mechanism for redressal of complaints with a committee headed by a woman, or a special counsellor, whilst adhering to the principle of confidentiality.

All the complaints related to sexual harassment of female sportspersons are dealt with as per the Sexual Harassment of Women at workplace (Prevention, Prohibition and Redressal) Act 2013 and also the Protection of Children from Sexual Offences Act (POCSO Act) 2012.

(e) The twin planks of the National Sports Policy 2001 are "Broad-basing of Sports" and "Achieving Excellence in Sports" at the national and international levels. Accordingly, all schemes of the Department of Sports are gender neutral. Female and male sportspersons are treated at par and provided with all the same facilities during the training camps and national and international tournaments. Therefore, no separate details of expenditure are maintained for female sportspersons on their training.

*The House the adjourned for lunch at one of the clock*

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*The House reassembled after lunch at two of the clock,*

MR. CHAIRMAN *in the Chair.*

### GOVERNMENT BILLS

#### **The Ancient Monuments and Archaeological Sites and Remains (Amendment) Bill, 2018**

MR. CHAIRMAN: Now, The Ancient Monuments and Archaeological Sites and Remains (Amendment) Bill, 2018, Dr. Mahesh Sharma to move the motion for consideration.

THE LEADER OF THE OPPOSITION (SHRI GHULAM NABI AZAD): Sir, I want to say something.

संसदीय कार्य मंत्रालय में राज्य मंत्री तथा सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय में राज्य मंत्री (श्री विजय गोयल): सर, पहले मूव करने दीजिए।

MR. CHAIRMAN: Let him move the motion and then you can speak.

THE LEADER OF THE OPPOSITION (SHRI GHULAM NABI AZAD): Sir, after the motion is moved, please give me one minute.

MR. CHAIRMAN: I have no problem.

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE; AND THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (DR. MAHESH SHARMA): Mr. Chairman, Sir, with your permission, I rise to move: That the Bill further to amend The Ancient Monuments and Archaeological Sites and Remains Act, 1958, as passed by Lok Sabha, be taken into consideration. ...(Interruptions)...

*The question was proposed.*

SHRI GHULAM NABI AZAD: Sir, at the outset, I would like to say that they have been saying time and again that each Bill should go from Lok Sabha to the Standing Committee but this Bill has not gone into the scrutiny of the Standing Committee. This is a very important Bill. It has cultural, educational, historical and economic ramifications on the present and the future generations. So, this Bill cannot be just discussed and an amendment cannot be brought like this. In 2010, an amendment was brought by the UPA Government. Now, after eight years, we cannot bring another amendment to the Bill without the scrutiny of the Members of the Standing Committee selected from both the Houses. Sir, since this Bill has not gone to the Standing Committee from Lok Sabha, I propose this should go to a Select

[Shri Ghulam Nabi Azad]

Committee. Let the Select Committee go through it and analyse the ramifications which are going to be there by re-amending this Act. So, my submission to the Government is that we will definitely pass the Bill, but let it first go for the scrutiny of the Joint Select Committee and Members of the Committee should go through it. ...*(Interruptions)*...

MR. CHAIRMAN: Let us hear Shri Jairam Ramesh also.

SHRI JAIRAM RAMESH (Karnataka): Sir, without going into the substance of the Bill, I want to point out that there are serious typographical errors in the Bill. There are errors related to the positioning of clauses, and, therefore, it must go to a Select Committee. This Bill cannot be passed without going to a Select Committee. ...*(Interruptions)*...

MR. CHAIRMAN: Now, the Minister of Parliamentary Affairs. ...*(Interruptions)*...

SHRI D. RAJA (Tamil Nadu): Sir, I want to say something. ...*(Interruptions)*...

SHRI T. K. RANGARAJAN (Tamil Nadu): Sir this Bill should go to a Select Committee. ...*(Interruptions)*...

MR. CHAIRMAN: No, we are not discussing the Bill. One has to have the patience to get the permission of the Chair. ...*(Interruptions)*...

SHRI D. RAJA: Sir, I am asking for the permission of the Chair. ...*(Interruptions)*...

**श्री विजय गोयल:** सर, लीडर ऑफ द अपोज़िशन और श्री जयराम रमेश ने जो कहा है, मैं उनकी चिंता को समझते हुए कहना चाहता हूँ कि यह बिल आज नहीं आया है। यह बिल लोक सभा के अंदर 3 जनवरी को पास हुआ था। उसके बाद से यह लगातार लिस्टेड होता हुआ चला आ रहा है। इसलिए मैं समझता हूँ कि एक अंडरस्टैंडिंग इस बात के लिए थी कि यह एक महत्वपूर्ण बिल है। साथ ही साथ, संस्कृति मंत्री भी इसके बारे में आपको बताएंगे। आप यह समझ लीजिए कि इस बिल की importance इतनी है कि अगर आपने आज से पहले इस बात को रखा होता, तो अब तक यह बिल कमेटी में जाकर वापस भी आ गया होता। अब जब इस पर डिस्कशन शुरू हो रहा है ...*(व्यवधान)*... एक मिनट। ...*(व्यवधान)*...

**श्री गुलाम नबी आज़ाद:** जब डिस्कशन के लिए बिल आता है, उसी समय तो यह बात उठाई जाती है। ...*(व्यवधान)*...

† قائد حزب اختلاف (جناب غلام نبی آزاد) : جب ڈسکشن کے لئے بل آتا ہے، اسی وقت تو

یہ بات اٹھائی جاتی ہے۔۔۔*(مداخلت)*۔۔۔

**श्री विजय गोयल:** एक मिनट। मैं अपनी बात तो पूरी कर लूं। ...**(व्यवधान)**...

**श्री सभापति:** ठहरिए, ठहरिए। ...**(व्यवधान)**... मैं बताऊंगा। ...**(व्यवधान)**... आप लोग बैठ जाइए। ...**(व्यवधान)**... मैं हूं ना ...**(व्यवधान)**... आप बैठ जाइए। ...**(व्यवधान)**...

**श्री विजय गोयल:** गुलाम नबी जी, मुझे अपनी बात तो पूरी करने दीजिए। ...**(व्यवधान)**... सर, जब BAC की मीटिंग थी, उस समय भी कभी इस बात का जिक्र नहीं आया। ...**(व्यवधान)**... मेरा आपसे निवेदन है कि इस बिल की importance को देखते हुए, जिसके कारण सरकार के बहुत से important projects रुक जाते हैं, फिर भी आपको ऐसा लगता है कि आपकी चिंता का कोई विषय है, तो आप पूरा टाइम बहस के अंदर लीजिए। सरकार इस विषय पर पूरी चर्चा करना चाहती है और बहस करना चाहती है।

**श्री गुलाम नबी आज़ाद:** सर, हम अपने अधिकारों का इस्तेमाल कर रहे हैं। ...**(व्यवधान)**...

†جناب غلام نبی آزاد: سر، ہم اپنے ادھ ک ییروں کب استعمل کر رہے ہیں (مداخلت)---

**श्री सभापति:** नहीं, नहीं। ऐसा नहीं है। आपको अधिकार है। हम सिर्फ solution ढूंढ़ रहे रहे हैं। ...**(व्यवधान)**...

**डा. महेश शर्मा:** माननीय सभापति जी, मैं उच्च सदन की भावनाओं का सम्मान करते हुए और बिना किसी prejudice के, माननीय लीडर ऑफ द अपोजिशन आज़ाद साहब और अन्य सभी माननीय सदस्यों से प्रार्थना करूंगा कि मुझे केवल पांच मिनट दे दें और मेरी बात सुन लें। अगर फिर भी यह हाउस यह डिसाइड करता है कि इसे सेलेक्ट कमेटी या अन्य किसी कमेटी को भेज दिया जाए, तो इसमें मुझे कोई आपत्ति नहीं है। मैं चाहूंगा कि पांच मिनट मुझे इसका पक्ष रखने का मौका दिया जाए। ...**(व्यवधान)**...

MR. CHAIRMAN: Please. Let us have patience. ...**(Interruptions)**... I am not rushing through anything. Don't worry.

**डा. महेश शर्मा:** महोदय, मैं उच्च सदन से यह प्रार्थना करता हूं कि देशहित में अगर आपको यह लगे और बिना किसी prejudice के, क्योंकि यह बिल लगभग एक साल से लंबित है, इसलिए यदि मुझे सिर्फ पांच मिनट की अनुमति मिले, तो मैं सिर्फ अपनी बात रखना चाहता हूं। ...**(व्यवधान)**...

**श्री सभापति:** प्लीज, आप बैठिए। ...**(व्यवधान)**... What is this? The Leader of the Opposition has made a suggestion. We are discussing it. You can also join the discussion subsequently. ...**(Interruptions)**... Please sit down, Mr. Siva. ...**(Interruptions)**... What I am trying to say is, what the Leader of the Opposition has said is a factual situation. The Bill, though approved by Lok Sabha, has not been referred to the Standing Committee there. Secondly, after passing, the Bill has come here. The

[श्री सभापति]

Parliamentary Affairs Minister is also right that it is pending since January. But, at the same time, when the question of referring the Bill to the Select Committee or the Standing Committee comes, there are two ways of doing it. One is, even before the House discusses it, Members meet the Chairman, a discussion is held with the Government, and, then, both sides take a decision, which is announced in the House. Second is, when the Bill has been introduced in the House, then, a mention is made that it should be referred to a Select Committee. On that, unnecessary, कोई विवाद नहीं होना चाहिए। In the morning, Shri Jairam Ramesh met me. He told me that not only there are certain mistakes and typographical errors but certain issues are also there which have to be corrected. He said that, in principle, they will be supporting the Bill provided these corrections are made. It is a reasonable position, to my knowledge. My worry is that today it is 23rd of July and the Parliament is there only up to 10th of August. Is there a way that we go to a Select Committee, come back and pass it in this session? ...*(Interruptions)*...

SHRI VIJAY GOEL: The Minister wants to convince them. Please allow the Minister also to speak a few words to convince the Members. ...*(Interruptions)*...

SHRI GHULAM NABI AZAD: Sir, so far, there is no example when a Bill has been referred to the Standing Committee or the Select Committee in one Session and the Bill has come back in the same session. ...*(Interruptions)*...

MR. CHAIRMAN: No, no. There was... ...*(Interruptions)*...

SHRI GHULAM NABI AZAD: It has never been done. The only thing which can be done is that the report can come in the first week of the next Session. ....  
...*(Interruptions)*...

SHRI SWAPAN DASGUPTA (Nominated): Sir, there was the Committee...  
...*(Interruptions)*... It gave its report in one week's time. ...*(Interruptions)*...

MR. CHAIRMAN: Let us not argue on that. There were instances where a Bill was referred to a Committee and the Bill came back in the same session also. ...*(Interruptions)*... That is not the issue. ...*(Interruptions)*... The issue is ...*(Interruptions)*...

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, we should not hastily legislate a law. ...*(Interruptions)*...

MR. CHAIRMAN: Please. ...*(Interruptions)*... Members should raise hand, get permission and then speak. If five Members stand up and start speaking, it will not

be possible for me to understand anything. I am here to take care of the interest of the House, and, particularly, the nuances, systems and customs that have to be followed. There is nothing wrong in Members' asking for referring a Bill to a Select Committee for greater scrutiny before the Bill comes back to the House, but as the Government is eager to get it passed at the earliest, I was just exploring the possibility of referring it to the Select Committee and getting back the report early? That is the question I have put. One section is saying that it is not possible and there is no such precedent. Precedents are there. ...*(Interruptions)*...

SHRI BHUPENDER YADAV (Rajasthan): Sir, in this House, two years ago, two Committees were formed. One related to the subject of Mines and Minerals and the other related to Coal. The Select Committee gave its report within five days. ...*(Interruptions)*...

श्री सभापति: ठीक है।

SHRI ANAND SHARMA (Himachal Pardesh): Who was the Chairman? ...*(Interruptions)*...

श्री विजय गोयल: सर, एक साल से यह बिल लटका हुआ है और suddenly LOP ने कहा कि इसे सेलेक्ट कमेटी को भेज दिया जाए, तो सर हमें बहुत दिक्कत हो जाएगी और यह बिल और डिले हो जाएगा। ...*(व्यवधान)*...

श्री गुलाम नबी आज़ाद: यही समय है। ...*(व्यवधान)*...

† قائد حزب اختلاف (جناب غلام نبی آزاد) : یہی وقت ہے ...*(مداخلت)*...

श्री विजय गोयल: यही समय तो है, पर the Minister wants to convince you, Sir, that there is no need to send the Bill to a Select Committee. ...*(Interruptions)*...

MR. CHAIRMAN: Yes, Mr. Anand Sharma. Mr. Anand Sharma wants to say something. ...*(Interruptions)*...

SHRI ANAND SHARMA: Sir, we are grateful that the matter that has been raised by the LoP and also, as the Chairman, you can see the sense of the House. I have just one submission to make to what the Minister and the Minister of Parliamentary Affairs have just said. This is the Parliament of India. When any Bill comes, not this one or that one, it is not a question of which Bill is important. Every Bill is important. Now, if it has not gone to a Standing Committee, as you have rightly observed, can the Parliament enact laws or change laws without any legislative scrutiny? That is the fundamental question. Scrutiny has to be done. ...*(Interruptions)*...

MR. CHAIRMAN: There are instances where the House has straightaway taken up a Bill. Ambikaji, do you want to say something?

SHRI JAIRAM RAMESH: Sir, ...(Interruptions)...

MR. CHAIRMAN: You had your say, please. I am not allowing general discussion.

SHRIMATI AMBIKA SONI (Punjab): Sir, I totally support what the Leader of the Opposition has said. This is no ordinary Bill. It is not a routine Bill which sometimes comes and we pass it even if may be it has not gone to a Standing Committee. This Bill affects our very roots, cultural roots of this country and has impact on the present and the future. I have also held this Ministry for three-and-a-half years. I know the importance of authorising and empowering people who are not trained for the job. ...(Interruptions)...

MR. CHAIRMAN: What is your suggestion?

SHRIMATI AMBIKA SONI: My suggestion that it must go to a Select Committee.

**प्रो. राम गोपाल यादव** (उत्तर प्रदेश): सभापति जी, यह बहुत दुखद बात है कि बिल्स को, चाहे यहां introduce किया जाए, चाहे वहां introduce किया जाए, कन्वेन्शन यह है कि उसको स्टैंडिंग कमेटी को भेजा जाना चाहिए, लेकिन यह परंपरा निरंतर तोड़ी जा रही है और इसीलिए यह सवाल उठता है कि यह बिल सेलेक्ट कमेटी को भेजा जाए। The Bill must have been sent to the Standing Committee. Since it has not been sent, the demand of the Opposition that it should be sent to a Select Committee is valid.

MR. CHAIRMAN: It is left to the wisdom of the Houses. This House cannot dictate that House; that House cannot dictate this House. ...(Interruptions)... Whatever it is, they have passed the Bill there.

**प्रो. राम गोपाल यादव**: सभापति जी, कन्वेन्शन पर संविधान और सरकारें चलती हैं। ...(व्यवधान)...

**श्री सभापति**: ठीक है। ...(व्यवधान)...

**प्रो. राम गोपाल यादव**: अगर आप वहां बिल नहीं भेजेंगे तो फिर स्टैंडिंग कमेटी का कोई मतलब ही नहीं है। ...(व्यवधान)...

SHRI JAIRAM RAMESH: Sir, one point.

MR. CHAIRMAN: Please, please. ...(Interruptions)... I have heard enough. ...(Interruptions)...

**प्रो. राम गोपाल यादव**: सेलेक्ट कमेटी के अलावा और कोई रास्ता नहीं बचता। ...(व्यवधान)...

SHRI JAIRAM RAMESH: Sir, there is no tearing hurry to bring the Bill. ...*(Interruptions)*...

MR. CHAIRMAN: Yes, Mr. Minister.

SHRI JAIRAM RAMESH: There is no hurry to bring the Bill, Sir. ...*(Interruptions)*..

MR. CHAIRMAN: Let him put forth the point of view as to where the tearing hurry is. Let him explain and then we will take a decision. We are not starting the discussion on the Bill. He is trying to explain what the urgency is. Just hear. ...*(Interruptions)*.. Please, please. ...*(Interruptions)*..

डा. महेश शर्मा: सभापति जी, मैं पुनः सभी सदस्यों की भावनाओं का सम्मान करते हुए यह निवेदन करता हूँ कि मुझे अपना पक्ष रखने के लिए सिर्फ पांच मिनट का समय दिया जाए। ...*(व्यवधान)*...

SHRI GHULAM NABI AZAD: Sir, I have a point of order.

डा. महेश शर्मा: उसके बाद भी अगर सदन यह महसूस करता है कि इसे सेलेक्ट कमेटी को भेजा जाए, तो मुझे किसी प्रिज्यूडिस के साथ आपत्ति नहीं है। ...*(व्यवधान)*... मुझे सिर्फ पांच मिनट का समय अपना पक्ष रखने के लिए दिया जाए। ...*(व्यवधान)*...

श्री सभापति: इस पर आपत्ति क्या है? ...*(व्यवधान)*... He is saying, "hear me"; hear the reason and then we may refer it. ...*(Interruptions)*...

SHRI GHULAM NABI AZAD: Sir, my point of order is at the very introduction of the Bill. ...*(Interruptions)*...

SHRI T. K. RANGARAJAN: Sir, please hear me. ...*(Interruptions)*...

MR. CHAIRMAN: What is this? I am not giving you a chance. Please, sit down. ...*(Interruptions)*... I am hearing the Leader of the Opposition and you stand up and say, "Sir, hear me." How can I hear everybody? Only the Members who get my permission should put forth their point of view.

SHRI GHULAM NABI AZAD: Sir, with great regard for the hon. Minister, I would have loved to hear him. But the hon. Minister can speak only once the Bill has been introduced and we have raised our objection at the introduction stage itself. We have not approved the introduction of the Bill.

MR. CHAIRMAN: No, no.

SHRI GHULAM NABI AZAD: So, having the Bill not been approved to be introduced, how can the Minister speak?

MR. CHAIRMAN: That is the power of the Chair. The point is, if the Minister wants to explain the rationale and urgency, let him explain without prejudice to the fact that the request for referring it to a Select Committee remains and then we will decide. I assure you that it will not be pushed forward. If the Minister explains the rationale and then if you are not convinced, we will refer it to a Select Committee. Yes, Mr. Minister, please. ...*(Interruptions)*... I have already said it.

**डा. महेश शर्मा:** सभापति महोदय, आपका धन्यवाद। मैं पुनः सभी सदस्यों की भावना का सम्मान करता हूँ। मैं सबसे पहले सिर्फ़ उन कारणों का वर्णन करना चाहूँगा, जिन कारणों से मैं बार-बार सदन से प्रार्थना कर रहा हूँ। मैं आपको बताना चाहता हूँ कि सन 1904 में Ancient Monuments Preservation Act. लाया गया था, 1958 में यह पुनः एक अधिनियम बना, 16 जून ...*(व्यवधान)*... श्री आनन्द शर्मा जी, सिर्फ़ पांच मिनट दीजिए, only five minutes. ...*(व्यवधान)*...

SHRI ANAND SHARMA: Sir, I am on a point of order. ...*(Interruptions)*...

MR. CHAIRMAN: I have allowed him. Let him complete. ...*(Interruptions)*...

SHRI ANAND SHARMA: Sir, I am on a point of order. ...*(Interruptions)*...

MR. CHAIRMAN: I have allowed him. Let him complete. ...*(Interruptions)*...

DR. MAHESH SHARMA: Only five minutes. ...*(Interruptions)*...

MR. CHAIRMAN: I will hear you. ...*(Interruptions)*... I said I will hear you without any prejudice to the right to refer it to a Select Committee. We are hearing the Minister on the rationale of bringing it now. ...*(Interruptions)*...

SHRI ANAND SHARMA: Sir, my point of order is under Rule 69. ...*(Interruptions)*...

MR. CHAIRMAN: Anand Sharmaji, please bear with me. I heard you. I heard the Leader of the Opposition also.

SHRI ANAND SHARMA: Sir, since the Minister has started ...*(Interruptions)*...

MR. CHAIRMAN: He has not started. He is only explaining the rationale behind urgency, not the merits of the Bill. ...*(Interruptions)*... Let him complete. After that, I will again get back to the Leader of the Opposition and then the Members.

**डा. महेश शर्मा:** सभापति महोदय, हमारे monuments, हमारी संस्कृति, जो हमारी पहचान है, जिसने भारत को इतना सम्मान दिया है कि आज world heritage में हम world में पांचवें स्थान पर हैं, आज मैं उस भावना का सम्मान करता हूँ। मैं आपको बताना चाहता हूँ कि 16 जून, 1992 को सभी monuments के दायरे को सीमित और परिभाषित किया गया। Monuments की



boundary की सीमाओं को protected area, यानी संरक्षित, boundary से सौ मीटर के area को prohibited area, यानी निषिद्ध क्षेत्र और उससे 200 मीटर के क्षेत्र को regulated area कहा गया। सभापति महोदय, 5 दिसंबर, 2016 को केबिनेट नोट के द्वारा जरूरत महसूस की गई कि इस बिल में अमेंडमेंट की जरूरत है। सर, हमारे तीन प्रोजेक्ट, जो कि राष्ट्रहित के प्रोजेक्ट हैं, infrastructure के प्रोजेक्ट हैं, उनमें से कोई भी प्राइवेट प्रोजेक्ट नहीं है और इस बिल में भी यह निहित किया गया है कि जब तक कि कोई विषम परिस्थिति न हो, तब तक कोई भी प्राइवेट प्रोजेक्ट इसमें नहीं लिया जाएगा। मैं आपको बताना चाहता हूँ कि यह बिल 16 जून, 2017 को लोक सभा में introduce हुआ, आज इस बात को एक साल हो गया है। यह बिल 3 जनवरी, 2018 को लोक सभा में पास हुआ। महोदय, कोल्हापुर में 150 साल पुराना पुल लटक रहा है, रोज़ हरकतें हो रही हैं, रोज़ बिल्डिंगें गिर रही हैं। अगर वह पुल गिर जाता है, अगर इसमें किसी की मौत हो जाती है, तो यह किस से पूछा जाएगा कि क्या मंत्री महोदय आप यह जिम्मेदारी लेते हैं? वह पुल डेढ़ साल से हवा में लटका हुआ है। मुझे इस बात की खुशी है कि लोक सभा में विपक्ष के लोगों ने इस बिल का समर्थन किया। दूसरा विषय यह है कि ...(व्यवधान)... श्री आनन्द शर्मा जी, मैंने सिर्फ चार मिनट का समय मांगा है। महोदय, यह बिल एक साल से लोक सभा में है। जो 150 साल पुराना पुल लटका हुआ है, अगर वह पुल गिर जाता है, कोई मृत्यु होती है और मुझसे यह सवाल पूछा जाएगा कि इस बिल के पास न होने के कारण क्या मंत्री जी आप जिम्मेदारी लेते हैं? ...(व्यवधान)...

महोदय, मैं आगरा के बारे में कहना चाहता हूँ कि नेशनल हाइवे अथॉरिटी के दो प्रोजेक्ट हैं, मेट्रो के दो प्रोजेक्ट हैं। हमने बिल में इस अमेंडमेंट के लिए कहा है कि अति विषम परिस्थितियों में जब हमारे पास कोई और alternative नहीं होगा, तब इसका उपयोग होगा और वह भी independent organization, National Monument Authority के द्वारा, experts के द्वारा जब इसकी जरूरत महसूस की जाएगी। महोदय, एक वर्ष हो गया है, नेशनल हाइवे के, राष्ट्रीय importance के चार प्रोजेक्ट बीच में अटके हुए हैं। आप मेट्रो के बारे में जानते हैं कि जब एक बार tunnel boring machine ज़मीन में चली जाती है, फिर उसे बाहर नहीं निकाला जा सकता है। उसे सालों तक, सेशन तक, Semesters तक नहीं लटकाया जा सकता है। इस विषय को देखते हुए राष्ट्रहित में मैं पुनः प्रार्थना करता हूँ। इस बिल का समय 10 अगस्त तक रह गया है। ...(व्यवधान)... पूरी बहस करने के बाद भी सदन यह अपेक्षा करता है कि इसकी जरूरत नहीं है, लेकिन मैं कहना चाहता हूँ कि जहां के ये प्रोजेक्ट्स रुके हुए हैं, वहां राष्ट्र हित में राष्ट्र के लोग हमें माफ नहीं करेंगे। क्या यह सदन ऐसी किसी दुर्घटना या उसके कारण की जिम्मेदारी लेगा? जहां-जहां alternatives available थे, हमने उनको इस्तेमाल किया है। रानी की वाव, जो UNESCO की site है...

**श्री सभापति:** आपको detail में जाने की जरूरत नहीं है।

**डा. महेश शर्मा:** इसलिए मैं एक प्रार्थना करना चाहता हूँ कि एक वर्ष से यह बिल लोक सभा और राज्य सभा के बीच अटका हुआ है, यह राष्ट्रीय महत्व का है, लोगों के जीवन से, मैं शब्द पढ़ रहा हूँ ...(व्यवधान)... लोगों के जीवन से जुड़ा हुआ विषय है। ...(व्यवधान)...

MR. CHAIRMAN: You have made your point. ...(Interruptions)... Now, Ghulam Nabi Azadji. ...(Interruptions)...

SHRI GHULAM NABI AZAD: The hon. Chairman has to take the sense of the House as to how many parties are not in favour of discussion at this moment. We can discuss this. Let it go to a Select Committee. माननीय मंत्री जी ने कहा कि यह आज की पीढ़ी नहीं करेगी। अजंता-एलोरा से लेकर कई sites दूसरी century से हैं। ये 16 centuries आपको माफ नहीं करेंगी कि आपने इस बिल को बगैर discussion के बनाया है।

† جناب غلام نبي آزاد: مائیتے منتری جی نے کہا کہ آج کی پٹھی ہی نہی کرے گی۔ اجنتا ایلورا سے لیکر کئی سائٹس دوسری سینچری سے ہی۔ یہ سولہ سینچری آپ کو معاف نہی کریگی کہ آپ نے اس بل کو بغیر ڈسکشن کے بنایا ہے۔

MR. CHAIRMAN: What is your final suggestion?

SHRI GHULAM NABI AZAD: Sir, the suggestion is, it has to go to a Select Committee.

MR. CHAIRMAN: Okay. Now, point of order. ...(*Interruptions*)...

SHRI ANAND SHARMA: Sir, under Rule 70, it is very clear that once a Bill has been presented before the House and if the House does not agree, it can be referred to a Select Committee. Rules 70(3) and 70(2)(b) are there. Rule 70(2)(b) very clearly provides that any Member – now, the LoP has demanded; others have supported – may move that the Bill be referred to a Select Committee.

MR. CHAIRMAN: That is subsequent. I am agreeing to your point. You go through Rule 69. When a Bill is introduced or on some subsequent occasion, the member in charge may make one of the following motions in regard to his Bill, namely, that it may be taken into consideration or that it may be referred to a Select Committee or that it can be referred to a Joint Committee of the Houses or that it can be circulated for the purpose of eliciting opinion thereon. So, here, the Minister while introducing the Bill wanted it to be taken into consideration. Different sections of the House are saying that it should go to a Select Committee, await for the report of the Select Committee and then take it up. The Minister in-between wanted to explain the rationale behind his request of asking for urgency in disposing it of. He has made his point. After that, I asked the Leader of the Opposition about his view. He said that it should go to a Select Committee. Prof. Ram Gopalji said that it should go to a Select Committee. DMK, CPM, SP, CPI, RJD, etc. are saying that it should go to a Select Committee.

SHRI VIJAY GOEL: Sir, we have sufficient time to discuss the Bill in this House only. ...(*Interruptions*)...

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† Transliteration in Urdu script.

SHRI GHULAM NABI AZAD: Sir, my submission is...(Interruptions)...

MR. CHAIRMAN: You have already made your point. ...(Interruptions)...

SHRI GHULAM NABI AZAD: Sir, my submission to the hon. Parliamentary Affairs Minister should be, to facilitate the functioning of Parliament, not to obstruct it or become an obstacle in the functioning of Parliament. ...(Interruptions)...

MR. CHAIRMAN: Now, Shri Swapan Dasgupta.

SHRI SWAPAN DASGUPTA: Sir, we have heard very, very relevant misgivings over the Bill because it is a very important one and there are certain things in the track record of the ASI, etc. which don't undergo great scrutiny. At the same time, the Minister has made a strong case of urgency. Sir, the question is: How do we balance the two? ...(Interruptions)...

MR. CHAIRMAN: Please. ...(Interruptions)... This is not the way. ...(Interruptions)...

SHRI SWAPAN DASGUPTA: Sir, can we have a Select Committee which will give a time-bound report? ...(Interruptions)... No, no. ...(Interruptions)... It can give it in this session. ...(Interruptions)... Can it give it in this session? ...(Interruptions)...

MR. CHAIRMAN: What is this? ...(Interruptions)... I have called him. ...(Interruptions)... आप बैठ जाइए! ...(व्यवधान)... आप बैठ जाइए! ...(व्यवधान)...

SHRI SWAPAN DASGUPTA: There is no need to get personal. ...(Interruptions)... Sir, I would request you to prevent Members from getting personal. ...(Interruptions)... Sir, the point is very simple. ...(Interruptions)...

MR. CHAIRMAN: We can hear and dispose it of. ...(Interruptions)... I am here to take care of the interest of the House. ...(Interruptions)...

SHRI SWAPAN DASGUPTA: Sir, can we ask the Select Committee to give the report by the end of this session? ...(Interruptions)...

MR. CHAIRMAN: That is a suggestion. Now, Shri Sambhaji Chhatrapati.

SHRI SAMBHAJI CHHATRAPATI (Nominated): I respect the LoP's view but at the same time what the Minister is saying is also important. He mentioned about the Kolhapur Bridge, it is in my constituency. The bridge has been completed 75 per cent, and there is another bridge on this side which is hundred years old and it may collapse any time. And, then, what will be the repercussions of it later? That is my only concern.

MR. CHAIRMAN: Please; no commentaries. ...(Interruptions)...

SHRI SAMBHAJI CHHATRAPATI: That is my concern, and if we can take up this issue in the Select Committee in a time-bound manner then this issue can be brought up at the earliest.

MR. CHAIRMAN: Right. *...(Interruptions)...* See, I am asking the Parliamentary Affairs Minister to hold further discussions with all parties and come back to the House and then we will decide... *...(Interruptions)...* They have to come with a resolution. *...(Interruptions)...* Anand Sharmaji, you are such an experienced man. Suddenly, it cannot happen. *...(Interruptions)...* And, then, come back to the House. That is what I am saying. *...(Interruptions)...*

SHRI TIRUCHI SIVA: Sir, all of us have expressed our views here.

MR. CHAIRMAN: Already, you have expressed your views. *...(Interruptions)...* Even if he has to move it to the Select Committee also, he has to do some exercise. *...(Interruptions)...* Please understand. I also have some experience in this House. *...(Interruptions)...*

**श्री विजय गोयल:** सर, हम उनसे बात कर लेंगे, जैसा आपने सजेस्ट किया है।

MR. CHAIRMAN: Right, thank you. *...(Interruptions)...* Don't argue, please. *...(Interruptions)...* I can't hear all the Members. *...(Interruptions)...* As and when, there is some doubt then, normally, I look to seniors; I look to the Leader of the Opposition and look to others also, and then take suggestions from different parties. I have to take the broad sense of the House also. I understood it, and in the beginning itself, I myself said it that there is a rationale in what they are arguing. At the same time, the Minister has got a right to explain to the House as to what the urgency is. He did that and informed the Members.

Now, we go to the second issue. The Parliamentary Affairs Minister will have consultation; discuss with the concerned Minister also, and come back to the House again at the earliest, preferably by tomorrow because time is also an important factor. I once again appeal to all the Members to please remember that we are Rajya Sabha; we are House of Elders and then, there is an opportunity for everybody to express their point of view as and when required. Now, Shri Ravi Shankar Prasad to move a motion for consideration of The Specific Relief (Amendment) Bill, 2018.

### **The Specific Relief (Amendment) Bill, 2018**

THE MINISTER OF LAW AND JUSTICE; AND THE MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI RAVI SHANKAR PRASAD): Sir, I move:

That the Bill further to amend the Specific Relief Act, 1963, as passed by Lok Sabha, be taken into consideration.

MR. CHAIRMAN: Anandji, please. ...(*Interruptions*)... Shri Bhubaneswarji, please. In the morning itself, I said. ...(*Interruptions*)... आप वहां बैठ जाइए, तब बात करिए।

SHRI RAVI SHANKAR PRASAD: Sir, may I just explain the rationale for this Bill? The Specific Relief Act was enacted in the year 1963. And, the Act clearly stated that damages and monetary compensation shall be the norm and a specific relief shall be an exception. So much so that under Section 41 of the Act, no injunction could be granted in the event an errant party tries to run away. You take damages. Now, Sir, with the passage of time, infrastructure has become a big issue in India. A lot of money is coming and investment is coming. And, many of them ultimately partake of the contracts which are relevant as far as the Specific Relief Act is concerned. Now, Sir, in many cases, errant parties or deviant parties, they are creating problems. Whenever the parties used to go to the court, they say, "No specific performance, you take money." It was also impacting our standing in the Ease of the Doing Business. Therefore, ultimately, it was thought that this matter requires to be addressed. And, ultimately, a three-member Committee of eminent people was formed and that Committee recommended—there were people from the law firms; there were people from the industry—that this requires proper amendment. And, therefore, we came with an amendment. What is the purport of the amendment which we are seeking to move today? It is basically three-fold. First and foremost, now, a specific performance shall be the rule and damages has been exception. So, we have reversed the entire focus of the Bill from 1963 to 2017-18.

The second thing is, we are coming with a concept of substituted contract, which means, if a party obliged to execute the contract is not doing its work well, by a notice, the other party can get the contract executed by other party and seek recovery from the erring party. This is the second part that we are doing, Sir. And the most important point that we are doing is, we are coming with Section 20A, whereby we have taken a view in law that no injunction shall be granted by a court in a suit under this Act involving a contract relating to infrastructure product specified in the Schedule where injunction would cause delay. In infrastructure, we have roads, bridges, ports, shipyards, inland water, airports, railway tracks etc. In law we have said that these are in the Schedule and the Government can also make amendment in the Schedule which shall be placed on the floor of the House. But, Sir, these Schedule entries, we have taken from the Department of Economic Affairs as to which are the infrastructure projects. Sir, the amendment is very small. But, it is in a way

[Shri Ravi Shankar Prasad]

changing the nature of the law itself that it is designed to promote India's ranking in the Ease of Doing Business. It is designed to ensure that contracts are executed within executed time. It is designed to ensure that you don't delay the contract and go to the court and say you take damages I am not obliged to. Most important, it focuses upon infrastructure projects and, lastly, the concept of substituted contract. If you don't execute, the work will be taken from someone else and money should be recovered from you. Sir, this being the purport of law, I would request the hon. Members of Rajya Sabha, it is important for the sake of India, it is important for infrastructure, it is important also for timely execution of contract. Therefore, in this way, I would commend this Bill to the House and request its passage.

*The question was proposed.*

MR. CHAIRMAN: Any Member desiring to speak may speak, afterwards the Minister will reply.

**श्री सुरेन्द्र सिंह नागर** (उत्तर प्रदेश): माननीय चेयरमैन साहब, "The Specific Relief (Amendment) Bill, 2018" पर आपने मुझे बोलने का जो मौका दिया है, इसके लिए मैं आपका आभार व्यक्त करता हूँ।

इस बिल में 1963 के बाद यह संशोधन किया जा रहा है। इसका जो उद्देश्य है, वह खास तौर से उन सेक्टर्स के लिए है, जो इंफ्रास्ट्रक्चर से जुड़े हुए सेक्टर्स हैं। परिवहन, ऊर्जा, पानी, सफाई-व्यवस्था, संचार, सामाजिक और कॉमर्शियल इंफ्रास्ट्रक्चर तथा सस्ते आवास के लिए इस बिल में संशोधन लाया जा रहा है। इससे पहले किसी भी इंफ्रास्ट्रक्चर पर या दो लोगों के बीच में जो अनुबंध होता था, उसमें कोर्ट को अधिकार था कि वह मुआवजे के अधिकार पर उसका फैसला कर सकता था, लेकिन इस बिल में यह अधिकार वापस लेकर, इसमें यह बताया गया है कि बिल इन शर्तों को हटाता है कि इसमें एक सामान्य नियम के रूप में न्यायालय द्वारा specific performance की अनुमति दी जाती है। इसमें दूसरा यह कहा गया है कि इसमें substituted performance 30 दिन का नोटिस देकर किया जा सकता है। एक लाभ मिल जाता था, injunction का लाभ मिल जाता था। उसमें बताया गया है, इसमें amendment किया जा रहा है, जिससे projects में देरी नहीं हो। इसके अलावा इस बिल में बताया गया है कि इसके लिए विशेष अदालतें बनायी जाएंगी। इसके लिए कोर्ट्स को तकनीकी विशेषज्ञ भी हायर करने की अनुमति दी गयी है।

माननीय सभापति जी, इसमें मेरे तीन-चार प्वाइंट्स हैं। सबसे पहला यह है कि इसमें सरकार ने स्पेशल कोर्ट बनाने की बात कही है और इसमें समय-सीमा भी तय की गयी है। इसमें 12 महीने की समय-सीमा है, जिसे 6 महीने तक बढ़ाया जा सकता है। देश में पहले ही बहुत से courts बने हैं। मैं जानना चाहता हूँ कि किस तरीके से इन विशेष courts का गठन किया जाएगा? क्या ये नए courts होंगे या पुराने courts होंगे? अगर ये पुराने courts होंगे, तो हमारे courts में already जो pendency है, मेरा मानना है कि इस बिल को लाने के पीछे जो आपका उद्देश्य है

कि Courts के काम में तेज़ी आए, लेकिन यदि हम pendency को देखें, तो निश्चित रूप से इस बिल को लाने के पीछे जो आपका उद्देश्य है, वह पूरा नहीं होगा। इस दिशा में आपको निश्चित रूप से विशेष व्यवस्था करनी होगी। माननीय मंत्री जी अपने जवाब में इस स्थिति को स्पष्ट करें।

इसके अलावा मुआवजे का प्रावधान इसमें हटाया जाए और तीसरे नंबर पर रखा जाए। मेरा माननीय मंत्री जी से अनुरोध है कि मुआवज़ा देने का जो प्रावधान आपने बिल में किया है, वह अधिकार court को दिया जाना चाहिए, कोर्ट को वह अधिकार होना चाहिए। कोर्ट तय करे कि मुआवज़ा दिया जा सकता है या नहीं। आपने पहले specific performance की बात कर दी, फिर substitute performance की बात कर दी और injunction का जो लाभ पहले मिलता था, अब वह नहीं मिलेगा। जहां तक मुआवजे का प्रश्न है, निश्चित रूप से मुआवज़ा देने का प्रावधान इसमें होना चाहिए। मैं जानना चाहूंगा कि इस बिल में ऐसे कौन से संशोधन सरकार लेकर आई है, जिससे इन प्रोजेक्ट्स में तेज़ी आ सके? उनसे क्या लाभ इन क्षेत्रों को मिलेगा? क्या इस क्षेत्र से जुड़े लोगों के हितों की रक्षा करने के उद्देश्य से यह बिल लाया गया है? उसमें कोई भी हो सकता है, माननीय मंत्री जी को इसकी ज्यादा जानकारी होगी। मुझे इस पर कोई टिप्पणी नहीं करनी है, लेकिन मैं जानना चाहूंगा कि आखिर कौन सी ऐसी वजह थी, जिसमें इन क्षेत्रों को शामिल करके यह बिल लाया गया है?

**श्री सभापति:** ठीक है।

**श्री सुरेन्द्र सिंह नागर:** इससे देश को क्या लाभ होगा, इन क्षेत्रों को क्या लाभ होगा? मेरा मानना है कि इसमें मुआवज़ा देने का प्रावधान, आपसी बातचीत का प्रावधान और injunction के प्रावधान को जो हटाया गया है, वह लाभ निश्चित रूप से उन पक्षों को रहना चाहिए। मुझे उम्मीद है कि माननीय मंत्री जी अपने उत्तर में मेरे इन प्रश्नों का जवाब देंगे, बहुत-बहुत धन्यवाद।

**SHRI A. NAVANEETHAKRISHNAN (Tamil Nadu):** Hon. Chairman Sir, I think, the Specific Relief (Amendment) Bill, 2018 has brought a revolution in the Specific Relief Act. Many things have been contemplated and the basic principles of the Specific Relief Act have been changed now. The normal rule is, they apply it in case of breach of contract. But now, as declared by our hon. Law Minister, the normal rule is the specific performance of the contract. Only in exceptional cases, damages will be awarded. And also, the powers of the courts have been taken away, and we must thank our hon. Law Minister that this type of provision is applicable only to the commercial nature of activities, not for a common man. So, in one way, this is not in favour of the corporate people. It is only in favour of the Government. So, I really welcome this move.

Further, with regard to the inclusion of projects which can be considered as infrastructure contracts, the Central Government alone is empowered to include the activities as infrastructural activities. My grievance is that the State Government has been omitted. I very humbly and earnestly urge this Government, especially, the Law Minister, to kindly examine this and see that the State Governments are given the

[Shri A. Navaneethakrishnan]

power to give a notification, declaring a particular activity, which will be coming under the purview of the infrastructural project. So, according to me, subject to correction and approval by the hon. Law Minister and the Central Government, it is a great omission.

Sir, I think, this prohibition is applicable only to the civil courts and not applicable to High Courts under Article 226. Normally, for the contracts, Article 226 can't be invoked. But in cases where an opportunity is not given, if fundamental rights are violated and there is discrimination, if there is an arbitrary action on the part of the State, then Article 226 can be invoked. That kind of a problem is not there, according to me. It has not been focused in this Amendment. It may please be looked into.

My grievance that the State Government is not given the power may be looked into. And, the power of the High Court is excluded or not is not clear. These two may please be clarified. This is my humble submission. Thank you.

MR. CHAIRMAN: Hon. Members, the total time given for this Bill is one hour. So, I am going by the time that is allocated. Please cooperate.

**श्री हरिवंश (बिहार):** सभापति जी, मैं आपके माध्यम से महज़ चार चीजें कहना चाहूंगा। यह बिल बिल्कुल specific purpose infrastructure के लिए लाया गया और यह इसी संदर्भ में न्यायालय के व्यापक विवेकाधिकार को कम करता है। चूंकि 1963 का बिल पुराना है और उसके बाद बड़े पैमाने पर infrastructure projects और पीपीपी प्रोजेक्ट्स, अन्य इस तरह डेवलपमेंट के काम आए, तो उनके अनुरूप बिल्कुल नए कानून बने ताकि वह time bound पूरा हो सके, वह इससे यह पूरा होगा। मैं एक उदाहरण के तौर पर बताना चाहता हूँ कि देश में किस तरह से इन विवादों में बड़े प्रोजेक्ट्स अटके रहते हैं, रांची से लेकर जमशेदपुर के बीच 129 किलोमीटर की सड़क पिछले 12 वर्षों से अटकी हुई है। महज़ न्यायालय में मामला चल रहा है, इसमें contract का विवाद चल रहा है। जो सबसे important रोड्स हैं, उनमें यह हालत है। अगर इस तरह की स्थिति होगी, तो आप समझ सकते हैं कि क्या स्थिति है? मुझे उम्मीद है कि इन चीजों को इससे गति मिलेगी और ये रोड्स ऐसी हैं, जिनको सरकारें बदला करती हैं, पर न्यायालय का रवैया और जिस तरह से मामले अटकते हैं, समय से execution नहीं होता है, उससे इसका खर्च बढ़ता है और इसके कारण राष्ट्रीय कोष पर इसका बोझ पड़ता है। इसलिए मैं इस बिल का स्वागत करता हूँ और अंत में मैं एक सुझाव के तौर पर माननीय मंत्री जी से कहना चाहूंगा, वे बड़े सक्षम प्रतिभावान मंत्री माने जाते हैं, हिन्दी के संबंध में जो ये चीजें आती हैं, उनके बारे में उनका ध्यान आकृष्ट करना चाहूंगा। जब मैं इस बिल की मुख्य विशेषताएं पढ़ रहा था, मैं यह मानता हूँ कि कानून का अनुवाद चाहे वह अंग्रेजी में हो या हिन्दी में हो, कठिन होगा ही, उसके शब्द कठिन होंगे, पर जब आप उसके भाव बताते हैं, तो वे बड़े आसान होने चाहिए ताकि वह हम सब सदस्यों को आसानी से समझ में आ सके। ...**(व्यवधान)**... अब इसमें मैं एक-एक शब्द के बारे में आपको बताऊँ, जिसको मैंने कई जगह मार्क किया है। ...**(व्यवधान)**...



**श्री सभापति:** प्लीज़, प्लीज़, प्लीज़।

**श्री हरिवंश:** आप समझ नहीं सकते, मैंने अनेक शब्दों को मार्क किया है, जहां पर बड़े आसान शब्द लगाए जा सकते हैं, लेकिन इसमें बिल्कुल टेक्निकल और पुरानी हिन्दी जो बताई जाती है, बहुत संस्कृतनिष्ठ और कठिन, वह लगाई गई है। मेरा आपके माध्यम से माननीय मंत्री जी अनुरोध होगा कि वह अनुवाद सहज और सरल कराए ताकि हम सबको समझने में सुविधा हो, धन्यवाद।

**SHRI K. SOMAPRASAD (Kerala):** Mr. Chairman, Sir, while thanking you for giving me the opportunity to speak, I support this Bill because it would rectify one of the major defects of the existing laws. This Amendment is for the simple and speedy enforcement of the contractual obligations. Usually, the people get into a contract with an intention of implementing contractual agreements and not for compensation. That way, this Amendment will be very helpful. It is supportive of the real parties. Violation and non-fulfilment of contractual agreements are increasing every day. Now-a-days, this has become a very common phenomenon. This Bill will help a lot of infrastructure projects. This Amendment will put an end to such a phenomenon. When an aggrieved person approaches the court with a plea to enforce the contract, most of the time, the stand of the court is not favourable. The court always stands for compensation. In several cases, we see the misuse of discretionary powers of the court. This Amendment will put an end to such a phenomenon. That would help the development of the State. Thank you, Sir.

**MR. CHAIRMAN:** Shri Vijayasai Reddy.

**SHRI V. VIJAYASAI REDDY (Andhra Pradesh):** Give me ten minutes, Sir.

**MR. CHAIRMAN:** You have two minutes.

**SHRI V. VIJAYASAI REDDY:** Sir, I on behalf of YSRCP, rise to support the Bill. Sir, we support this Bill for two reasons. I am cutting short my speech on this Bill. The original Act of 1877 had been replaced by the 1963 Act. According to the 1963 Act, in case of breach of a contract, the general remedy available to the aggrieved party is to claim compensation or damage of loss suffered in case a civil suit is filed against the plaintiff under the exceptional circumstances of the specific performance of the contract. Now according to this Amendment Bill when passed, the general rule is specific performance of the contract and in exceptional cases, the party can claim the damages also. The third point is that the courts earlier, according to the 1963 Act, were vested with a lot of discretionary powers. The quantum of compensation or damages used to be decided by the courts and now after this Bill is enacted, the discretionary powers of the courts are significantly reduced. In case if the quantum of damage cannot be calculated by the court, it can even be referred

[Shri V. Vijayasai Reddy]

to the consultants. So, this is a positive development. Further, this Amendment Bill would definitely boost FDI because many foreign companies are interested to invest in India. An average performance of the contract period in India, according to the World Bank, is four years. As this Bill reduces the discretionary powers of the courts, in view of the specific performance of the contract, there is possibility of more FDI coming into India. Therefore, this is a positive development, Sir.

MR. CHAIRMAN: You conclude, please.

SHRI V. VIJAYASAI REDDY: I will just highlight my points.

MR. CHAIRMAN: Just concluding points.

SHRI V. VIJAYASAI REDDY: Yes, Sir. There is one concern and a suggestion as well. The Bill allows certain courts to be designated as special courts by the State Government in consultation with the Chief Justice of the High Court for dealing with the cases related to infrastructure projects. In fact, with this Amendment five specific infrastructure sub-sectors have been notified and they are transport, energy, water and sanitation, communication and social sector infrastructure..

MR. CHAIRMAN: Right, right.

SHRI V. VIJAYASAI REDDY: It becomes important to ensure that the courts have the necessary Divisions to ensure that the benefits of specialisation can be reaped. Sir, this is my suggestion. Thank you.

**श्री सुशील कुमार गुप्ता (राष्ट्रीय राजधानी क्षेत्र दिल्ली):** सर, धन्यवाद। माननीय में आपके माध्यम से यह बताना चाहता हूँ कि सेक्शन 21 के अंदर जो बिल introduce किया गया है, उसके अनुसार अगर कोई भी हिंदुस्तान के अंदर कॉन्ट्रैक्ट लेता है और वह उसको समयबद्ध तरीके से पूरा करने में , जो कॉन्ट्रैक्ट देने वाला है, उसको कोई कमी लगती है, तो वह उसको थर्ड पार्टी से एकजीक्यूट करा सकता है और सारा खर्चा कॉन्ट्रैक्ट लेने वाले को भरना पड़ेगा। इसलिए जितने भी कॉन्ट्रैक्ट लेने वाले व्यक्ति हैं, उनके मन के अंदर एक डर आएगा और हिंदुस्तान में कॉन्ट्रैक्ट की वैल्यू बढ़ जाएगी। जो इंफ्रास्ट्रक्चर के टेंडर लेने वाले हैं, वे प्रारंभ में ज्यादा कॉस्ट टेंडर के ऊपर डालेंगे, क्योंकि उनके ऊपर सरकार का डर रहेगा, कॉन्ट्रैक्ट देने वाले का डर रहेगा कि जब मर्जी किसी और पार्टी से कॉन्ट्रैक्ट को एकजीक्यूट करा ले और सारा खर्चा मेरी औकात में है या नहीं है। ऐसे आदमी से एकजीक्यूट करा लें कि जितना मर्जी खर्चा होगा, वह मुझे पे करना पड़ेगा। मैं समझता हूँ कि यह clause बहुत ज्यादा सख्त है। इसके अंदर compensation की कोई clause होनी चाहिए कि वे Compensation दें और सरकार कॉन्ट्रैक्ट लेकर दूसरे आदमी से काम करा ले, यहां तक ठीक है, परंतु उससे सारा खर्चा रिकवर कर ले। अभी के एमपी बन रहा है, जिसके अंदर सुप्रीम कोर्ट ने चार बार डेडलाइन दी है। ऐसी स्थितियां आ जाती हैं कि वह बन नहीं पाता है और जो कॉन्ट्रैक्ट लेने वाला व्यक्ति है, वह इस स्थिति के अंदर आ जाता

है कि हिंदुस्तान के अंदर काम करना दूभर हो गया है। National Calamities आती हैं, उनकी वजह से समय पर काम नहीं होते हैं। इसलिए इस पर सरकार को सोचना चाहिए।

दूसरी बात यह है कि इसमें कोर्ट की पावर भी खत्म कर दी गई है। फिर अगर justified reasons से भी कोई बात हुई, तो उसमें कोर्ट भी कोई stay नहीं दे पाएगा। उसके अंदर भी इंसान में दोबारा इस बात का भय रहेगा कि ऐसा कब तक रहेगा? जहां तक infrastructure project के बहाने परिवहन, सड़क और रेल की बात है, तो यह बात समझ में आती है, परन्तु इसके अंदर sports से related academies, diagnostic centers, school and colleges, higher education institutions, food parks, tourism centers, agricultural markets और soil testing laboratories भी हैं।

**श्री सभापति:** सुशील जी, आपका टाइम समाप्त हो गया।

**श्री सुशील कुमार गुप्ता:** जनाब, मैं यह कह रहा हूँ कि इतने छोटे-छोटे infrastructure projects के अंदर इसको नहीं ले सकते। इसमें सरकार को यह पावर भी दे दी गई है। कि वह जब मर्जी किसी भी प्रोजेक्ट को infrastructure project घोषित कर दे। इससे हिन्दुस्तान के अंदर काम करने वालों के मन में, जो कॉन्ट्रैक्ट लेने वाले लोग हैं, उनके मन में डर की भावना पैदा होगी और कॉन्ट्रैक्ट के रेट्स ज्यादा आएंगे। इसलिए सरकार को इस पर पुनर्विचार करना चाहिए, धन्यवाद।

**SHRI P. BHATTACHARYA (West Bengal):** Sir, on behalf of my party, I support this Bill. In spite of that, I have certain things to explain very clearly.

The first one is: The Specific Relief Act, 1963, was enacted to define and amend the law relating to certain kinds of specific relief. Now, what do you say about 'specific relief'? In the next line you have said, "It contains provisions, *inter alia*, for specific performance of contracts, contracts not specifically enforceable, parties who may obtain and against whom specific performance may be obtained, etc. It also confers wide discretionary powers upon the courts to decree specific performance and to refuse injunction, etc." Now the question is this. Suppose, court says, in a particular case, he will be getting a specific relief. But, when you are giving a wide discretionary power, the court, in a majority of cases, awards damages as a general rule and grants specific performance as an exemption. What do you do in that case? What would be the functioning of court?

**श्री सभापति:** वे रिप्लाय देते समय बताएंगे।

**SHRI P. BHATTACHARYA:** Are you going to support court's action or the Government will have a right to go against court saying that the decision of court in regard to this is not correct. The Government should have the right to go in for an appeal. So, all these things are to be clearly defined.

Tremendous economic development, since the enactment of the Act, has brought

[Shri P. Bhattacharya]

in enormous commercial activities into India, including Foreign Direct Investment. Now, under the public private partnership, both the Government of India and some of the States are saying very clearly that they will project public private partnership in their State for implementation of projects. Now, the question is this. Under public private partnership you have public utilities, infrastructure projects etc. I would like to know very clearly about public-private partnership. Suppose, I am a private party and you are a Government party, I will go to court and the court will give verdict in my favour, then, what would be the action of the Government of India? I would like to know whether the Government of India will support it or oppose it.

MR. CHAIRMAN: You are not a private party. You are an opposition party and he is part of the ruling party.

SHRI P. BHATTACHARYA: Sir, my last point is this. The difference between the 1963 Act and the 1918 Act is very less. I would like to mention this point. Thank you.

**श्रीमती विप्लव ठाकुर** (हिमाचल प्रदेश): महोदय, मैं इस बिल के बारे में इतना कहना चाह रही हूँ कि कॉन्ट्रेक्टर्स को जो कहा गया है और जो करने जा रहे हैं, पर उनके circumstances भी देखने चाहिए कि किस वजह से यह काम नहीं हो पा रहा है, क्या कारण है? कई बार यह गवर्नमेंट की तरफ से, पब्लिक की तरफ से भी ऑब्जेक्शंस होते हैं। गवर्नमेंट की तरफ से भी कुछ न कुछ किया जाता है। यह होना चाहिए, जरूर होना चाहिए, क्योंकि कॉन्ट्रेक्टर्स कई बार इस बात का फायदा भी उठाते हैं, लेकिन फिर भी इतना बड़ा निर्णय देने से पहले उनके बारे में, उसके circumstances या हालात के बारे में भी सोचना चाहिए। यहां तक कोर्स को बिल्कुल अलग कर दिया गया, वे किसके पास जाकर रोएंगे, किसको अपना दुख बताएंगे? इसलिए इसमें थोड़ा सा प्रिविलेज देना चाहिए कि वे कोर्ट्स में जा सकें या कोर्ट्स से उनको कुछ रिलीफ मिल सके। आप ही इसमें कुछ ऐसा लाइए, कोई अथॉरिटी बनाइए, जिसके पास जाकर वे रिलीफ ले सकें। यह बिल बिल्कुल ठीक ला रहे हैं। इसमें थोड़ा-बहुत जरूर कंट्रोल होना चाहिए, लेकिन इन पहलुओं पर देखना बहुत जरूरी है। आज के उस समय में, जबकि इतनी एंजिटेशन इतनी बातें चलती हैं, तो कहीं न कहीं अगर उनका कुसूर है। तो दूसरों का भी थोड़ा-बहुत योगदान हो सकता है, इसलिए मैं यह कहूंगी कि इन पहलुओं पर भी आप जरूर विचार कीजिए।

SHRI SUKHENDU SEKHAR RAY (West Bengal): Sir, although this Bill shows that it is an innocuous Bill, but look at Clause 20A. The Government wants to take away the powers of the civil court under this Clause. Look at what it says. It says, "No injunction shall be granted by a court in a suit under this Act involving a contract relating to an infrastructure project specified in the Schedule, where granting injunction would cause impediment or delay in the progress or completion of such infrastructure project." Now, who will decide whether it will create an impediment to

any infrastructure project – Government or court? If we want to respect the rule of law, so far being practiced in this country, then it comes under the purview of court. Where will an aggrieved person go? If the Government decides not to allow this by saying that it will create impediment in infrastructure projects, I have no remedy to go to a civil court. This is number one and this is very dangerous to democracy.

The second point is relating to the Schedule to the Bill. The Schedule is not exhaustive. This becomes clear if you look at Clause 20A(2) which says, “The Central Government may, depending upon the requirement for development of infrastructure projects, and if it considers necessary or expedient to do so, by notification in the Official Gazette, amend the Schedule relating to any Category of projects or Infrastructure Sub-Sectors.” Subsequently also, the Government assumes the power to incorporate any project under that Schedule. This is another dangerous provision.

Finally, kindly look at Clause 20B. It says, “The State Government, in consultation with the Chief Justice of the High Court, shall designate,.....one or more Civil Courts as Special Courts...” My question is: How many special courts in this country will be created through this way? And, in the process, normal civil courts will become defunct. Therefore, I urge the Government to have a revisit and relook at this provision. I am opposed to the Bill. Thank you.

SHRI RAVI SHANKAR PRASAD: Sir, I am very grateful for the overall support for the Bill. I would like to thank all the hon. Speakers, right from Shri Surendra Singh Nagar to Shri Bhattacharya, Shri Sushil Kumar Gupta, Smt. Viplove Thakur, Shri Navaneethakrishnan, Shri Harivanshji, Shri Somaprasad, Shri Vijayasai Reddy and all others. Sir, before I come to the details of the observations made, मैं माननीय हरिवंश जी की चिंता पर अपनी बात कहना चाहूंगा। वे हिन्दी के प्रामाणिक प्रेमी हैं, बड़े संपादक हैं और हिन्दी के प्रति उनके प्रेम के साथ मेरा पूरा लगाव है। आपकी जो चिंता है, वह मेरी भी चिंता है। मैं सदन के सामने आज बड़ी ईमानदारी से स्वीकार करता हूँ कि संविधान का हिन्दी अनुवाद हुआ है, चूंकि मैं थोड़ी हिन्दी जानता हूँ, तो एक बार मैंने उनसे पूछा कि आपने क्या लिखा है, इसको आप सरल क्यों नहीं कर सकते? इस पर बहुत लम्बी बहस हुई। उन्होंने कहा कि राजभाषा विभाग ने जिन शब्दों का चयन किया है, उन्हीं शब्दों का हमें अनुपालन करना पड़ेगा। माननीय राम चन्द्र प्रसाद सिंह साहब बैठे हुए हैं, वे वरिष्ठ प्रशासक रहे हैं, वे भी जानते हैं कि कई बार प्रशासकीय हिन्दी भी अपने आप में चिंता प्रकट करती है। हम लोगों को इस संबंध में मिलकर काम करना है, मैं आपकी इस बात को स्वीकार करता हूँ। महोदय, मैं हमेशा कहता हूँ कि जब संसद बनी तो the House of the People – लोक सभा, the Council of States – राज्य सभा, School – विद्यालय, College – महाविद्यालय, University – विश्वविद्यालय – ये सब इतने सरल हिन्दी के शब्द बने कि अपने आप ग्राह्य और लोकप्रिय हो गए। हमें इस बात की कोशिश करनी है कि विशेष रूप से हम सभी मिलकर हिन्दी को सरल बनाएं और वैधानिक हिन्दी को तो और अधिक सरल बनाने की जरूरत है। इसलिए हरिवंश जी, मैं आपकी बात से

[Shri Ravi Shankar Prasad]

बिल्कुल सहमत हूं और मैं अपने विभाग से ज़रूर कहूंगा कि आपके हिन्दी के प्रेम का लाभ लेते हुए अगर आपका भी सद्भाव सहयोग लेंगे तो बड़ी कृपा होगी। Now, Sir, let me give some general observations. This Specific Relief Act is of 1963. Today, the world has changed, India has changed. When this Act was enacted, 'injunction refusal' was a norm. I will come to that. Even if a contractor would run away, you could not do anything, but to take damages. Now, such a stringent provision of law was creating problem for the Government of India, the State Governments and also for the private parties. Was it in sync with the modern needs? We wish that all the roads could be constructed by the Government. Sir, you have a very long experience. Today, PPP is the model all over the country. Today the Government wants to do; even some of the government institutions are doing, the PSUs are doing, the municipalities are doing. But the problem is the same. In infrastructure, today, the most important point is how an errant contractor cannot run away and how his obligation is ensured.

Sir, I would also like to reply to the point raised by Sukhendu babu, a man of great legal learning himself. If you see Section 41(e) of the 1963 Act, hon. Sukhendu babu, it says that an injunction cannot be granted to prevent the breach of a contract the performance of which would not be specifically enforced.

SHRI SUKHENDU SEKHAR RAY: That's totally different.

SHRI RAVI SHANKAR PRASAD: You may differ with it. If a contractor has run away, the Government or the corporation wants to enforce the liability, he will say that you cannot injunct me because it is prohibited, you may go and seek damages. That is the larger context that we all need to understand. India is today becoming a big economic power house. Growth rate is increasing. The FDI is coming. The FDI is also coming to infrastructure. And, I would like to convey to this hon. House that it is a matter of great assurance, regardless of the political colour of the State Government, today, FDI in infrastructure is coming all over the country. And, most of the Chief Ministers are seeking FDIs. But, the point is, should this 1963 law be taken to be a roadblock in that process? That is a larger question.

Navaneethji, again a man of great legal learning, asked, "What about the State Government?" We had consulted the State Governments also. They have come on board. But the notification, if we issue, will also be applicable for the State Governments. There is no bar on the State Government in taking help of the notification issued under Section 20(a).

Sir, many questions have been put here about this particular Schedule. Please give me two minutes' time to explain, we have particularly taken all the infrastructure

projects and development works. Road, bridges, ports, shipyards, island waywards, airports, railway tracks, tunnel, urban public transport, electricity generation, oil pipelines, water sanitation, communication, social and commercial infrastructure like sports, education, tourism, terminal park, soil testing laboratories, cold chain, etc. ...(*Interruptions*)...

SHRI SUKHENDU SEKHAR RAY: Four-star hotels also.

SHRI RAVI SHANKAR PRASAD: I don't think Sukhendu *babu* with his very wide experience would countenance the situation that we do not have even the three-star hotels for investors to stay. I think that is not the India we are seeking to think about. I am happy to know that Kolkata is having a large number of good five-star hotels where you had stayed and I would also stay. Let us celebrate it. Now, Sir, the point I am trying to highlight is this. This Bill is an agent to recognise the changing needs of India. Not only in infrastructure, railway, education, healthcare and also in cold chain should we have big, big contractors, cold chain should also come about in the rural areas. Why not? Therefore, this has been the case.

Navaneet *babu*, I want to assure you that this notification has been prepared in consultation with the State Government, and the State people are happy with it. They can also use it in their own States. Therefore, there should be no problem.

Sir, a question was raised as to why we are making it tough. I think Sushil Guptaaji raised that issue, about the substitution of contract. I think if hon. Member, Sushil Guptaaji would be kind enough to go to the Principal Act, clause 10 of the present Bill, then, he will know what it says. It says that we will not go for substituting the contract straightaway. First, they have to give notice asking him to comply with. If he does not perform, then, you will go for that. ...(*Interruptions*)... Let us not argue please. I have heard you. Now, you listen to the reply. What is important is, what kind of India do we want to create? It is very good for good contractors who perform their obligations in time, and it should be very strong for bad contractors who don't perform and run away for the money. That is what the essence of Section 20 is. Therefore, when the matter came to me, I said, 'No', we must give a proper provision for notice. If you are not performing, give a notice of one month. If you perform, okay. If you don't, try to perform and run away, then, I will get the work done by other agency and take the money from you. What is wrong with this? We are trying to make India's execution of contract more sober and more responsible. That is how I would like to highlight, Sir.

Sir, I will come to the special court part separately. But, hon. Viploveji talked about कि कुछ तो दिल रखिए। लगभग 55 साल दिल रखने के कारण ही तो कानून को बदलने



[Shri Ravi Shankar Prasad]

की नौबत आई है। यह कानून 1963 से है, श्रद्धामना विप्लव जी, मैं आपसे कहूंगा कि कभी संसद में इस पर चर्चा होनी चाहिए कि कितने ऐसे कॉन्ट्रैक्ट थे, जो execute नहीं हुए। आज माननीय प्रधानमंत्री जी, 500 करोड़ से ऊपर के इन्वेस्टमेंट को खुद मॉनिटर करते हैं। ...*(Interruptions)*... I will reply to that. मुझे देखकर आश्चर्य हुआ है कि रेलवे का एक पुल 17 साल से पेंडिंग है और उसकी 400 करोड़ की लागत 3,000 करोड़ तक चली गई है। ये सारे पैसे टैक्सपेयर्स के पैसे हैं, हमारे आपके पैसे हैं। क्या हमें इसके बारे में सख्ती से सोचने की जरूरत नहीं है, यह एक विचार का विषय है। अब जहां तक आपने कहा है कि दिल रखना चाहिए, तो अगर मैटर कोर्ट में जाएगा, तो उसको कोर्ट देखेगा। यह भी थोड़ा देखने की जरूरत है। Sir, I will address the issue of special court in the last. But Sukhendu *babu* said, why injunction can be refused. You are a very eminent lawyer of great fame. I hope you are aware that injunction can be granted upon three grounds. You must have a *prima facie* case. You must have an irreparable injury and the balance of convenience. I don't think these principles are given a go by in this case of injunction also. Why are we saying this? Whenever an injunction is sought by an errant contractor, there are two issues. One is the public interest of completion of the road, bridge or the railway link and the other is the personal interest of the contractor. The court will, surely, take a call. Therefore, it is nothing arbitrary or unreasonable and सर, जो बात हरिवंश जी ने बताई है, उस पुल पर, उस रास्ते पर, मैं भी चल चुका हूं। जमशेदपुर में मेरी बहन भी रहती है। वह पुल 10 साल से पेंडिंग है, क्योंकि कभी कोई केस करता है, कभी कोई केस करता है and it is the most important link रांची और जमशेदपुर के बीच में। मुझे लगता है कि देश की पूरी सोच के आलोक में यह आना जरूरी है। सर, अब मैं स्पेशल कोर्ट पर आता हूं, जो माननीय सुरेन्द्र जी ने यहां पर विषय उठाया था। सर, अगर आप स्पेशल कोर्ट के प्रोविजन को देखेंगे। और मैं इसे हाउस के सामने पढ़ना चाहूंगा "The State Government, in consultation with the Chief Justice of the High Court, shall designate, by notification published in the Official Gazette, one or more Civil Courts as Special Courts, within the local limits of the area to exercise jurisdiction and to try a suit under this Act in respect of contracts relating to infrastructure projects." सर, हर डिस्ट्रिक्ट कोर्ट में डिस्ट्रिक्ट के भूगोल और जनसंख्या के आधार पर कहीं 10 कोर्स होते हैं, कहीं 12 कोर्स होते हैं, कहीं 20 कोर्ट्स होते हैं और एक प्रिंसिपल डिस्ट्रिक्ट जज होता है। इस कानून में हमने यह प्रावधान रखा है कि माननीय मुख्य न्यायाधीश से सलाह करके, हर जिले में एक कोर्ट को इंफ्रास्ट्रक्चर के expedition के लिए कोर्ट बनाया जाए। यह अधिकार चीफ जस्टिस को है, सरकार आग्रह कर सकती है।

जहां तक expedite करने की बात है, तो यह initiate होगा, क्योंकि कानून का mandate है। अब हम यह तो नहीं कह सकते हैं कि छह महीने हुए हैं और छह महीना एक दिन हो गया, तो गलत हो गया। देखिए, इसमें दो चीजों को सदन को समझना बहुत जरूरी है। न्यायपालिका कैसा काम करे, यह उनका अधिकार है। हम न्यायपालिका की आज्ञादी के समर्थक हैं। हां, अगर किसी न्यायालय में कोई मामला लम्बे समय से लंबित है, तो हम उनको बता सकते हैं कि law का mandate यह है, आप इस पर जल्दी सुनवाई करिए और अगर नहीं सुनते हैं, तो हम ऊपर के



कोर्ट में जा सकते हैं। जो सम्माननीय सदस्य यहां पर उपस्थित हैं, वे अपने संवाद में और चर्चा में इस बात का जरूर ध्यान रखें कि हमें न्यायपालिका की आज़ादी और स्वायत्तता का भी ध्यान रखना है। वे कैसे निर्णय करेंगे, कोर्ट कैसे प्रोसीडिंग कंडक्ट करेंगे, यह उनको तय करना है।

सर, लास्ट प्वाइंट सुखेन्दु बाबू ने कहा है। उन्होंने कहा है कि आप हर जगह पर स्पेशल कोर्ट बनाते हैं। क्यों नहीं बनाएंगे, जरूर बनाने चाहिए। अगर बच्चों के साथ बलात्कार करेंगे, तो बिल्कुल स्पेशल कोर्ट बनना चाहिए। It all depends upon how the society, the Government and the House takes that issue. Today if infrastructure is important, faster adjudication of dispute is becoming a pre-condition. सर, मैंने आज हाउस में कमर्शियल कोर्ट का बिल इंट्रोड्यूस किया है। Arbitration को भारत बहुत बड़ा हब बना रहा है। हमारी यह बहुत बड़ी कोशिश है कि adjudication of dispute through arbitration, through conciliation, through alternative dispute mechanism and also through court proceeding in case of infrastructure is expedited. सर, अगर हमें भारत को एक बड़ा देश बनाना है, तो हमें कानून के रास्ते से विवादों के निपटारे की बात करनी पड़ेगी। उसी दृष्टिकोण से यह कानून है और मैं हाउस से अनुरोध करूंगा कि वह इसे पारित करे।

MR. CHAIRMAN: The question is,

That the Bill further to amend the Specific Relief Act, 1963, as passed by Lok Sabha, be taken into consideration.

*The motion was adopted.*

MR. CHAIRMAN: Now, we shall take up clause-by-clause consideration of the Bill.

*Clauses 2 to 4 were added to the Bill.*

MR. CHAIRMAN: In Clause 5, there are two amendments (Nos. 1&2) by the amendment-in-chief, Dr. Subbarami Reddy, who is absent today. So, Amendments not moved. I shall now put Clause 5 to vote.

*Clause 5 was added to the Bill.*

*Clauses 6 to 9 were added to the Bill.*

MR. CHAIRMAN: In Clause 10, there is one amendment by Dr. Subbarami Reddy; he is absent. The Amendment not moved. So, I shall now put Clause 10 to vote.

*Clause 10 was added to the Bill.*

*Clauses 11 to 14 were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

MR. CHAIRMAN: Shri Ravi Shankar Prasad, the Minister, to move that the Bill be passed.

SHRI RAVI SHANKAR PRASAD: Sir, I move:

That the Bill be passed.

*The question was put and the motion was adopted.*

MR. CHAIRMAN: It was a good discussion and a good reply. Now, the Minister for Road Transport and Highways would move a motion for consideration of The Motor Vehicles (Amendment) Bill, 2017. The Minister of State would move the Bill. We would have a discussion. The reply would be taken up only when the Cabinet Minister comes.

SHRI NEERAJ SHEKHAR (Uttar Pradesh): Sir, this is a very important Bill. The Cabinet Minister should be present here.

MR. CHAIRMAN: That is why I am saying that reply would be taken up when the Cabinet Minister comes.

### **The Motor Vehicles (Amendment) Bill, 2017**

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS; THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING; AND THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI MANSUKH MANDAVIYA): Sir, I move:

That the Bill further to amend the Motor Vehicles Act, 1988, as passed by Lok Sabha and as reported by the Select Committee of Rajya Sabha, be taken into consideration.

[THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA) *in the Chair*]

सर, मोटर व्हीकल एक्ट 1988 में बना था। आज के समय में स्थिति बदल रही है। रोड्स अच्छी हो रही हैं। इसके साथ-साथ जो पुराना बिल था, उसमें जो प्रावधान थे, उसमें जो व्यवस्थाएं थीं, उनसे सेवा में बहुत देरी होती थी और process बहुत लम्बा होता था। बदलते समय में आधुनिक समय के साथ, उसे कैसे स्वस्थ बनाएं और अच्छी तरह से दुरुस्त करें, इस बारे में वर्तमान बिल में सोचा गया है। अब जिस technology का आविष्कार हुआ है, उसका maximum उपयोग हम कैसे करें, जिससे transportation की सुविधा सरल हो। इस दृष्टि से इस बिल में अमेंडमेंट करने की तैयारी की गई है।

महोदय, आज देश में हर साल रोड पर 5 लाख accidents होते हैं, जिनमें से 1.50 लाख लोगों की मृत्यु रोड पर ही हो जाती है। ऐसी स्थिति में रोड पर accidents कैसे कम हों, और दुर्घटनाओं को कम करने के लिए आधुनिक तकनीक का कैसे इस्तेमाल किया जाए, इस दृष्टि से इस बिल को लाया गया है। वर्तमान में जो कानून हैं, उसमें ड्राइवर, vehicle या रोड पर क्या-

क्या दिक्कतें हैं और रोड पर accidents करने वालों के विरुद्ध हम पुराने बिल के अनुसार ज्यादा सख्त एक्शन नहीं ले पा रहे हैं और उनके ऊपर ज्यादा पेनल्टी नहीं लगा पा रहे हैं, इसलिए ऐसे cases में penalty बढ़ाने का इस नए बिल में हमने प्रावधान किया है।

महोदय, जब इस बिल को बनाने की हमने तैयारी शुरू की, तब हमने सारे देश। के ट्रांसपोर्ट मिनिस्टर्स को बुलाया था और उनके साथ कंसल्टेशन हुआ। देश की सभी स्टेट्स के ट्रांसपोर्ट मिनिस्टर्स आए थे। देश में विविध political parties हैं। किसी स्टेट में कोई पार्टी पॉवर में है और किसी स्टेट में कोई दूसरी पार्टी पॉवर में है। सभी स्टेट्स के ट्रांसपोर्ट मिनिस्टर्स उसमें आए थे। उनसे लम्बी बातचीत हुई और बहुत लम्बा। Consultation हुआ। उसके बाद वर्ष 2016 में इसे लोक सभा में लाया गया। लोक सभा ने भी इसे लोक सभा की Standing Committee को refer कर दिया। वर्ष 2017 के फरवरी महीने में Standing Committee ने इस पर विस्तार से विचार किया और सुझाव दिए। उन सुझावों को शामिल करते हुए, इसे लोक सभा में पारित किया गया। लोक सभा से पारित होने के बाद फिर वर्ष 2017 में इसे राज्य सभा में लाया गया। राज्य सभा ने भी इसे सेलेक्ट कमेटी को भेजा। राज्य सभा में भी डा. विनय पी. सहस्रबुद्धे जी की अध्यक्षता में बनी कमेटी में भी इस बिल पर विस्तार से चर्चा की गई और बातचीत हुई। इस बिल में व्हीकल सेफ्टी को इम्प्रूव करने का हमने प्रावधान किया है। इसके साथ-साथ ट्रांसपोर्टेशन को कैसे सरल किया जा सकता है, यानी ease of transportation के बारे में कानून की दृष्टि से जितने सरलीकरण की आवश्यकता थी, वह हमने इस बिल में किया है।

महोदय, आज सिस्टम इतना लम्बा है कि उसके कारण करप्शन की स्थिति बहुत पैदा होती है और करप्शन बढ़ता है। इस बारे में अनेक शिकायतें भी आती हैं। इसलिए हमने new technology का उपयोग कर के करप्शन को कैसे कम किया जाए, उसका प्रावधान इस बिल में किया है। इसके साथ-साथ सारे कानून को simplify भी किया है। यदि आज किसी को लर्निंग लाइसेंस लेना है, उसे आरटीओ के ऑफिस जाना पड़ता है, लेकिन अब technology उपलब्ध है, इसलिए वह online कैसे apply कर सके और उसे लाइसेंस मिल जाए, यह सुविधा भी इसमें रखी गई है। ये सभी सुविधाएँ इसमें रखी गई हैं, जैसे कि इस बिल को सिम्प्लिफाई कर दिया जाए और आज के ज़माने में, मौजूदा समय में हमारे पास जो technology उपलब्ध है, उस technology का maximum उपयोग करके, जनता की सुविधा के लिए उसका कैसे उपयोग हो सके तथा ट्रांसपोर्टेशन में कैसे उपयोग हो सके, इस दृष्टि से हमने इस बिल को रखा है। मैं सम्माननीय सभागृह के सामने यह बिल रखता हूँ और अनुरोध करता हूँ कि इस बिल पर विचार करे एवं पारित करे।

*The question was proposed.*

SHRI B. K. HARIPRASAD (Karnataka): Mr. Vice-Chairman, Sir, I rise to speak on this very important Bill in the absence of the Cabinet Minister of Road Transport and Highways. The intention and idea of the Bill is beyond doubt; nobody disputes it. Usually, it is the fashion of the NDA that whenever they give slogan, it is a big slogan. In respect of this Motor Vehicles (Amendment) Bill also they have said so. Initially, it was the Road Transport Safety Bill which was supposed

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to amend the Motor Vehicles Act, 1988, as rightly pointed out by the Minister, to promote road safety. Sir, if you go through the clauses, almost 92 clauses were brought in in this Bill – one in Short Title and Commencement; amendments in 69 clauses, insertion of new sections in 16, omissions in about 4, substitution in 2. Totally, it comes to 92 clauses, subject to correction. In these 92 clauses, Mr. Vice-Chairman, Sir, I would like to know from the hon. Minister which are all those clauses where it mentions about the road safety measures that have been taken care of. If you go through the clauses, one mentions about the golden hour treatment, the second is about immunity for Good Samaritan and the rest deal in different ways. Sir, we had disagreed in this House and it went to the Select Committee, as rightly pointed out by the Minister. The Chairman of the Select Committee was Sahasrabuddheji. Both the Transport Minister and Sahasrabuddheji are from Nagpur University. Sahasrabuddheji, in a good and diplomatic way, tried his best. Finally, in the Select Committee, we agreed for disagreement on all the issues and couldn't come to any conclusion on these issues. I would like to take the Minister back from 1998 to 1939. The first Motor Vehicles Act came into existence way back in 1939. After almost 50 years since motor revolution started in the world, in 1984 my leader, the greatest leader we had, late Shri Rajiv Gandhi, thought that there should be amendment to this 1939 Act. So, he constituted a Committee to go into the details of the 1939 Act and brought in a new draft so that it could take care of road safety, environment, safety of pedestrians and all. Started in 1984, they had consulted the Central Institute of Road Transport, Automotive Research Association of India, National Police Commission, State Governments and vehicle manufacturers. They had wide consultations almost for four years. Later in 1988, a draft Bill was prepared and was presented to the Parliament. Here, way back in 2014, the Road Transport Safety Bill, a draft bill, came up. It was not satisfactory. Almost five versions of Road Transport Safety Bills came into existence. Finally, the hon. Finance Minister, Shri Arun Jaitley, on the floor of the House, had to withdraw this Bill and he assured the House that the Ministry would come out with a proper draft. Later, it came out as the Motor Vehicles (Amendment) Bill, 2017. Sir, as I said, out of 92 Clauses, not even 3 Clauses refer to the road safety. If you look at rest of all, it looks like that these have been brought to help the corporate sector in the country. Sir, the Ministry tried its best to dilute the powers of the State Government. First and foremost thing to which I would like to draw your attention is one of the provisions in Clause 44. They have mentioned about diluting the authority of the Regional Transport Authority. Right from the day, I got some sense in this world, I have known and it has come to my mind that only RTO can register the vehicle.

Now, these amendments give all the powers to dealers to register the vehicle. And, as pointed out by the Minister, to eradicate corruption, they want to bring in a lot of changes. From RTO, it goes to dealers, fine! What are the charges we pay for the registration of vehicle, Sir? For registration of a vehicle, it varies between ₹ 400 to ₹ 600 and ₹ 700. I am ashamed to say this on the floor of the House. Even if you give some extra money for a speedy registration, it may go up to ₹ 1,000 or maybe ₹ 2,000 rupees for RTO. Now, the dealer, in the name of handling charges, he charges somewhere between ₹ 9000 and ₹ 15000. Where does that money go? They want to eradicate the corruption. Last week, we had an extensive debate on the Anti-Corruption Bill. If they are so serious about eradicating corruption, they should bring in Lokpal. Why catch an RTO? And, they want to give everything to the dealers because the Government believes in dealing. That is very unfortunate. It should not have happened. Sir, I would like to bring one more thing to your notice that when this Bill No.214-CA was introduced, people thought that a lot of amendments would help their road transport especially. But, what have they done? Two of the things, I have mentioned. The third one is they have increased the penalties. I have not seen any of the policemen penalizing any of the big posh cars. They only catch hold of auto rickshaws, two-wheelers, three-wheelers, all the poor people. The kind of penalties you have increased, it looks like they may have to sell their vehicles to pay the penalty. It is only to help the rich, not to help the poor. And, one more thing, Sir. Parliament has given a complete power to the State Governments. Even in the 1988 Act, when the Legislation was passed, both the Central Government and the State Governments had different powers. In its wisdom, Parliament has nowhere provided for delegation of statutory powers exercised by the officers to any private person or the corporate body. Now, they are amending Section 211A wherein they want to appoint. They are amending that Section to give it to any 'public servant' or any 'public authority' so that he can collect the taxes. There is a vast difference between the 'Government servant' and the 'public servant'. All the public servants are not the Government servants, but all the Government servants are the public servants. They are responsible for their jobs and they are Constitutionally-appointed people. But, the Government now just wants to dilute this Article and help the corporate sector.

Sir, finally, the Registering Authority has been made accountable for any incorrect description of motor vehicle, and authority is the Government servant and the Government authority only, and they have said that it should not go to any private people. The proposed provision of Sections 215A, B and C will be depriving the Government servants employed by the State Governments of their employment conferred under the proviso of Article 309 of the Constitution. The hon. Supreme

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Court of India has given a ruling in the case reported in AIR-2016-SCC-5436 page 66 about the employees of the corporate bodies or independent identities. It states that the State Government has a master-servant relationship with the civil servants of the State only. It has no such direct or indirect nexus with the employees of the corporate bodies. So, Sir, if you go through this Bill, it doesn't create any sense of road safety in the country. In the name of road safety, from the backdoor, they have brought in some of the clauses which have been amended only to help the corporate sector and dilute the powers of the State.

Sir, there is another thing that they want to centralise the entire power, as far as the permits are concerned. Sir, as you are from the southern part of the country, you know very well that the State carriages are doing pretty well in Tamil Nadu, Karnataka, Kerala, Andhra Pradesh and Telangana. Now, they want to centralise the issue of permits from the Centre. They even want to centralise the tax collections. Sir, as of now, according to the VAHAN and SAARTHI, the taxes are already being collected through the digital mode. We can pay all the taxes online. There is no need for any private agency to come. It is the NIC, a Government agency, which is dealing with all these taxes. But they just want to dilute this and give it to the private parties.

Sir, these are all the lacunae in the Bill, and we tried our best to convince the Minister and even the Chairman of the Select Committee to make some amendments, but we failed. Further, I would like to quote one judgment of the High Court of Patna, which set aside a case filed by the dealers for registering the vehicles at their end and directed the Secretary to the Government not to delegate the powers to the private dealers and adjudged that the powers should be vested with the Motor Vehicle Inspectors who are the inspecting authorities. Sir, even as the Minister was pointing out that this Bill was referred to the Standing Committee, I would like to point out that they have hardly included any recommendation of the Standing Committee in this Bill. So, Sir, I still feel that the Minister should make some amendments in some of the sections which we have already moved, so that a proper Bill can be passed in which road safety is the priority, and not the corporate sector. Thank you.

**डा. विनय पी. सहस्त्रबुद्धे (महाराष्ट्र):** उपसभाध्यक्ष महोदय, मैं आपका आभारी हूँ कि आपने मुझे इस बहुप्रतीक्षित बिल के समर्थन में बोलने का अवसर दिया है। मेरे पूर्व वक्ताओं ने इसका उचित जिक्र किया है कि यह देश लंबे समय से हमारे पथ-प्रबंधन, रास्तों पर होने वाले traffic के management समेत सुधारों की प्रतीक्षा कर रहा था। इसके पहले भी प्रयास हुए होंगे, मगर एक समेकित प्रयास करते हुए और इस पूरी व्यवस्था का एक comprehensive view लेकर हमारी

सरकार ने बहुत मेहनत करते हुए 2017 में यह बिल लोक सभा में लाया। वहां यह बिल पारित हुआ। उसके बाद इस सदन में भी विगत साल अगस्त महीने में यह बिल आया और सदन के सामूहिक विवेक के आधार पर यह सोचा गया कि इसको Select Committee के पास भेजा जाए। मुझे उस समिति के अध्यक्ष के रूप में काम करने का अवसर भी मिला, जिसमें सभी सदस्यों ने मुझे बहुत सहयोग दिया और उसी सहयोग के कारण, यद्यपि लम्बा समय लग गया, मगर आज यह बिल इस सदन के सम्मुख पारित किए जाने के लिए प्रस्तुत है।

उपसभाध्यक्ष जी, मैं आपको बताना चाहूंगा कि आदरणीय श्री बी. के. हरिप्रसाद जी समेत आदरणीय श्री प्रमोद तिवारी जी और आदरणीय श्री हरिवंश जी भी हमारी इस समिति के सम्मानित सदस्य थे। इनके साथ ही बहुत सारे अन्य सम्माननीय सदस्यों ने भी हमें अपना बहुमूल्य सहयोग दिया। हालांकि हमारे पास समयाभाव था, क्योंकि हम चाहते थे कि भारत में रास्तों की सुरक्षा को लेकर जो चिंता है, उसके मद्देनजर इस काम को हम जल्दी से जल्दी निपटाएं और आगे बढ़ाएं। 8 अगस्त, 2017 को हमारी नियुक्ति हुई और तब से लेकर 19 दिसम्बर, 2017 तक इस समिति ने 10 बैठकें कीं। हम लोग केवल दिल्ली में ही मिले हों, ऐसा नहीं है, हम चेन्नई और तिरुवनंतपुरम भी गए। वहां जाकर हम समाज के सारे वर्गों, जिनको हम मोटा-मोटी स्टेकहोल्डर्स भी कहते हैं, उन सबसे मिले और उनको कॉन्फिडेंस में लेकर हमने इस बिल के बारे में उनके विचार समझने की कोशिश की।

महोदय, मेरा यह मानना है कि यह बिल यद्यपि रास्तों के यातायात के संबंध में है, मगर इसके परिणाम बहुत दूरगामी और कुछ मात्रा में सामाजिक भी हैं, जिसके कारण समाज के सभी वर्गों को कॉन्फिडेंस में लेना बहुत जरूरी था। जैसा बताया गया, तमिलनाडु और केरल में ट्रांसपोर्टर्स की जो एसोसिएशंस हैं, उनके अंदर इसको लेकर काफी गलत धारणाएं या आशंकाएं थीं, जिनको दूर करना बहुत जरूरी था। तमिलनाडु सरकार और केरल सरकार के प्रतिनिधियों को लेकर भी उनको सुना जाना बहुत आवश्यक था, इसलिए समिति ने यह उचित समझा कि वहीं जाया जाए। हम वहां पर गए, उन सबकी बातें सुनीं और उनकी बातों को संज्ञान में लिया। इसके साथ-साथ, हालांकि यात्रियों के संगठन बहुत ज्यादा होते नहीं हैं, मगर जिस किसी को इस समिति के सम्मुख प्रस्तुत होना था, वे भी आए। जो न्यायिक व्यवस्था होती है, उसमें जो वकील काम करते हैं, उनके संगठनों ने भी इस संदर्भ में अपने आवेदन समिति के सम्मुख रखे। हमने मध्य प्रदेश, कर्णाटक और महाराष्ट्र की ट्रैफिक पुलिस को भी सुना, हालांकि आज हमारे देश में ट्रैफिक पुलिस एक बहुत बदनाम वर्ग है और उनकी बदनामी के कुछ कारण भी हैं, मगर उनकी कुछ समस्याएं भी होती हैं, जिनका संज्ञान लेना बहुत जरूरी था, इसलिए हमने उनके निवेदन देखे और उनके साथ बातचीत की। स्वाभाविक रूप से यहां पर सरकारों के प्रतिनिधियों को भी प्रस्तुत किया गया और सम्बन्धित विभाग के सभी अधिकारियों ने भी हमें बहुत सहयोग दिया।

महोदय, हमारे समाज में एक बहुत ही उपेक्षित वर्ग है, जो ड्राइवर्स का वर्ग है। हम देखते हैं कि ड्राइवर्स की संख्या बहुत कम है और अच्छा ड्राइवर मिल पाना भी बहुत मुश्किल बात होती है। जिनका कुंडली में विश्वास है, ऐसे कई लोग बोलते हैं कि कुंडली में बहुत अच्छे योग होने पर ही आपको कोई अच्छा ड्राइवर मिल सकता है। मेरा मानना यह है कि हमारे देश में ड्राइवर्स की कमी है और इसका एक कारण यह है कि ड्राइवर्स की जो व्यवस्था है, ड्राइवर्स का

[डा. विनय पी. सहस्त्रबुद्धे]

जो व्यवसाय है, उसको हम सम्मान नहीं देते। ड्राइवर्स के साथ अभद्रता से व्यवहार होता है, उनको taken for granted लिया जाता है और कभी-कभी तो उनके खाने-पीने, नहाने-धोने की व्यवस्था के बारे में भी नहीं सोचा जाता है। इन सारे बिन्दुओं को ध्यान में लेकर, यहां दिल्ली में या अन्य जगहों पर ड्राइवर्स के जो संगठन हैं, उनको भी हमने निमंत्रण दिया और उनकी बात को सुनने की कोशिश की।

महोदय, एक सबसे महत्वपूर्ण बात है, जिसका यहां जिक्र करना मैं आवश्यक समझता हूं कि सामान्यतः इस तरीके की सेलेक्ट कमेटीज के सम्मुख सम्माननीय मंत्री जी कभी नहीं आते और उनको बुलाया भी नहीं जाता, जैसा संसदीय कार्य प्रणाली के अंदर संकेत हैं। मगर यहां, इस सदन के समक्ष मैं यह बताना चाहूंगा कि आदरणीय श्री नितिन गडकरी जी, जो इस विभाग के मंत्री हैं, उन्होंने स्वयं यह इच्छा प्रकट की कि अगर सदस्यों के मन में कुछ आशंकाएं या कुछ धारणाएं हैं, तो उनको ठीक करने के लिए मैं स्वयं आ जाता हूं। मुझे बताते हुए हर्ष है कि 31 अक्टूबर, 2017 को, श्रीमान् नितिन गडकरी जी इस समिति के सम्मुख स्वयं उपस्थित हुए और उन्होंने डेढ़ घंटे तक लम्बी चर्चा की और सदस्यों के मन में जो भी आशंकाएं थीं, उनके जवाब देने की कोशिश की। उन्होंने यह कहा कि यह कानून तो बन ही रहा है, मगर Subordinate Legislation के तहत इसके जो परिनियम बनेंगे, उनमें आपकी इन चिंताओं का हम निश्चित रूप से खयाल रखेंगे और उनको संज्ञान में लेंगे। उपसभाध्यक्ष जी, मैं आपको बताना चाहूंगा कि इस बिल के संदर्भ में हमने जो भी रिपोर्ट दी, उसकी एक पृष्ठभूमि है और हम सब जानते हैं कि किस पृष्ठभूमि पर यह बिल लाया गया है। जैसे अभी चर्चा हुई, आदरणीय श्री हरिप्रसाद जी ने भी रोड सेफ्टी की चर्चा की। उसके संदर्भ में यहां पर शायद बहुत सारे प्रावधान नहीं हैं, ऐसा उनका कहना है। मैं उसको भी आकलन में लूंगा, मगर कुल मिलाकर हमारे देश की रोड सेफ्टी का जो परिदृश्य है, वह बहुत आतंक निर्माण करने वाला है, बहुत भयावह है। आंकड़ों के आधार पर भी उसकी जानकारी हमें स्वाभाविक रूप में मिलती है कि 2016 के कैलेंडर ईयर में कुल 1,50,785 लोगों की मौत सड़क हादसों में हुई और यही आंकड़ा 2014 में 1,46,133 था। यानी हर साल शायद इस आंकड़े में बढ़ोतरी हो रही है, हमारे रास्ते unsafe होते जा रहे हैं। इस पृष्ठभूमि पर इस तरीके का एक बिल आना, जिसके कारण रोड सेफ्टी के भी सारे प्रावधान और इस पूरी व्यवस्था के अन्दर जितने सारे स्टेक होल्डर्स हैं, उनके विचारों को और उनकी भूमिका को देखते हुए इस विषय को और ठीक पद्धति से डील करना तथा आगे ले जाना, इसकी भी आवश्यकता थी, जो काम इस बिल के माध्यम से हो रहा है, ऐसा मेरा अपना मानना है।

उपसभाध्यक्ष जी, इस बिल की विशेषताओं के बारे में कुछ बातें माननीय राज्य मंत्री जी ने कही हैं, मगर विशेष रूप में श्रीमान् हरिप्रसाद जी ने जो बिन्दु उठाये और वे बहुत अनुभवी माननीय सदस्य हैं, तो उनके बिन्दुओं को गम्भीरता से लेकर, अपनी पद्धति से मेरा जो आकलन है, वह मैं शेयर करना चाहता हूं। मैं मानता हूं कि यह बात सही है कि हम सभी की चिन्ता का विषय रोड सेफ्टी है। हम रास्ते पर जाते हैं और रोड सेफ्टी का विषय केवल वाहन में बैठने वालों या वाहन चलाने वालों तक सीमित नहीं है, बल्कि जिसका वाहन के साथ कोई सम्बन्ध नहीं है, जो बेचारा रास्ते में चल रहा है, उसको भी आज भगवान को नमस्कार करके ही रास्ते पर जाना पड़ता है। ऐसी अवस्था कई शहरों में हम देखते हैं, कई हाइवेज में भी देखते हैं,



इतनी गम्भीर परिस्थिति है। इसलिए इसको डील करने के संदर्भ में जितने भी सारे प्रावधान हैं, मैं मानता हूँ कि उनका स्वरूप भी बहुविध है। उसके diverse परिणाम भी आयेंगे। कुल मिलाकर उसके जो प्रावधान किये हैं, उनकी रचना में भी काफी विविधता है। जैसे, ट्रांसपोर्ट लाइसेंस 3 साल की जगह 5 साल के लिए वैध करने के साथ-साथ हमारे यहां जो ड्राइवर्स की कमी है, जो प्रशिक्षित हैं, अच्छे ड्राइवर्स हैं, प्रामाणिक हैं, dependable हैं, नियम-कानून का सम्मान करते हैं और अपनी तथा यात्रियों की रक्षा की भी चिन्ता करते हैं, ऐसे जिम्मेदार ड्राइवर्स की कमी को दूर करने के लिए और गुणवत्ता बढ़ाने के लिए ट्रेनिंग की व्यवस्था के बारे में इस बिल में काफी कुछ अच्छे प्रावधान किये गये हैं। यह विषय गम्भीरता से लिया जाएगा, ऐसी उम्मीद इस बिल के कारण निश्चित रूप में बढ़ती

उपसभाध्यक्ष जी, मैं आपको बताता हूँ कि हमारे देश में स्टेट ट्रांसपोर्ट बसों के अन्दर ड्राइवर के पद का आरक्षण भी होता है। शेड्यूल्ड ट्राइब्स के भी लोग ड्राइविंग करते हुए इस व्यवसाय में आना चाहते हैं। मगर चूँकि कई लोग 12वीं की परीक्षा पास नहीं कर पाते, तो शेड्यूल्ड ट्राइब्स का— मैं महाराष्ट्र का उदाहरण देता हूँ कि ड्राइवर्स की संख्या में हमेशा उनकी कमी रहती है, मतलब जो भी आरक्षित पद हैं, वे भरे नहीं जाते, क्योंकि अर्हता वाले, क्वालिफाइड ड्राइवर्स की कमी होती है। अभी हमने बैठक के अन्दर एक सुझाव भी दिया है कि क्यों न हम 10वीं-12वीं कक्षा में ड्राइविंग के विषय को ही एक आकलन में लें, ताकि एक नये तरीके से, innovative पद्धति से अगर हम इस विषय को ले पायें, तो अच्छे ड्राइवर्स की संख्या बढ़ेगी। जिसको ड्राइविंग का एक ऑप्शन खुला रखना है कि बाद में वह आगे करियर बनाए, वह केवल ड्राइवर नहीं रहे, भगवान की दया से गाड़ी का मालिक बने, मगर यदि उसको एक ऑप्शन खुला रखना है, तो इस तरीके की व्यवस्था होने की भी आवश्यकता है।

उपसभाध्यक्ष जी, मैं आपको कुछ और बातें बताना चाहता हूँ। हमारे देश में अभी तो टेक्नोलॉजी भी अच्छी हुई है, वातावरण भी बदला है, तो दिव्यांग भी अच्छे तरीके से अपने-अपने वाहन, जो भी उनके लिए बनाये गये वाहन हैं, उनको चला सकते हैं। उनके वाहनों के पंजीकरण को लेकर बहुत समस्याएँ आती हैं, क्योंकि वह अलग तरीके का वाहन होता है। उसको कौन सी कैटेगरी में डालें, समझ में नहीं आता। इसमें उसकी भी चिन्ता की गयी है। एक बहुत सेंसिटिव मामला है, मगर उसकी चिन्ता की गयी है। कई बार हम देखते हैं कि वाहन चोरी का प्रमाण भी बढ़ता जा रहा है। यहां का वाहन कोई वहां ले जाता है, नम्बर प्लेट बदलता है। आज एक ओर अभी नेशनल रजिस्टर के कारण स्थानान्तरण आसान हो रहा है, तो चोरी की गाड़ियां रजिस्टर होने की सम्भावना को इस बिल के अन्दर लगभग दरकिनार किया गया है। Compulsory recall of defective vehicles भी इसका एक बहुत महत्वपूर्ण प्रावधान है। जितने हमारे यहां दोषपूर्ण वाहन हैं, चाहे chasis में दोष हो, इंजन में दोष हो, पहियों में दोष हो, ऐसे दोषपूर्ण वाहनों का record भी इसमें mandatory या compulsory किया गया है। जो उनकी manufacturing Companies हैं, उन पर भी कड़ाई से कार्रवाई करने का प्रावधान इस बिल में है, जो मैं मानता हूँ कि बहुत महत्वपूर्ण है।

Helmets का जहां तक सवाल है, आम तौर पर शहरों में helmet पहनने को लेकर पुलिस समय-समय पर चौक करती रहती है और विशेष रूप से दुपहिया वाहन चलाने वाले उसे लेकर

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बड़े उद्देहित भी होते हैं, मगर मैं मानता हूँ कि helmet हमारी सुरक्षा की दृष्टि से बहुत महत्वपूर्ण है। उसके लिए कड़े प्रावधान इस बिल में किए गए हैं। सीट बेल्ट के बारे में भी कड़े प्रावधान किए गए हैं। इसमें छोटी penalty होने के कारण कुछ लोग penalty देते हैं या penalty चुकाने के अपने-अपने रास्ते अपनाते हैं और छूट जाते हैं। अब जो नई व्यवस्था की जानी है, मैं मानता हूँ कि अब इसमें भी काफी कमी आएगी।

एक बहुत मानवीय विषय है, वैसे छोटे-छोटे अनेक विषयों पर बिल में चिन्ता की गई है, लेकिन उदाहरण के तौर पर इसे मैं यहां प्रस्तुत कर रहा हूँ कि कई बार शहरों में, चाहे दिल्ली हो, मुम्बई हो या कोई अन्य शहर हो, हम देखते हैं कि पीछे से सायरन बजाते हुए एंबुलेंस आती है, मगर सामने वाली गाड़ी में जो लाट साहब बैठा है, वह कभी-कभी उसे रास्ता नहीं देता है। अब ऐसा करना उसे महंगा पड़ेगा और एंबुलेंस को रास्ता न देने पर उसके खिलाफ कड़ी कार्यवाही की जाएगी — इसका पूरा प्रावधान बिल में किया गया है।

जहां तक बिल में accidents या सड़क हादसों के लिए प्रावधान की बात है, उसमें insurers की liability पर कोई cap नहीं है, उसकी कोई ऊपरी सीमा तय नहीं की गई है। मुआवजे में भी लगभग 10 गुना वृद्धि करने का प्रावधान इसमें किया गया है। कुल मिलाकर बहुत से प्रावधान बिल में किए गए हैं। जैसे हम कहते हैं कि — There is always a room at the top. यह कहना बड़ा स्वाभाविक है कि इससे भी अधिक बेहतर कानून आ सकता था, मगर मैं मानता हूँ कि एक प्रक्रिया होती है। अभी जो कानून है, वह पहले के प्रावधानों को बहुत आगे लेकर जा रहा है। पथ-प्रबंधन की प्रक्रिया को अच्छे ढंग से आगे ले जाने, ठीक करने और सुव्यवस्थित करने की पूरी उम्मीद इस बिल के आने से जाग गई है।

उपसभाध्यक्ष जी, मैं यहां कुछ बिन्दुओं की तरफ इशारा करना चाहता हूँ जो निश्चित रूप से आगे चलकर इसमें आने चाहिए या जब इसका subordinate legislation बने, इसके नियम-विनियम बनें, मंत्री जी ने भी हमें आश्वासन दिया, मगर इस सदन के सम्मुख मैं कुछ चिन्ताओं को उजागर करना चाहता हूँ। उदाहरण के लिए अभी जैसे रास्तों के रख-रखाव का प्रश्न है। किसी accident का कारण केवल driver की गैर-जिम्मेदाराना प्रवृत्ति नहीं होती, या किसी दूसरे वाहन चालक की गैर-जिम्मेदाराना प्रवृत्ति भी नहीं होता, उसकी भूल-चूक नहीं होती। कई बार रास्तों की अवस्था इतनी विकट हो जाती है कि उसके कारण भी accidents होते हैं। अभी speed breaker का उदाहरण ले लीजिए। कई जगह speed breaker हमें ऐसे मिलते हैं, जैसे मानो वे vehicle breaker हों। ऐसे speed breakers की रचना, ऊंचाई के लिए अभी जो व्यवस्था है, उसके बारे में भी कुछ करने की ज़रूरत है। चूंकि यह विभाग पथ परिवहन के अंतर्गत है, मैं मानता हूँ कि इस बारे में भी अच्छे नियम कानून बनाने की आवश्यकता है। ...**(व्यवधान)**... हां, वह problem भी आती है, मगर वह seasonal है। पुलिस यंत्रणा के बारे में भी मैं सदन का ध्यान आकर्षित करना चाहूंगा, वैसे यह लंबा विषय है, इस कानून के द्वारा उसका समाधान नहीं हो सकता। जब हम विदेश जाते हैं तो देखते हैं कि Traffic Police की पूरी व्यवस्था वहां के मेयर के कंट्रोल में रहती है। हमारे देश में मेयर या म्युनिसिपल कारपोरेशन का अधिकार इतना भी नहीं है। कि कौन-सा रास्ता one-way किया जाए या कौन-सा रास्ता two-way किया जाए। यह सारा अधिकार Traffic

Police को सौंपा गया है। मैं मानता हूँ कि इसके कारण Multiplication of power centres हो गया है। यदि इस पर एकात्मक विचार होना है, integrated thinking होनी है, तो कभी न कभी हमें शहरों या शहरों के अंदर की यातायात व्यवस्था में सुधार के संदर्भ में इस मुद्दे को भी ध्यान में लेना चाहिए कि हमारे मेयर या Municipal Corporations का traffic के संदर्भ में कोई Say होना चाहिए, आवश्यकता के अनुसार इसका कंट्रोल भी उनके पास जाना चाहिए, क्योंकि शहरों में इस तरीके के परिवहन के संदर्भ में, भीड़ और यातायात के संदर्भ में, चाहे मुम्बई हो, चेन्नई हो या कोई अन्य शहर हो, निश्चित रूप से वहां गंभीर स्थिति बन रही है।

वाहनों के निर्माण के बारे में, मैं मानता हूँ कि इस बिल में कड़े प्रावधान किए गए हैं, लेकिन और अच्छे प्रावधान होने चाहिए। देश में कितने वाहन निर्माण होने चाहिए, कितने वाहन रास्ते पर आने चाहिए, यद्यपि बिल में इसे लेकर व्यापक नीति बनाने का प्रयास किया गया है, मगर ऐसी नीति भी बननी चाहिए जिसमें इसका आकलन हो कि हमारे देश में वाहनों की आवश्यकता कितनी है।

आज हम देखते हैं कि अमेरिका की तुलना में हमारे यहां एक किलोमीटर रास्ते के हिसाब से वाहनों की संख्या लगभग तीन गुनी है। क्या हमें इतने ज्यादा वाहनों की वाक्यी में जरूरत है? ये क्यों आते हैं? ये इसलिए आते हैं, क्योंकि हमारी public transport व्यवस्था चरमरा गई है। अब Metro का जो प्रचलन चला है, यह बड़ा स्वागत योग्य है, मगर उसी के साथ-साथ मैं मानता हूँ कि सामान्य ऑटो-रिक्शा जिसको चाहिए, उसके लिए वहां पर उपलब्ध हो, वह मीटर पर उपलब्ध हो, ये सामान्य बातें हैं। लोगों की अपने सुख की कल्पना या दैनंदिन जीवन में आसान सुविधा उपलब्ध हो, इसके बारे में जो कल्पना है, वह बड़ी आसान है। उसको लगता है कि अगर मैं किसी खाली ऑटो-रिक्शा या टैक्सी को हाथ दिखाऊ तो वह रुकनी चाहिए और मुझे बैठने का अवसर मिलना चाहिए, बगैर मेरा कोई अपमान किए और बगैर उसकी मरजी, जहां मैं जाना चाहता हूँ, वहां उसको जाना चाहिए। यह इतना सिम्पल है, मगर हम यह भी नहीं कर पाते हैं। मैं मानता हूँ कि metering की दृष्टि से भी चाहे ऑटो-रिक्शा हो, चाहे टैक्सी हो, इसमें और कुछ करने की निश्चित रूप से आवश्यकता है।

महोदय, एक और महत्वपूर्ण बिन्दु है, जिसको इसमें बहुत ही संक्षिप्त में ही क्यों न हो, लेकिन उल्लिखित किया गया है, मगर और व्यापकता से उसकी चर्चा होनी चाहिए। वह बिन्दु यह है कि जब हम अंत्योदय की बात करते हैं, कतार में अंतिम व्यक्ति के कल्याण की बात करते हैं, तो पथ-प्रबंधन के विषय में वह विषय आता है हमारे pedestrian का, पादचारी का। जो पैर से चलने वाला व्यक्ति है। इस गति से वाहनों की संख्या बढ़ रही है कि अब रोड क्रॉस करना भी बहुत मुश्किल हो रहा है। हमारे महाराष्ट्र में पुणे सिटी में जहां पर बहुत प्रतिभाशाली लोग रहते हैं, वंदना जी वहीं से आती हैं, वहां पर काफी व्यंग्यात्मक टिप्पणियां भी होती हैं। एक जोक कहा जाता है कि पुणे के एक व्यक्ति को एक दिन ट्रैफिक को क्रॉस करना था, तो उसने देखा कि एक व्यक्ति खड़ा है, जिसका यह व्यवसाय है कि वह रोड क्रॉस करा देता है, आपको उठाता है और वहां ले जाता है। उस व्यक्ति ने उससे पूछा कि आप रोड क्रॉस कराने का कितना पैसा लगे, तो उसने बोला कि यहां से वहां ले जाने का एक रुपया लूंगा। वह उस व्यक्ति को उस पार ले गया और उसके बाद उसने कहा कि आप मुझे डेढ़ रुपए दीजिए। इस

[डा. विनय पी. सहस्त्रबुद्धे]

पर उस व्यक्ति ने कहा कि तुमने तो मुझे इसके लिए एक रुपया बताया था, इस पर उसने कहा कि अब मैं हाफ रिटर्न जाऊंगा, इसलिए डेढ़ रुपए चाहिए। अब यह अवस्था आ गई है कि लोगों को रोड क्रॉस करना भी बड़ा मुश्किल सा हो रहा है। मैं ऐसा मानता हूँ कि इस दृष्टि से यह जो पादचारी है, जो अपने पैरों से चलने वाला व्यक्ति है, जिसको किसी वाहन की जरूरत नहीं है, उसकी सुरक्षा के बारे में भी और अधिक चिंतन होना चाहिए तथा और अधिक कानून भी बनने चाहिए। ...**(समय की घंटी)**...

महोदय, कुछ छोटी-छोटी बातें हैं, जैसे टोल नाके, अब यह तो हमारे पथ प्रबंधन का एक अविभाज्य हिस्सा बना है। चाहें, न चाहें, हमें टोल नाके रखने ही पड़ेंगे और टोल देकर ही जाना पड़ेगा। ऐसा मैं समझता हूँ, मगर क्या इसमें भी कुछ incentivisation नहीं किया जा सकता है? जैसे हम विदेशों में कई जगह देखते हैं कि अगर किसी कार की capacity पांच यात्रियों की है और वह कार पूरी भरी हुई है, तो उसको कुछ रियायत दी जाती है, क्योंकि वह कार का पूर्ण उपयोग कर रहा है, fully exploiting the capacity of the vehicle. अगर कोई ऐसा कर रहा है, तो उसको कुछ रियायत देनी चाहिए। हमारे यहां अच्छा काम करने वाले को कोई प्रोत्साहन नहीं और गलत काम करने वाले को कोई शासन नहीं, यह कम से कम पथ प्रबंधन के संदर्भ में, मैं मानता हूँ कि इस स्थिति को पूर्ण विराम देने की जरूरत है। यह कानून उस दिशा में कुछ कदम बढ़ाता है, मगर और कुछ कदम चलने की जरूरत है, जिससे मैं मानता हूँ कि कोई इन्कार नहीं कर पाएगा। ...**(समय की घंटी)**...

महोदय, मैं मानता हूँ कि रोड सेफ्टी की ट्रेनिंग भी हमारे school syllabus का एक हिस्सा होनी चाहिए। आजकल हम देखते हैं कि कई शहरों में इस विषय में कुछ उद्यान बनाए जाते हैं और वहां पर बच्चों को रोड सेफ्टी का एक अनौपचारिक प्रशिक्षण दिया जाता है। मगर मैं मानता हूँ कि यह चौथी, पांचवीं, छठी कक्षा में होना चाहिए। आजकल तो सातवीं कक्षा का छात्र भी स्कूटर चलाने की उम्मीद रखता है और उसके माता-पिता भी कोई उम्र और लाइसेंस का हिसाब न करते हुए लाड़-प्यार से उसको अनुमति देते हैं। जब बच्चे जल्दी बड़े हो रहे हैं, तो ये जो सारी व्यवस्थाएं हैं, उनके बारे में उनका प्रशिक्षण करना भी आवश्यक है। इसलिए यह यातायात संबंधी नियम हमारे स्कूल सिलेबस का एक अभिन्न अंग बने, इसकी भी आवश्यकता है।

महोदय, और विस्तार से कुछ कहने की जरूरत नहीं, मगर कई बार यात्रियों को बस में से उतार भी दिया जाता है।

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Your party has three more speakers.

DR. VINAY P. SAHASRABUDDHE: Sir, I am taking last two minutes. परसों मैं अकबर रोड पर घूम रहा था, तो एक *Working Committee Express* नाम की गाड़ी थी, उसमें से अचानक से कुछ लोगों को बाहर कर दिया गया। वे बड़े नाराज़ हो रहे थे और वे ड्राइवर के साथ चर्चा कर रहे थे, चूंकि वे विवाद तो नहीं कर सकते थे, इसलिए वे ड्राइवर के साथ चर्चा कर रहे थे। उनको ड्राइवर की मर्जी से बाहर कर दिया गया। अब इस तरह के विषयों को

तो यह कानून कुछ स्पर्श नहीं करता है, मगर मैं मानता हूँ कि कुल मिला कर हमारे यात्रियों की सेफ्टी, हमारे रास्तों की सुरक्षा, हमारे जो ड्राइवर्स हैं, चालक हैं, उनकी सुरक्षा और उनके भविष्य के बारे में चिंता करने वाला यह बिल है। यह एक सकारात्मक कदम है। इसमें और भी प्रगति तथा सुधार की गुंजाइश हमेशा हो सकती है, मगर जो भी हुआ है, वह स्वागत योग्य है। मैं सदन से आह्वान करूंगा कि वह इस बिल का समर्थन करे। आखिरकार विकास के वास्ते हमें नरेन्द्र मोदी जी के रास्ते जाना है। आइए, हम सब मिलकर इस रास्ते से चलें।

**श्री विशम्भर प्रसाद निषाद** (उत्तर प्रदेश): माननीय उपसभाध्यक्ष महोदय, आपने मुझे मोटर यान संशोधन विधेयक, 2017 पर बोलने का मौका दिया। मैं अपनी पार्टी के नेता प्रो. राम गोपाल यादव जी को और हमारे आदरणीय मुख्य सचेतक रवि प्रकाश वर्मा जी को बधाई देता हूँ, जिन्होंने मुझे मोटर यान विधेयक के बारे में बोलने के लिए, कुछ कहने के लिए मौका दिया है।

महोदय, वाहन दिन-प्रतिदिन बढ़ते जा रहे हैं और रोज़ की संख्या लिमिटेड है, इसलिए इस कानून को लाया जाना बहुत आवश्यक है, मैं इसका समर्थन करता हूँ। मान्यवर, हम लोगों ने कुछ संशोधन भी दिए हैं और बताया है कि किस तरह से होना चाहिए। मान्यवर, माननीय मंत्री जी ने अभी बताया था कि हम लोगों ने बैठकें की हैं। इन्होंने चार महत्वपूर्ण बैठकें की हैं, लेकिन खेद के साथ कहना पड़ रहा है कि बड़े-बड़े राज्यों के परिवहन मंत्री उन बैठकों में नहीं आए, जिसमें चाहे गुजरात हो, चाहे आपके उत्तर प्रदेश हो, लगभग 9 राज्य हैं, उनके परिवहन मंत्री एक भी बैठक में नहीं आए। पहली बैठक में 9 राज्य आए, दूसरी बैठक में 8 राज्य आए, तीसरी बैठक में 14 राज्य आए और चौथी बैठक में 7 राज्य आए। अपने सुझाव देने के लिए सबको आना चाहिए था। मान्यवर, मैं सरकार से आग्रह करना चाहता हूँ कि किसी भी योजना के लिए, एक दीर्घकालिक योजना बनानी चाहिए। हमारे देश में प्रचलन है, जो अधिकारी हैं, वे ऐसा बजट बनाते हैं। पहले सिंगल रोड बनाएंगे, इसके बाद फिर उसकी पटरी ठीक करवाएंगे और फिर उसको तोड़कर Two-Lane बनाएंगे, फिर उसको तोड़कर Four Lane बनाएंगे और फिर उसको तोड़कर Six-Lane बनाएंगे। मान्यवर, हमें पहले से कम से कम 100 साल की योजना लेकर जाना चाहिए, क्योंकि पटरी के बगल में टेलिफोन लाइन होती है और पाइप पड़े रहते हैं। पेय जल सप्लाई की लाइन होती है, वह टूट जाती है, जिसकी वजह से देश का बड़ा नुकसान होता है। अभी माननीय मंत्री जी, अभी हमारे साथी माननीय विनय जी बोल रहे थे और माननीय हरिप्रसाद जी बोल रहे थे, मैं उनकी बात का समर्थन करता हूँ।

**SHRI JAIRAM RAMESH:** Sir, no Cabinet Minister, no Parliamentary Affairs Minister, nobody is there. ...*(Interruptions)*...

**THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA):** The concerned Minister is here. ...*(Interruptions)*...

**SHRI JAIRAM RAMESH:** Sir, no Cabinet Minister is present. ...*(Interruptions)*...

**THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA):** He has come. ...*(Interruptions)*...

**श्री विशम्भर प्रसाद निषाद:** मान्यवर, एक दीर्घकालिक योजना बनानी चाहिए। अभी चर्चा आई थी कि जो लोग मोटर साइकिल चलाने वाले हैं, वे हेलमेट का प्रयोग नहीं करते हैं और बिना हेलमेट के मोटर साइकिल चलाते हैं। मान्यवर, हम देश के सभी मोटर साइकिल चलाने वालों को कहना चाहते हैं कि आजकल हर आदमी मोबाइल रखता है। मोबाइल में सेफगार्ड रखता है, ताकि उसका मोबाइल गिर न जाए, टूट न जाए, लेकिन जो हैड है, सिर का रिप्लेसमेंट नहीं होता है, उसके लिए हेलमेट नहीं रखता है।

इसलिए हर मोटर साइकिल चलाने वाले के लिए यह compulsory होना चाहिए। अगर कोई व्यक्ति अपने मोबाइल में सेफगार्ड रख सकता है, तो उसको मोटर साइकिल चलाते समय भी हेलमेट जरूर पहनना चाहिए। दूसरी बात, हेलमेट बनाने वाली कंपनियां डुप्लिकेट हेलमेट बना रही हैं, जिसके कारण जब एक्सिडेंट होता है, तब वे हेलमेट्स काम नहीं करते। इस पर भी सरकार को निगरानी रखनी चाहिए और अच्छी क्वालिटी का हेलमेट बनाने वाली कंपनियों के हेलमेट की ही बिक्री की अनुमति देनी चाहिए।

मान्यवर, आज देश में बहुत सारे भारी वाहन चल रहे हैं। इसके लिए पूरे देश में एक कानून बनाना चाहिए कि बड़ी गाड़ियां बनाने वाली जो कंपनियां हैं, उनको गाड़ी की बॉडी की लिमिट तय करनी चाहिए और उनको जितनी क्षमता की अनुमति प्राप्त है, उतनी ऊँचाई की ही बॉडी बनानी चाहिए। माननीय मंत्री जी, मैं बुंदेलखंड से आता हूँ और बुंदेलखंड में यह देखने को मिलता है कि गाड़ी की बॉडी से ऊपर पटरा लगाकर, उस पर 80-80 टन और 100-100 टन मोरंग-गिट्टी लादी जा रही है और जब वे चलती हैं, तो ऐसा लगता है कि धरती हिल रही है। वहां प्रतिदिन अवैध खनन होता है और उन भारी वाहनों से होने वाली दुर्घटनाओं के सैंकड़ों लोग शिकार होते हैं, इसलिए उस पर रोक लगाने की आवश्यकता है।

मान्यवर, वहां किसानों की खेती बरबाद होती है। माननीय मंत्री जी ने इस ऐक्ट में एक बात का जिक्र नहीं किया है। जैसे, किसानों के पास ट्रैक्टर्स या ट्रॉली होते हैं, उस ट्रॉली में कोई पावर ब्रेक नहीं होता है और ट्रॉली का रजिस्ट्रेशन नहीं है। उसमें किसानों को बड़ी दिक्कत होती है, इसलिए उसके बारे में भी किसी क्लॉज में जिक्र करना चाहिए था। मान्यवर, जब लोग वोट मांगने जाते हैं, तब देखते हैं कि पश्चिमी उत्तर प्रदेश में बड़ी तादाद में जुगाड़ गाड़ी चलती है और लोग मांग करते हैं कि जुगाड़ गाड़ी का रजिस्ट्रेशन होना चाहिए। लेकिन अगर जुगाड़ गाड़ी ऐक्सिडेंट करती है, तो आप किस क्लॉज के अंतर्गत उसको बन्द करेंगे या किस धारा के अंतर्गत कार्रवाई करेंगे? आज ई-रिक्शा बड़े पैमाने पर चल रहे हैं, जिसका कोई रजिस्ट्रेशन नहीं है, कोई अता-पता नहीं है। अगर ई-रिक्शा ऐक्सिडेंट करता है, तो उसको आप किस ऐक्ट के अंतर्गत लाएंगे?

मान्यवर, ऐसी तमाम कंपनियां हैं, जो फर्जी मोटर वाहन इंश्योरेंस का काम करती हैं। जो प्राइवेट इंश्योरेंस कंपनियां हैं, वे अधिक प्रीमियम लेती हैं और रसीद कम राशि की देती हैं। सरकार को इस पर भी निगरानी रखनी चाहिए, क्योंकि मालिक को उसमें ज्यादा पैसा देना पड़ता है। आज जगह-जगह पर सीसीटीवी कैमरे लगाने की आवश्यकता है। आज अगर हम दिल्ली के चारों तरफ देखें, तो हमें यह देखने को मिलता है कि दिल्ली में एंटर करने वाले जो बड़े हाइवेज हैं, वहां पर दिल्ली ट्रैफिक पुलिस के लोग एक दर्जन से अधिक की संख्या में इकट्ठे खड़े रहते हैं। जब वहां कोई ट्रक आदि आते हैं, तो उन पर वे इकट्ठे झपट्टा मारते हैं और इस प्रकार एक-एक

ट्रैफिक पुलिस वाला लाखों रुपये प्रतिदिन वसूलने का काम करता है। माननीय मंत्री जी, इसके लिए भी कानून बनाने की आवश्यकता है और इस पर भी निगरानी रखनी चाहिए। हम तो कहते हैं कि आज जिस तरह से आर्मी, जीआरपी और अलग-अलग पुलिस फोर्स हैं, उसी तरह हाईवेज के लिए भी एक अलग पुलिस फोर्स बनानी चाहिए, ताकि उसकी ठीक से कंट्रोलिंग की जा सके।

मान्यवर, हम देखते हैं कि आज हर तरफ सीमेंटेड रोड्स बनी हैं, जिनमें सुधार करने की आवश्यकता है, क्योंकि सीमेंटेड रोड्स से गाड़ियों के टायर्स फटते हैं। रोड्स पर सुरक्षा न होने के कारण उन पर जानवर आ जाते हैं, जिसके कारण आए दिन हजारों ऐक्सिडेंट्स हो रहे हैं। इसलिए रोड्स के दोनों साइड सेफगाडर्स बनने चाहिए। मान्यवर, आज यह भी देखने को मिल रहा है कि डीलर्स पुरानी गाड़ियों को नये दाम पर बेचते हैं और सरकार के टैक्स की चोरी करते हैं। वे वर्ष 2016-17 की गाड़ी वर्ष 2018 में बेच रहे हैं। वे जब उस पर नये रेट लेते हैं, तो उससे सरकार को नुकसान होता है, इसलिए इसके ऊपर भी ध्यान देना चाहिए। मान्यवर, इस बिल में राज्यों के अधिकार कम किए गए हैं। पुराने कॉमर्शियल वाहन की स्पीड कम करने की बात को समाप्त करना चाहिए। सड़कों को सुरक्षित रखने हेतु उनकी बैरिकेडिंग करने की आवश्यकता है।

मान्यवर, रोड ट्रांसपोर्ट भारत की अर्थव्यवस्था में एक बहुत बड़ा महत्व रखता है। इसमें लाइसेंस फीस बढ़ाई गई है और पेनल्टी बहुत है। इस राशि को दोपहिया वाहन में 50 रुपये से बढ़ाकर 300 रुपये किया गया है, इंटरनेशनल लाइसेंस फीस को 500 रुपये से बढ़ाकर 1,000 रुपये किया गया है, ड्राइविंग स्कूल की फीस को 2,500 रुपये से बढ़ाकर 10,000 रुपये किया गया है और थर्ड पार्टी इंश्योरेंस की राशि को भी बढ़ाया गया है। मान्यवर, चूंकि देश में सरकारी ड्राइविंग ट्रेनिंग स्कूल्स नहीं हैं, इसलिए सरकार को इस ओर भी देखना चाहिए, क्योंकि जो प्राइवेट ड्राइविंग ट्रेनिंग स्कूल्स हैं, वे मनमाना पैसा लेते हैं और जो भीड़-भाड़ वाला एरिया है या जो ज्यादा ट्रैफिक वाला एरिया है, वहां वे ट्रेनिंग देने का काम करते हैं। उन एरियाज़ में देखने में यह आता है। कि वहां अक्सर ट्रेनिंग वाली गाड़ियों से ऐक्सिडेंट्स होते हैं। उनके लिए अलग से एरिया चिन्हित करना चाहिए, जहां ड्राइवर्स को ट्रेनिंग देनी हो, उसका एरिया अलग होना चाहिए। उनको भीड़ वाले एरिया में अलाउ नहीं करना चाहिए। इस समय देश में लाखों कोर्ट केसेज पेडिंग हैं, इसके लिए स्पेशल कोर्स बनाकर उनके सभी तरह के केसेज का निस्तारण करना चाहिए। इसमें कुली, क्लीनर्स, एक्स्ट्रा ड्राइवर, यात्री आदि होते हैं। इनके लिए इस एक्ट में कोई प्रोविजन नहीं है।

मान्यवर, निजी क्षेत्रों को बढ़ावा दिया जा रहा है। नई गाड़ियों के रजिस्ट्रेशन का कार्य डीलर्स को देने से सरकारी कर्मचारी खत्म हो जाएंगे और रोजगार में कमी आएगी।

मान्यवर, हम देख रहे हैं। देश में हमारी सड़कों का डिज़ाइन ठीक नहीं है। सड़कों में गड़ों के कारण दुर्घटनाएं होती हैं, तो रोड बनाने वाली एजेंसियों व अधिकारियों पर मुकदमा होना चाहिए। सुप्रीम कोर्ट ने भी इसके बारे में कहा है। ट्रैफिक पुलिस पर्याप्त नहीं है, हाईवे के लिए स्पेशल फोर्स की आवश्यकता है, सुरक्षित ट्रैफिक की मानसिकता बचपन से ही भरी जानी चाहिए। बच्चों के पाठ्यक्रम में शुरू से ही यातायात विषय को जोड़ा जाना चाहिए, जिससे लोगों को इस बात की ट्रेनिंग मिल सके। हाईवे के हिसाब से गाड़ियों की fitness होनी चाहिए, special sticker होना चाहिए जिसमें लिखा हो, 'Fit for Highway'. महानगरों में traffic congestion से निपटने

[श्री विशम्भर प्रसाद निषाद]

के लिए विशेष उपाय होने चाहिए। भारी वाहन चलाने वाले ड्राइवरों की शैक्षणिक योग्यता बढ़ायी जानी चाहिए तथा शारीरिक फिटनेस सही होनी चाहिए।

आजकल मोटर साइकिल कंपनियां टी.वी. पर बहुत प्रचार-प्रसार करती हैं। लोग आड़े-तिरछे, तेज़ गति से गाड़ी चलाते हैं जिससे यूथ पर बड़ा प्रभाव पड़ता है, जिसकी नकल से बच्चे ट्रेनिंग लेने का काम करते हैं, जिससे दुर्घटनाएं बढ़ रही हैं। इसमें मोटर साइकिल बेचने वाली तमाम कंपनियों के ऐडवर्टाइजमेंट पर रोक लगायी जानी चाहिए। देश के तमाम राज्यों में ट्रॉमा सेंटर नहीं हैं। देश के हर जिले में कम से कम एक ट्रॉमा सेंटर होना चाहिए और हाईवे के लिए स्पेशल व्यवस्था होनी चाहिए, जिससे कि घायलों व पीड़ितों की सुरक्षा की जा सके। मान्यवर, इन्हीं शब्दों के साथ मैं इस बिल का समर्थन करते हुए अपनी बात समाप्त करता हूं।

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Now, Shri Manish Gupta.

SHRI MANISH GUPTA (West Bengal): Sir, I rise to oppose the Motor Vehicles (Amendment) Bill, 2017. At this juncture, in the evolution of our democracy, we need to look back at history and if we look at the year 2014, we will see that a Bill had been brought, the Road Transport and Safety Bill. Several objections were raised by the State Governments and, as a result, wisely, that Bill was dropped. But we find again now, in a concentrate and planned move to subvert the principles of federalism enshrined in the Constitution, another law has been brought to centralise the powers and responsibilities of road transport in the Central Government. Sir, when we make modern legislation, we need to be careful to see that modern responsibilities, the future evolution of command and control of such a vital area of human activity is not overly centralised. The States have always shouldered a huge responsibility. Historically, the States are responsible for road transport because it is entwined and connected with the everyday life of the people.

The States are concerned with social transformation, economic development, livelihoods, and economic growth.

Hitherto, the ethos in this country has been to deregulate stringent or archaic provisions of law, like the regime of permits. But, here in this new proposal, or, Bill, we find that new issues are being brought up. 'Permits', 'license' and 'schemes'. This was further convoluted the entire philosophy. A responsibility of the States in the Constitution is that the State Governments have to administer all types of economic activity. But, here, in this Bill, we find that the Central Government seeks to abrogate to itself all powers and controls that are required in this sector. It is actually an issue which seems to be, States versus the Centre, and several provisions that we have seen in this Bill, attempts to further centralise control. This is very disturbing. We



have talked about making rules in this Act. You see, rules are a provision beyond a Act, where it seeks to clarify the basic tenets of what has been enunciated in the Act, or, in the Bill, in this case. But, here, in everything we discussed in the Select Committee, the Chairman was quite eloquent in describing as it how he had gone about it in a mindset of federalism. But, every other issue that came up in the Select Committee, was sought to be pushed into the Rules. Now, this is a very dangerous precedent. What should be in the basic Act, is sought to be papered over, is sought to be pushed into the Rules, so that at a later date, the Executive bypasses Parliament, and creates provisions of law and controls, which are quite in conflict with the federal nature of the Constitution.

I will refer to some sections here. Clause 66A seeks to evolve a National Transportation Policy. Now, the question is, there are so many policies we have in this country. We have a Monetary Policy; we have a Fiscal Policy and we have a Foreign Policy. None of these policies are enshrined in any law or statute. But here, we are seeking in this Bill to provide legislative legitimacy, which is unnecessary, by putting a national transportation provisions, or, the National Transportation Policy, inside the Act.

The Parliamentary Standing Committee, which had earlier examined various provisions of this Bill, was quite concerned when they saw this provision and said, "You should not proceed further in the matter, without consulting the States". We have observed in the Bill, and through several discussions, that any and every recommendation of the Parliamentary Standing Committee has been rejected; has not been given any importance." So, what was the use of setting up a Parliamentary Standing Committee which had gone through detailed deliberations, and their recommendations have not been accepted. There is Section 56 in which the Central Government seeks to declare or to opine or regulate the age of motor vehicles. But, even in this section, they say surprisingly that even non-transport vehicles will be brought under this provision. Now, eighty per cent of vehicles in India are non-transport. That means they are seeking to bring the entire vehicle population thereby causing distress to thousands and lakhs of owners of vehicles by asking them to produce their vehicles at the Fitness Centres. When we raised this question in the Select Committee, the Ministry said that this was just an enabling provision. What is the idea of an enabling provision? It means, at a later date, they can apply this for 80 per cent private vehicles. This is the apprehension. The question that arises here is: Is the Central Government trying to bring in privatisation or corporatisation in the transport sector? If all the vehicles have to go to the private fitness centres, then it is corporatisation. If all permits or licenses are tendered by the Central

[Shri Manish Gupta]

Government, then all the small operators, those who own one or two or three buses, will be pushed out of competition. Along with them, those people whom they employ on a daily basis will become unemployed. This is again in spectre of the previous legislations that had been brought in, like GST or Demonetization, which caused large-scale unemployment. This is also going to cause unemployment. If the corporate sector comes in, there would be a corporate culture. Obviously, at the local-level, at the village-level and at the district-level, employment will be wiped out. We had urged in the Select Committee that this provision should be deleted. But we found that this recommendation has not been accepted. Why should you have an enabling provision to bring in 80 per cent of private vehicles into the ambit? Otherwise, your stated intention is to bring in only commercial vehicles. But you have said that in the Bill and you have not amended that clause saying that non-transport vehicles can be brought in.

Similarly, in this way, we find that there are provisions of Clauses 66A and 88A where a new scheme of license has been brought in. We are a democracy, a progressive country, a country which is vying for economic development and social transformation. In such a country, we are bringing in more regulations, more permits and more schemes. This is causing more confusion. There is a lack of clarity in this entire exercise. Therefore, we feel that we need to avoid monopoly by companies brought into the transport sector; or else, the livelihood and future of the travelling public is going to be in danger.

On Section 136, they have said that the entire policing, monitoring, digitalization and all other systems on the National Highways will have to be run by the State Governments. This is a huge expense. National Highways are the responsibility of the National Highways Authority of India. This is sought to be passed on to the States without any scope of funding. Also through this Bill, new taxes are sought to be levied. But the Constitution does not provide for that. How can a statute on motor vehicles circumvent the powers of the State Government to levy taxes? That is not provided by the Constitution. That is being changed! This, sooner or later, is going to be challenged in a court of law. I don't think that the people of India will let this pass. There were certain suggestions made in the Select Committee in respect of many clauses; I am not going into the details of the clauses as we have given those in the amendments.

I would say that the basic flaw in this legislation is that instead of simplifying matters, instead of giving more powers to the State Governments to control, who

historically for 70-80 years have really put in sesious efforts in the transport sector to control it for the betterment of the people and for economic upliftment. You are complicating matters.

I would request all the States who believe in federalism, who believe in the Constitution, who believe in the future of India, to come forward and oppose this Bill. I would ask TDP in Andhra Pradesh, TRS in Telangana, YSR Congress in Andhra Pradesh, AIADMK and DMK in Tamil Nadu, RJD in Bihar, AAP in Delhi, BSP and SP in Uttar Pradesh, BJD in Odisha and Congress and others that if they believe in federalism, if they believe in a brighter future for the people of India, believe in progress, creation of livelihoods and the removal of unemployment and economic disparity, please come forward and oppose this Bill. Thank you.

SHRI PRATAP KESHARI DEB (Odisha): Sir, the Government today is moving the Motor Vehicles (Amendment) Bill to amend the 1988 Act. After a lot of discussion in the Lok Sabha, it came to the Rajya Sabha and the Rajya Sabha referred it to the Select Committee. Mr. Sahasrabuddhe is not present here now. He was the Chairman of the Committee and we deliberated for over three months, clause-by-clause we went with a lot of discussion and serious discussion. What came to the light, first I would like to start from Mr. Minister, who said that before the Bill was drafted, all the Transport Ministers of States were taken into confidence. So, from here starts the indecisiveness because when all the Transport Ministers of the States were given the draft copy of the Bill, they were given all the good things. If you would have heard Mr. Sahasrabuddhe, he said all the good things about the Bill. Yes, there are certain good things in the Bill which need to be supported and that is what he stuck to and that was also sent to all the States, from Tamil Nadu to Kashmir, from Gujarat to Assam, everybody got that draft Bill and everybody okayed it. When it came back to the Department and went to the Standing Committee, all the provisions which were added never went back to the States. So, this is where the new provisions were inserted into the existing Bill which was later on passed by the Lok Sabha and went to the Select Committee of Rajya Sabha. In this Bill many provisions are there which were dwelt upon threadbare in the Select Committee. But, to our surprise, none of our amendments was taken up by the Chairman instead the recommendations were taken as a dissent note. This particular Bill is now again put before the House for approval and passing. Though there are certain good provisions, but there are also biting things which all the States, all the Members of Parliament have got objection to, including me, and I have also given an amendment on that, when you suggest various new amendments to the Bill, good things, you need the State Governments to implement it. How does a State Government implement when

[Shri Pratap Keshari Deb]

Clauses 29 and 33 specifically say that the Central Government should be authorised to make its own law? 'Own law', where? If it has been only implementation, still no problem, in the Bill it is said that 'in consultation' with the States. Consultation can always be overruled. That is where we have asked for an amendment. Can you make it 'concurrence' with the States? Concurrence will be binding for both States and the Central Government. In specifically Clause 33, new Section 88(A), we are not talking only about last mile connectivity, we are also talking about rural transport and we are also talking about freight movement and logistics. Now, every State has a different characteristics, some are mountain States, some are mineral States, some are forest States, some are coastal States. When you say about last mile connectivity, you talk about public transport also and you talk about freight movement also, you are taking away the basic State revenue chapter of every State. Many States have got their Transport Departments which are great revenue earners. When you will have Central policy by law, and if it is in 'consultation' and not 'concurrence', it can be overruled, that means the Centre will have its own ways. If it will have its own way, where are the means? How do they operate? They cannot operate in Odisha from Delhi. Again you have to go back to the States. There is duplicity in what we are trying to say and trying to do. So, either the Bill is amended or put the word 'concurrence', the word 'consultation' is changed with 'concurrence' or this clause may totally be deleted. Similarly, in Clause 90, new Sections 215A, 215B and 215C, you are again allowing the State Government to over-rule it, but again there is a comma in it. How to go about it? So, somewhere there will be a clash between the interest of the State Governments and Central Government. Firstly, it will hamper the revenue and the biggest danger which is there is, when we have been harping, cutting across party lines for job creation, business creation, MSME, small and medium scale – these are all there in that last mile connectivity and freight and logistics – now, if this is not formulated by the States and the policies are formulated by the Central Government, there is bound to be a clash of interest between the State and the Centre. This will ultimately pave the way for corporatisation of transport sector. Small people, marginalised people who own one truck or a bus or a small motor vehicle, doing rural transportation or rural freight movement will be totally wiped out. Suppose, the Government takes a decision from 'X' place to 'Y' place, cutting across two or three States, and 'X' company needs to be given or it is tendered and he gets the right to move the entire thing, then the locals get left out. This will have serious ramifications on the State revenue and will lead to corporatisation and definitely if these things come ahead and there is a clash then, it does not augur well for the federal structure. I will come back to

Dr. Sahasrabuddhe. He again mentioned one more thing. Nowhere in a Select Committee had a Minister gone. In this particular Select Committee, hon. Minister had come and we raised these issues. He had given us an assurance that when it comes to the House, he will take cognisance of the matter and delete it or change it. Now the matter is, should I support it because the Minister assured me? But if he does not and it becomes a law, then, definitely, everything is lost. So, I have no words to say, but I have to oppose the Bill. If the Minister only says what he had promised in the Select Committee that he would look into the matter in the House and do it when the Bill is being passed, then, we will be with him on the Bill, but if he does not, we will oppose the Bill. Thank you, Sir.

**श्री हरिवंश (बिहार):** उपसभाध्यक्ष महोदय, The Motor Vehicle amendment Bill, 2017 को कम से कम दो-ढाई दशकों पहले बन जाना चाहिए था, लेकिन आज उस पर चर्चा हो रही है और मैं अपनी पार्टी जनता दल (युनाइटेड) की ओर उसके पक्ष में बोलने के लिए खड़ा हुआ हूँ। वर्ष 1988 में इस बिल में extensive reforms हुए थे और आज, वर्ष 2018 में, यानी 30 वर्षों बाद हम बदलाव कर रहे हैं। इन 30 वर्षों में motor Vehicle क्षेत्र में क्या बदला, उसके एक पक्ष पर मैं अपनी बात रखना चाहूँगा।

महोदय, वर्ष 1988 के बाद इस देश में automobile क्षेत्र में बड़ी क्रांति आई। वर्ष 1990 में हमारे देश में कुछ ही करोड़ वाहन रहे होंगे, लेकिन आज देश में लगभग 21 करोड़ से अधिक गाड़ियां हैं और केवल दिल्ली में ही 1 करोड़ से अधिक गाड़ियां हैं, जिनमें से आधी से अधिक गाड़ियां अभी इंश्योर्ड नहीं हैं। इसलिए इस बारे में सुप्रीम कोर्ट में एक केस में सुनवाई चल रही है। वर्ष 2000 के बाद देश में सड़कों की लम्बाई 39 प्रतिशत बढ़ी और गाड़ियों की संख्या 158 फीसदी बढ़ी। वर्ष 2008 के बाद 55 हजार बच्चे सड़क दुर्घटनाओं में मरे। दिनांक 20 जुलाई, 2018 को सुप्रीम कोर्ट में दाखिल एक रिपोर्ट के अनुसार सड़कों पर बने पॉट होल्स के कारण पिछले चार सालों में 11 हजार से ज्यादा लोग मरे। इस प्रकार यदि आप देखें, तो आतंकवाद में जो कुल लोग मारे गए, तीन वर्षों में उनकी संख्या 805 है और पॉट होल्स से 3 हजार से अधिक लोग मरे। वर्ष 2016 में 18 वर्ष से कम उम्र के 7 प्रतिशत बच्चे दुर्घटना में मरे। वर्ष 2015 में 5 लाख सड़क दुर्घटनाएं हुईं और उनमें डेढ़ लाख लोग मरे और बाकी घायल हुए। वर्ष 2015 में सड़क दुर्घटनाओं में रोज 400 लोग मारे गए। वर्ष 2016 में रोज़ाना 410 लोग मारे गए। वर्ष 2016 में हर घंटे 55 दुर्घटनाएं हुईं और 17 लोग मरे। इस प्रकार वर्ष 1970 से लगातार accidents बढ़ रहे हैं। गाड़ियों की संख्या करोड़ों में बढ़ी है और दुर्घटनाएं भी अनियंत्रित गति से बढ़ी हैं। हम व्यवस्था चलाने वाले विधायिका के लोग इस बारे में जो तत्काल आवश्यक कानून बनाना चाहिए था, वह नहीं बना सके। इसका परिणाम क्या हुआ? मुझे यकीन है कि हमारे सदन के लोग इस बात पर सहमत होंगे कि समय और नदी की धारा किसी की प्रतीक्षा नहीं करती। हमने कानून नहीं बनाया, विधायिका ने कानून नहीं बनाया, इसलिए आज मोटर व्हीकल या ट्रैफिक से संबंधित कानून, जो हम नहीं बना सके, उस पर सुप्रीम कोर्ट में एक पीआईएल के माध्यम से, आजकल सुनवाई चल रही है। मैं न्यायपालिका की आलोचना नहीं कर रहा हूँ। मानव जीवन को बचाने का यह काम वे कर रहे हैं, जिसमें हम कहीं चूक गए, जो हमें बहुत पहले करना चाहिए था, हमने अपना वह काम उनको सौंपा, हमने तीन दशकों से इस बिल से जुड़ी समस्याओं पर

[श्री हरिवंश]

विचार नहीं किया। सर, इन दिनों सुप्रीम कोर्ट की बेंच सड़क दुर्घटना को लेकर सुनवाई कर रही है। उसने इस संदर्भ में एक रिटायर्ड जस्टिस की अध्यक्षता में सड़क सुरक्षा को लेकर एक समिति भी बनाई है। अगर हम वह कानून पहले बना चुके होते, तो सुप्रीम कोर्ट उन कानूनों की मीमांसा करता। रोज़ नये आदेश-नियमों के निर्देश आ रहे हैं। यह काम तो हमारा है, हम इसको नहीं कर सके, इसीलिए सुप्रीम कोर्ट में यह सुनवाई हो रही है। मैं आपसे अर्ज करता हूँ कि इस मामले में सुप्रीम कोर्ट में पीआईएल दाखिल करने वाले कोयम्बटूर के आर्थोपेडिशियन डा. एस राजशेखरन ने सुप्रीम कोर्ट से आग्रह किया कि वह केंद्र समेत सभी राज्यों को मोटर सेफ्टी पॉलिसी बनाने के लिए कहे। यानी सुप्रीम कोर्ट हमें आदेश दे कि हम रोड सेफ्टी पॉलिसी बनाएं, जो कि हमारा काम था, जो हमने नहीं किया, इसलिए आज यह स्थिति हो रही है। इसमें क्या वर्णन है? इसमें वर्णन है — ड्राइविंग लाइसेंस, गाड़ियों के रजिस्ट्रेशन, सड़क सुरक्षा, गाड़ियों की बनावट पर नियम बनाएं। ये सारी चीजें इस बिल में एड्रेस हो रही हैं। चूंकि हम इसको नहीं कर सके, इसलिए हमें उस पीआईएल के माध्यम से सुप्रीम कोर्ट से आदेश मिल रहे हैं। डा. राजशेखरन ने सुप्रीम कोर्ट से यह भी कहा कि सड़क दुर्घटना में 90 फीसदी मौतें कानून का सख्ती से पालन न करने, सड़क सुरक्षा कानूनों की अनदेखी करने और जो कानून नहीं मानते, उनको सख्त सजा न मिलने के कारण होती हैं। मैं यह विधायिका और कार्यपालिका की ही कमी मानूंगा कि दिल्ली हाई कोर्ट 19 जुलाई को आदेश देता है कि यह तय हो कि राष्ट्रपति, उपराष्ट्रपति की गाड़ियां कैसे रजिस्टर्ड हों, उनकी नंबर प्लेट कैसी दिखाई जाए। यह काम तो हमारा था। आप देखें कि हमने ये जो सुधार नहीं किए, उसके क्या कारण थे? सर, 1988 के कानून अप्रासंगिक बन चुके हैं, उनका एन्फोर्समेंट बहुत खराब तरीके से हुआ, कानून का भय नहीं रह गया, लोग मोबाइल पर बात करते समय बड़ी तेजी से गाड़ियां चलाते हैं, सुबह नौ बजे से रात नौ बजे तक शराब पीकर जो एक्सिडेंट्स हुए हैं, उनका जो सरकारी आंकड़ा है, वह 67 परसेंट है। बिहार में शराब पर पाबंदी लगने के बाद सड़क दुर्घटनाओं में 60 परसेंट की कमी आई है। मैं यह अखबार के हवाले से कह रहा हूँ। मैं अनुरोध करूंगा कि सरकार इस पर भी गौर करे कि लोग नशा करके गाड़ियां न चलाएं, कम से कम उन पर सख्त सजा तो हो। मैं यह स्वयं नहीं कह रहा हूँ, बल्कि विश्व स्वास्थ्य संगठन (WHO) की रिपोर्ट के अनुसार सड़क दुर्घटनाओं की मुख्य वजह शराब पीकर गाड़ी चलाना है। उस रिपोर्ट का कहना है कि संपन्न देशों में 20 परसेंट लोग शराब पीकर गाड़ी चलाते हुए पाए गए, जबकि मध्यम आय वाले देशों में 69 परसेंट लोग ड्रक ड्राइविंग करते हैं, सिग्नल कोई नहीं मानता। आप अभी हाल में देखेंगे कि बाइकर्स तेज ढंग से नई-नई बाइक्स लेकर खुले-आम सड़कों पर स्टंट करते हैं। एक निर्दोष आदमी, जो ढंग से आ रहा है, उसका अपना जीवन उसके हाथ में नहीं है, बल्कि जो बाइकर है, उसके हाथ में है। जो एक बेगुनाह मारा जाता है, अगर उसको बचाने के लिए हम कानून नहीं बना पा रहे हैं, तो हमें इस पर गौर करना चाहिए।

सर, निर्दोष लोग अपनी जान गंवा रहे हैं। अभी हाल में, लगभग दो वर्ष हुए, तत्कालीन राष्ट्रपति माननीय प्रणब मुखर्जी जी रांची गए थे, स्टंट बाइकर्स एयरपोर्ट से लेकर राज भवन की कुछ दूरी तक उनकी गाड़ी के साथ चले। पुलिस उन्हें पकड़ नहीं सकी, क्योंकि हमने इन चीजों पर कानून नहीं बनाए।

सर, मैं यहां पर आर.टी. ऑफिसर्स के बारे में नहीं कहना चाहता। मैंने कल देखा, दिल्ली सरकार ने अच्छा फैसला किया है कि आप घर बैठकर लाइसेंस के लिए एप्लाइ कर सकें। देश के कई राज्यों में ऐसा हो रहा है। यह हम सबकी सार्वजनिक जानकारी में है। आर.टी. ऑफिसर्स देश में करप्शन का अड्डा बन चुके थे और कई जगहों पर मोबाइल दरोगा, आर.टी. ऑफिसर्स सरकार बदलवाते थे। हम फिर भी इन चीजों पर कानून नहीं बना रहे थे। अब इस कानून का क्या असर होगा?

सर, एक बात तो हम सब जानते हैं कि हम यू.एन. मंडेट से बंधे हैं कि 2020 तक हमें 50 परसेंट सड़क दुर्घटनाएँ कम करनी हैं, पर हम 2018 में यह कानून बना रहे हैं। कि हमें सड़कों पर हो रही मौतें घटानी हैं। इस बिल में ड्राइवर्स की ट्रेनिंग की व्यवस्था है, ट्रैफिक ऑफेंडर्स के लिए हाई पेनल्टी की व्यवस्था है, अगर माइनर्स गाड़ी चलाते हैं, तो उनको कैसे डिस्करेज किया जाए, इसकी व्यवस्था है, एक्सिडेंट्स के शिकार लोगों को जो कम्पनसेशन मिलता था, उसमें भारी वृद्धि है, हिट और रन केसेज़ में कम्पनसेशन बढ़ा है, थर्ड पार्टी इंश्योरेंस है, दुर्घटनाग्रस्त लोगों की जो मदद करने आएंगे, उनको कानूनी रूप से सुरक्षा मिल रही है और इसमें fine for rash driving की व्यवस्था भी रखी गई है। जो गलत ढंग से बहुत तेज गाड़ियां चलाते हैं, उन पर फाइन की व्यवस्था है। बिना लाइसेंस गाड़ी चलाने पर दण्ड बढ़ा है, निर्धारित गति से तेज गाड़ी चलाने वालों के लिए फाइन बढ़ा है। सीट बेल्ट लगाने, गाड़ी चलाते समय मोबाइल से बात न करने का प्रावधान है, रोड एक्सिडेंट्स में compensation समय पर मिलने का प्रावधान है। सड़क का डिजाइन खराब है, construction खराब है, तो उसकी क्या व्यवस्था है? Contractors, Consultant वगैरह को accountable बनाने की बात है। गाड़ी का डिजाइन defected हो, कोई component defected हो, तो manufactures को कैसे accountable बनाएं, यह प्रावधान है। इस तरह से इसमें काफी ऐसे प्रावधान हैं, जो कि हालातों को बदलेंगे। मैं इस बात का पुनः उल्लेख करूंगा कि यह सही स्थिति महसूस की गई है। अंततः हमें इससे बेहतर एक और कानून बनाने के बारे में सोचना चाहिए, क्योंकि देश की आबादी बढ़ रही है, गाड़ियों की संख्या बढ़ रही है, लेकिन उस अनुपात में सड़कें नहीं बढ़ रही हैं। लोगों को पार्किंग के स्पेस नहीं मिलते हैं। हम किसी तरह से यह व्यवस्था करें कि पब्लिक ट्रांसपोर्ट बढ़े, पब्लिक ट्रांसपोर्ट बढ़ने से प्राइवेट गाड़ियां discourage होंगी। देश के हित में इस तरह की National Transport Policy, long term के लिए बनाना जरूरी है। Private vehicles पर लिमिट होनी चाहिए, हमें pollution Control के लिए कदम उठाने चाहिए। मैं कहना चाहता हूँ कि हमें पब्लिक ट्रांसपोर्ट को encourage करना चाहिए। महोदय, मैं एक मिनट में अपनी बात खत्म करूंगा। मुझे उम्मीद है कि इस बिल के कानून का रूप लेने के बाद सड़कों पर कम खून के धब्बे दिखेंगे। जो जीवन संभावनाओं से भरे हैं, जो देश के लिए आने वाले कल हैं, उन्हें हम कम उम्र में नहीं खोयेंगे। वे भविष्य में हमारे परिवार, देश और समाज के लिए बड़ा काम कर सकते हैं। इस बिल के कानून का रूप लेने से संभावनाएं बनती हैं कि कम उम्र में महिलाएं अपना सुहाग नहीं खोएंगी। यह जनता का बिल है, जनता के हित और पक्ष का बिल है। हम सभी सुनते हैं कि—

‘मौत तो मुफ्त में मिलती है यारों,

कीमत तो जिंदगी की होती है।



[श्री हरिवंश]

मुझे उम्मीद है कि हम सब मिलकर यह तय कर लें कि राज्यों को उनका हिस्सा मिले, Co-operative federalism रहे, लेकिन हम जीवन बचाने के लिए साथ हैं। मैं यह अपील करना चाहूंगा कि हम सभी मिलकर इस बिल को पास करें, धन्यवाद।

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Thank you. Next speaker is Shri Elamaram Kareem – maiden speech.

SHRI ELAMARAM KAREEM (Kerala): Sir, I take this opportunity to oppose this Bill for a number of reasons. In the name of 'road safety', there is some hidden agenda behind this. This Bill has been presented as accident-deterrent. But, in reality, except the provisions for higher penalty for drivers and operators, there is no mention of any measures to prevent accidents. Only drivers and conductors cannot solely be held responsible for an accident. There are several other factors too, like, road condition, traffic discipline, over-congestion, growing number of vehicles beyond the capacity of roads. There are so many other reasons. None of these have been addressed in this Bill. The insistence of promoting so-called competition amongst the transport service providers is leading to unhealthy competition on roads amongst the plying vehicles. It further leads to accidents. That is why I say this Bill is hiding something behind the slogan of 'road safety'. Section 135 of this Bill states that the Central Government will formulate a scheme to provide amenities to study and analyze the reasons for accidents. Yes, the Government is going to study. Before completing the study, an Act is in the making in this House. Actually the Government is putting the horse behind the cart. In the name of 'accident prevention' or 'road accident', it is nothing but a cover of the Bill, under which there is a hidden agenda of regulation, privatisation of regulatory mechanism through an initiative of the Central Government – right from registration of vehicles to inspection – under the so-called laudable objective of simplification, single-window system, and promoting competition. All these things will be formulated by the Central Government. This will, virtually, disempower the State Government thereby making the State-based regulatory and disciplinary mechanism infructuous. Sir, according to a study conducted by Professor Geetam Tiwari, IIT, New Delhi -- he has specialised his study on road accidents -- only 10 per cent of the accidents are happening because of the fault of drivers. This is also due to the long duty hours, stress and strain on the drivers, particularly, the truck drivers. This fact was not considered while formulating this Bill.

Secondly, the Road Transport Corporations record the lowest accident rates in the country. This Bill badly hit the Road Transport Corporations. Hence, it is pertinent to expand and strengthen the STUs to reduce accidents. Ironically, contrary to this,



Sections 66, 66A, 66B, 67, 72, 74, 88A, 92, 94 and 96 were incorporated in the Bill. That is against the interest of the STUs. Further, third party insurance is made mandatory for the STU buses. It is also putting a big burden on the State Transport Authorities. All these Sections in practice will lead to closure of STUs.

Sir, the operation of the STUs, exclusively or practically in a State, under the scheme, is protected by Item No. 125 of the Ninth Schedule of the Constitution. By the proposed amendments, all the State Transport Undertakings in each State would come under severe financial crisis. So, it is anti-Constitutional and encroaching the powers of State. It is against the principle of federalism. It will lead to closure of State Transport Undertakings and huge retrenchments. The Government is for generating new employment opportunities, offered during election time. It was said that about two crore new jobs will be created. That Government is going to retrench lakhs and lakhs of employees from public sector undertakings, if this Bill is passed. The proposed amendment is violative of fundamental rights guaranteed for the State Transport Undertakings under Article 19(1)(vi)(g)(ii) of the Constitution. The new provisions under Section 66A as provided in clauses 28, 29, and 30, 31 and 32 respectively would deprive the State Governments from making schemes and also granting permits by enforcing their own policy decisions. Sir, everywhere, this law is encroaching the powers of the State Governments.

Thirdly, under Section 93, 'Aggregator' is inserted in the Bill, which was not there in the M.V. Act Amendment, 1988. That is a new version. How can the accidents be brought down if Aggregators are invited? What is happening in different parts of the country after the big corporates like Uber, Ola came in the taxi sector? They assured the drivers that whoever attaches their vehicles to the company will get an amount of Rs.1,50,000/- per month. But after three, four months, the drivers realised that they were getting a meagre amount and many of them left the Uber and Ola companies. It also badly affected auto rickshaws. There are lakhs and lakhs of auto drivers who are running their auto rickshaws as self-employment. They take loan from some financial institution for purchasing an auto rickshaw. Then, they work as drivers in those vehicles. They are all driven from the road by the new Corporations, by these multi-national companies which introduced their vehicles in the roads.

Take the truck industry; another area. The truck operators are not able to meet even their operational expenses and a good number of trucks have been seized by private financial companies for default of instalment payment. Why is this happening? The diesel prices are revised on daily basis. From June, 2014 to June, 2018, there is a jump of fourteen rupees per litre due to which an additional burden of around two lakh rupees is levied on these trucks.

[Shri Elamaram Kareem]

There is another aspect. The IRDA, the Insurance Regulatory Development Authority, has enhanced the third party insurance premium by almost hundred per cent in these four years. In reply to a petition filed by All India Road Transport Workers' Federation, the IRDA has stated that they don't have the details of how much amount of money was collected as premium and how much was paid to the victims of the accidents. Sir, without any details, how the IRDA is enhancing the premium every year? This is after the privatisation of the insurance sector. The Government permitted private insurance companies collaborating with foreign companies to come into the national insurance sector and they are working in this style.

In such a situation, if the Aggregator comes in a big way in truck industry, what will happen? We can imagine. In the name of vehicle condition, it is said that the branded company spares are to be used. For whom is this Bill coming? This is for companies, only for the companies. Servicing and repairs are to be undertaken in company service centres only. The poor service centres employ poor workers in the road side. Where will they go? What will be their fate? I want to know whether you are concerned about their livelihood while introducing this Bill in this august House. Sir, the small enterprises in automobile spares manufacturing sector and the dealers will be in trouble. The road-side mechanics will lose their livelihood. I want to know whether they have to go to produce 'Pakda' or other things. This proves that this amendment is aimed to eliminate the single vehicle owners and hand-over the industry to big houses. That is why I oppose this and demand to withdraw this Bill.

Further, by allowing testing centres and big driving schools, what will happen to the existing driving schools? They are also functioning as per the existing Motor Vehicles Act. They have spent a huge money, borrowed from private financial institutions for conducting their driving schools. All the drivers went there, studied and came out. Now, you are opening new driving schools. What will happen to these poor fellows? Are you concerned about thousands of the driving school operators now in the country? Sir, by giving away duties and responsibilities to private agencies, the transport department employees will face job threat and no accountability will be there. It will pose threat to the security of the nation.

Lastly, by enhancing the penalties and punishment in a big way, corruption will go up and nobody will come forward to driver profession. If the Bill is passed, I am sure that most of the drivers will be in jail and the vehicles will be on the road. That will happen. All the drivers will be in jail. Segregation of roads, rectification of defects in the construction of roads, incorporation of road safety and traffic rules

in the school curriculum from 5th Standard to 12th Standard, both in Central and State syllabi, reduction of long duty hours and stress and strain on drivers, provision of parking, resting places, motel facilities on highways and strengthening the public transport system by discouraging personalised transport would really help reduce accidents. There is no other way to reduce accidents, Sir.

Sir, I urge the Government to take steps in this regard. The Parliamentary Standing Committee has also made some recommendations for reducing the number of accidents. All these provisions show that The Motor Vehicles (Amendment) Bill is not aimed at reducing the number of accidents. It is against the existing transport industry and is anti-people and anti-nation.

I hope all my colleagues in this august House would support my arguments. I would also be putting in amendments in this regard. I request the Government to withdraw this Bill at the earliest.

SHRI DEREK O'BRIEN: Sir, this is a very important Bill. We have heard so many speakers. There are 12-13 more speakers still from this side. We understand that the hon. Minister, Mr. Gadkari, is not here because he is on a professional assignment. That is fair enough. If he is going to give the reply tomorrow, then he should listen to some of the speakers from this side tomorrow because otherwise, we would finish speaking today, and he would come and speak tomorrow. That is not the spirit of this debate.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): No. The Minister of State is here. He would himself convey to the Minister what is being discussed here. SHRI DEREK O'BRIEN: Sir, this is an important Bill. You are listening to Members across parties.

श्री संजय सिंह (राष्ट्रीय राजधानी क्षेत्र दिल्ली): सर, यह राज्यों के अधिकारों को छीनने का मुद्दा है। ...(व्यवधान)... यह पूरे देश के राज्यों के अधिकारों को ...(व्यवधान)...

SHRI DEREK O'BRIEN: Sir, this is a big issue. The Minister is a serious Minister. He is a very experienced Minister. But you are hearing the strong speeches coming in, starting with the Congress Party, the Samajwadi Party, the Trinamool Congress, CPI(M), BJD, AAP, all the parties. Everybody is speaking. This is a big federal issue. Sir, there is no problem at all. We want this Bill to be debated. We have amendments. We can push our amendments tomorrow; that is fair enough. All I am suggesting, in the spirit of it, is, please keep some of these voices for tomorrow so that the Minister can hear them tomorrow.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): The MoS would ensure that what you speak here is conveyed to the Minister.

SHRI DEREK O'BRIEN: Sir, then he can sit at home and watch it on TV!

**श्री मनसुख मांडविया:** सर, माननीय सदस्य जो भी बोल रहे हैं, जो-जो बातें बोल रहे हैं, जो-जो सुझाव वे दे रहे हैं, मैं उसको learn कर रहा हूँ, लिख रहा हूँ। हम दोनों मंत्रियों को, आज भी अगर जवाब देना है, तब भी कोई दिक्कत नहीं है और अगर कल जवाब होना है, तब भी कोई दिक्कत नहीं है। जब भी जवाब देना हो, दिक्कत नहीं है। लेकिन उसके बारे में जितने सारे सुझाव हैं, मैं अपने सीनियर मंत्री जी को बता भी दूंगा।

**श्री देरेक ओब्राइन:** क्या आप आज जवाब देंगे? आज जवाब दीजिए। ...**(व्यवधान)**... आप हाउस को एश्योर कीजिए। आप आज जवाब दीजिए। हमारे 14 स्पीकर्स बोलने बाकी हैं। आप आज जवाब दीजिए। आज हम लोग एमेंडमेंट लायेंगे, आज ही वोटिंग होगी, आज डिवीजन भी होगा। आप क्या बोल रहे हैं? Then we would have the Division today and we would finish the debate today. Is that possible to do? We have 14 more speakers left. Can we have the voting today?

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): No, no. As it goes now and as the number of speakers remain, it would spill over to tomorrow.

SHRI DEREK O'BRIEN: So, some Members would be speaking tomorrow. Thank you for that assurance.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Already they have given some names. Members are speaking now. We shall see how it goes.

**श्री हुसैन दलवाई** (महाराष्ट्र): सर, इस बिल के ऊपर, खास करके ऐसे बिल्स, जो महत्व के हैं, उनके ऊपर जब बात होती है, तो उसमें टाइम का ज्यादा restriction नहीं होना चाहिए, क्योंकि एक बात तो यह है कि हाइवे का मिनिस्टर एक ही है, ट्रांसपोर्ट का भी एक ही है और शिपिंग का भी एक ही है। तो ये सारे सवाल हमें ठीक ढंग से उठाने के लिए टाइम तो चाहिए ही।

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Mr. Husain, you might have noted that we have not been strict with the time. Members are speaking and we never obstructed their speech. They are speaking within the given time and if they are exceeding it by one or two minutes, we are allowing them. So, we are not being so particular about the time because of the importance of the Bill. Of course, it is progressing correctly. Every Member is confining to the time allotted to them.

**श्री राम कुमार कश्यप** (हरियाणा): महोदय, मोटर यान (संशोधन) विधेयक, 2017 पर आपने मुझे बोलने का अवसर दिया, इसके लिए मैं आपको धन्यवाद देता हूँ। वर्तमान बिल मोटर यान बिल, 1988 का स्थान लेगा। इस बिल के पास होने पर शराब पीकर गाड़ी चलाने, ओवरलोडिंग, सीट बेल्ट न पहनने, helmet न लगाने, red light jump करने, निर्धारित सीमा से अधिक गति

से वाहन चलाने, hit and run, नाबालिग के गाड़ी चलाने पर पहले से ज्यादा जुर्माने का प्रावधान किया गया है। मैं समझता हूँ कि इस बिल के आने से देश के नागरिक यातायात नियमों के प्रति ज्यादा जागरूक होंगे और देश में हर साल जो लगभग 5 लाख accidents होते हैं, जिनमें लगभग डेढ़ लाख नागरिक मारे जाते हैं, कुछ हद तक देश में उन accidents की संख्या कम होगी और मरने वाले लोगों की संख्या में भी कमी आएगी।

हमारे देश में प्रति वर्ष जितने accidents होते हैं, उसके पीछे कई कारण हैं। मैं यहां सदन का ध्यान मुख्य रूप से दो-चार बिन्दुओं की तरफ आकर्षित करना चाहूंगा। विशेष रूप से आज जैसी हमारी सड़कें हैं, सड़कों की स्थिति खराब होने के कारण भी अक्सर accidents हो जाते हैं। वैसे देश में सड़कों का जाल बिछा हुआ है, बहुत से हाईवे बने हैं, परन्तु मैं कई बार देखता हूँ कि उन हाइवेज़ पर कभी-कभी जब छोटा गड्ढा हो जाता है, starting में हम उन गड्ढों को भरने का काम नहीं करते। बाद में वही गड्ढा एक नाली का रूप धारण कर लेता है, इससे भी accident होते हैं। जो हमारे हाईवे बने हैं, उनमें पानी की निकासी का कोई प्रावधान नहीं है। जब कोई हाईवे बनता है, सबसे पहले उसकी नाली बनाने का काम किया जाता है, लेकिन जो नाली बनाई जाती है, बाद में वह मिट्टी से या दूसरे material से भरकर बंद हो जाती है। वैसे तो हमारे देश में बरसात कम होनी शुरू हो गई है, कभी-कभी बरसात होती ही नहीं, लेकिन जब भी बरसात होती है जो नालियां भरी होने के कारण पानी की निकासी नहीं हो पाती, पानी सड़कों के नीचे इकट्ठा होने लगता है, जो सड़कों को तोड़ने का काम करता है। मैं आपके माध्यम से मंत्री जी से कहना चाहूंगा कि जितने हाईवे बने हैं, मुझे नहीं लगता कि उनकी जो नालियां बनाई गई हैं, उनमें से कभी मिट्टी निकालने का काम किया गया हो। जब भी किसी हाईवे का उद्घाटन होता है, मैं माननीय मंत्री जी से कहूंगा कि जब भी किसी हाईवे का उद्घाटन हो तो आप उसके ठेकेदार से सुनिश्चित करें कि उसने जो नालियां बनाई हैं, वे ठीक-ठाक हों, आगे चलकर वे मिट्टी से न भरें। जब इस पर ध्यान दिया जाएगा तो मैं मानता हूँ कि पानी की निकासी ठीक रहेगी और accidents की संख्या में भी कमी आएगी।

इसके बाद मैं helmets पर आता हूँ। हालांकि helmet न पहनने या सीट बेल्ट न लगाने पर जुर्माने का प्रावधान पहले से है, परन्तु हमारे लोगों में इसके प्रति ज्यादा जागरूकता नहीं है। हमें यह भी नहीं पता कि helmet लगाने से क्या फायदा है, क्या नुकसान है। मैं हरियाणा से संबंध रखता हूँ। जब हम चंडीगढ़ से हरियाणा में प्रवेश करते हैं या हरियाणा से चंडीगढ़ जाते हैं, उस समय हम झट से सीट बेल्ट या helmet लगा लेते हैं, परन्तु जब चंडीगढ़ से बाहर आते ही उसे हटा देते हैं। इससे यही लगता है कि हमारे अंदर जागरूकता की कमी है। मैं मंत्री जी से कहना चाहूंगा कि बेशक आपने इसके लिए जुर्माना बढ़ा दिया, 100 रुपए से 1000 रुपए कर दिया, परन्तु जुर्माना बढ़ाने से समस्या का समाधान नहीं होगा, जब तक इसके लिए जागरूकता अभियान न चलाया जाए।

[उपसभाध्यक्ष (डा. सत्यनारायण जटिया) पीठासीन हुए]

हमें जागरूकता अभियान चलाकर लोगों को बताना होगा कि helmet पहनना हमारे लिए क्यों जरूरी है, सीट बेल्ट लगाना हमारे लिए क्यों जरूरी है। जब ऐसा होगा तो मैं समझता हूँ कि इससे accidents की संख्या में कमी आएगी।

[श्री राम कुमार कश्यप]

तीसरी समस्या ओवरलोडिंग की है। आप देखें कि कितने वाहन ओवरलोड होकर प्रतिदिन चलते हैं। हालांकि ओवरलोडिंग होने पर जुर्माने का प्रावधान है, जो भी ओवरलोडिंग करता पकड़ा जाएगा, उस पर जुर्माना होगा, पकड़ा जाएगा, परन्तु हम देखते हैं कि सड़कों पर, हाइवे पर कितने वाहन ओवरलोड होकर चलते हैं। उन्हें कहीं कोई रोकता नहीं है। ओवरलोडिंग के कारण वाहन सड़कों को तोड़ने का काम करते हैं। ओवरलोड वाहन जरा सा भी चूक होने या मोड़ पर झट से उलट जाता है और जो भी वाहन उसके पास से गुजर रहा है, उसे भी नुकसान पहुंचाता है। अक्सर ऐसी घटनाओं में वाहन चालक और उसके परिवार के लोगों की मृत्यु तक हो जाती है। इसलिए आपके माध्यम से मेरा मंत्री जी से अनुरोध है कि ओवरलोड होकर किसी भी रास्ते से कोई भी वाहन नहीं निकलना चाहिए, टोटली उस पर बैन होना चाहिए। इसलिए मेरा अनुरोध है कि जो wrong side चलने की प्रवृत्ति है, अगर इसके प्रति भी जागरूकता फैला करके इस प्रवृत्ति को बंद करने का काम करेंगे, तो मैं समझता हूँ कि इसके कारण जो accidents होते हैं, वे कम होंगे।

महोदय, जब कोई accident हो जाता है, चाहे वह accident किसी भी कारण से हुआ हो, accident करने वाला जो चालक है, वह भाग जाता है। अगर वह न भागे और accident में घायल व्यक्ति को तुरंत हॉस्पिटल में पहुंचा दे, तो उससे उसकी जान बच सकती है, लेकिन वह ऐसा नहीं करता है, बल्कि वह कानून के डर से भाग जाता है। मैं माननीय मंत्री जी से यह कहना चाहता हूँ कि जो चालक accident करके भाग जाता है, उसके लिए इस बिल में सख्त से सख्त सजा का प्रावधान होना चाहिए। इसमें भागने के लिए अलग से सजा होनी चाहिए। अगर इसमें इसके लिए सख्त सजा का प्रावधान होगा, तो मैं समझता हूँ कि accident में घायल व्यक्तियों को कुछ हद तक बचाया जा सकेगा।

महोदय, आज हर नागरिक के पास मोबाइल है, एक-एक नहीं, बल्कि दो-दो, तीन-तीन मोबाइल्स हैं। हम देखते हैं कि आज का युवा, चाहे वह मोटर साइकिल चला रहा हो या कार चला रहा हो, वह सड़क के मोड़ पर भी एक हाथ से मोबाइल से बात कर रहा होता है और दूसरे हाथ से गाड़ी चला रहा होता है। जब वह ऐसा करता है, तो उसमें accident होने के बड़े चांसेज होते हैं। मैं यह कहना चाहता हूँ कि यह जो मोबाइल की प्रवृत्ति बढ़ती जा रही है, खास करके युवाओं में, इस प्रवृत्ति को कैसे कम किया जाए, इसके प्रति कैसे जागरूकता लाई जाए, इसके लिए भी आपको कुछ सोचना होगा।

महोदय, इतने सारे कानून बना दिए जाते हैं, इनमें दंड का प्रावधान भी है, जुर्माने की राशि को बढ़ा भी दिया गया है, लेकिन ये सारे कानून तब तक प्रभावी नहीं होंगे, जब तक आम जनता इनके प्रति जागरूक नहीं होगी। इसके लिए सरकार को जागरूकता फैलानी पड़ेगी। इसके लिए सरकार भी काम करे, जनता भी काम करे और हम जो राजनीतिक लोग हैं, हम भी इसमें बहुत बड़ा योगदान दे सकते हैं। हम देखते हैं कि जब किसी को ट्रैफिक पुलिस वाले पकड़ लेते हैं, चाहे वह हेल्मेट नहीं पहनने के कारण या गाड़ी चलाने के वक्त मोबाइल पर बात करने के कारण, तो वह सबसे पहले एमएलए या एमपी के पास फोन करता है। वह व्यक्ति अपना मोबाइल ट्रैफिक पुलिस वाले के कान में लगा देता है और कहता है कि आप एमएलए या एमपी से बात कीजिए। इसलिए मैं यह कहना चाहूंगा कि हम जो राजनीतिक लोग हैं, हमें इसके लिए आगे आना पड़ेगा, हमें उनको जागरूक करना पड़ेगा, उनको बताना पड़ेगा कि अगर आप हेल्मेट नहीं पहनेंगे, आप

सीट बेल्ट नहीं लगाएंगे, आप गाड़ी चलाते वक्त मोबाइल का यूज़ करेंगे, तो इससे accident हो सकता है और आपका नुकसान हो सकता है। इस संदर्भ में हम राजनीतिक लोगों या हमारा खुद से अनुरोध होगा कि हम भी इस संदर्भ में जनता के लिए ज्यादा से ज्यादा काम करें। जब हम ऐसा करेंगे, सरकार काम करेगी और हम लोग सब मिल कर ऐसा करेंगे, तो accident का जो ग्राफ है, जो रेट है, वह निश्चित रूप से कम होगा।

अंत में मैं यह कहना चाहता हूँ कि आपने मुझे बोलने का मौका दिया, इसके लिए आपको धन्यवाद, शुक्रिया।

SHRI V. VIJAYASAI REDDY (Andhra Pradesh): Sir, this amendment Bill, as such, cannot be supported in the present form. The recommendations that have been made by the Select Committee are very genuine and they are sacrosanct. I really don't understand why the concerned Minister and the Government of India could not accept the recommendations. The only thing I could visualise in this regard, probably, is that after Lok Sabha having passed the Bill, it has come to Rajya Sabha, any amendments that are made here, the Bill has to go back to Lok Sabha. This is, probably, the only difficulty that the Government would be facing in this regard. Since the recommendations are very genuine and are in the interests of the public at large and also in the interests of the federal structure of the country, I would like to explain, Vice-Chairman, Sir, one issue after another, in detail in this regard.

Sir, I draw your kind attention, in fact, I appreciate Vinay P. Sahasrabudheji, who has informed this august House, while delivering the speech, that whatever recommendations that have been made by the Select Committee, could be dealt with while framing rules in this regard. With due respect, I would like to inform this august House that first of all, the sections of a particular Act should be *intra vires* of the Constitution. Secondly, any rules framed under an Act for the relevant sections can only be *intra vires* of that particular Act and that particular section, and it cannot be *ultra vires* of that particular Act. Therefore, the recommendations of the Select Committee cannot be incorporated or cannot be dealt with while framing the rules.

Sir, I would like to draw your kind attention to Clause 31 of the Bill which proposes to amend Section 74 by inserting the proviso which says, "Provided that the Regional Transport Authority may, in the interests of last mile connectivity, waive any such condition in respect of any such types of vehicles as may be specified by the Central Government." This is the amendment which this Bill proposes. Sir, with due respect, I wish to submit that the proposed modification of permit condition of the existing Act is vested with the Regional Transport Authority of the respective State, though in the above proviso, a substantial part of the authority is taken away by the Central Government. My question to the hon. Minister is: Does it not tantamount to



[Shri V. Vijayasai Reddy]

encroaching upon the State authority or powers of the State Government? I want to know the reasons behind this from the hon. Minister. He may also inform the House as to how this proviso helps in achieving the objective of last mile connectivity.

Sir, there are a few other points. Kindly permit me for five minutes. The next very important point, which I would like to bring to the notice of the hon. Minister, is that the Supreme Court had issued a direction sometime in the first quarter of 2017 that with effect from 1st April, 2017, no BS-III vehicles should be sold. However, in this particular Amendment Bill, we are talking about the issuance of fitness certificate to BS-III vehicles. So, it is not clear as to how this Bill ensures the elimination of BS-III vehicles. ...(*Time bell rings*)... Sir, I need three more minutes.

The third point, which I would like to highlight, is that both, the parent Act and this Bill, are silent on the definition of 'road rage'. The road rage has become a common phenomenon now. The Indian Penal Code also does not contain the definition of 'road rage'. Even the Law Commission, in its 234th Report, gave a recommendation on the road rage. Therefore, with the limited knowledge that I have, I would like to make a suggestion to the hon. Minister that the term 'road rage' has to be defined in this particular manner: "road rage means sudden, violent and aggressive behaviour of an automobile driver in response to the actions of other road user endangering the lives of the others." This is my third point.

The fourth point, which I would like to submit to you, is regarding Clause 8 which proposes to amend Section 12 of the parent Act. The proposed sub-sections (5) and (6) will result in creation of another set of parallel driving schools. The driving schools, as of today, are governed by the State Governments. With the introduction of these sub-sections (5) and (6) of Section 12 of the parent Act, under clause 8 of this Amendment Bill, a parallel set-up is being developed. Hence, these two different parallel establishments – one approved by the State Government and another approved by the Central Government – will create confusion in the minds of the general public. So, this issue has to be addressed.

Finally, Sir, Clause 49 of this Amendment Bill proposes to set up the Motor Vehicles Accident Fund to provide immediate relief and compensation to the hit-and-run victims; treatment during the golden hour; giving interim relief to road accident victims; and, pay compensation to those who could not get compensation from the insurance companies. Sir, I welcome this. If you look at sub-section 2(c) of Section 163 of the parent Act, you have a Solatium Fund there. There is another fund which is created by the State Government by virtue of Section 163, sub-section 2(c). Now, you are creating another fund under this amendment. Are these not conflicting with



each other? That is another point. Sir, this is the last point. I will not take much time of the House. Sir, I wish to submit for the consideration of the hon. Minister that most of the contract carriages in any State for that matter are operated within the State only. Nearly 80 per cent of the contract carriages are operated by single vehicle operators who are owner-cum-drivers. This is the way employment is being created in the retail sector. These operators cannot compete with the multi-national companies (MNCs). This Amendment Bill will only encourage MNCs to operate more effectively. Therefore, this issue has to be addressed by the Government of India. Uber, Ola and others will be encouraged by this Amendment Bill and not the drivers-cum-operators-cum-owners. Therefore, we cannot support this Bill in the present form. So, whatever recommendations that have been made by the Select Committee have to be accepted either by way of amendments or this Bill has to be withdrawn by the Government and re-introduced in the Rajya Sabha, after which it can be sent to the Lok Sabha. So, Sir, this issue has to be addressed. We oppose this Bill. Thank you.

**श्रीमती छाया वर्मा (छत्तीसगढ़):** सर, आपने मुझे इस महत्वपूर्ण विधेयक पर बोलने का मौका दिया, इसके लिए आपका बहुत-बहुत धन्यवाद। इस पर बहुत सारे वक्ताओं ने बहुत सारे विचार रखे हैं, मैं उन बातों को दोहराना नहीं चाहती और बहुत कम शब्दों में अपनी बात रखना चाहती हूँ।

माननीय मंत्री महोदय, आज देश में इतने अधिक वाहन हो गए हैं कि उनकी आयु निर्धारित करनी पड़ रही है। निजी वाहनों की आयु 15 वर्ष और सरकारी वाहनों की आयु 10 वर्ष हो गई है। माननीय मंत्री जी का ध्यान मैं इस ओर दिलाना चाहती हूँ कि जब कोई मोटर वाहन खरीदा जाता है, तो उस समय एक वर्ष के लिए दुर्घटना बीमा किया जाता है, लेकिन दुर्घटना होने पर कई मामलों में यह देखने को मिलता है कि वाहन का बीमा नहीं था, इसलिए पीड़ित को मुआवज़ा मिलने में दिक्कत हुई। मेरी मांग है कि जब हम वाहन खरीदते हैं, तो उसके पंजीकरण के समय ही उसका इंश्योरेंस हो। इसलिए इसमें ऐसा प्रावधान जोड़ा जाना चाहिए कि पंजीकरण के समय ही मोटर वाहन का कम से कम थर्ड पार्टी बीमा पूरे कार्यकाल के लिए हो, जितनी कि उसकी आयु है। इससे हम बहुत सारे दलालों से बचेंगे, बहुत सारे समय की बचत होगी और जब दुर्घटना होगी, तो उसका मुआवज़ा भी सही समय पर मिल जाएगा। जब वाहन का वन टाइम बीमा होगा, तो उपभोक्ताओं को उसके लिए कम राशि देनी पड़ेगी और हर वर्ष इंश्योरेंस एजेंट के पास जाने वाला कमीशन नहीं लगेगा। जब वाहन का हर वर्ष इंश्योरेंस होता है, तो इंश्योरेंस कंपनियों को बार-बार कमीशन मिलता है, जबकि एक बार बीमा लेने पर हर वर्ष बीमा की राशि नहीं बढ़ेगी, जिससे उपभोक्ताओं को ज्यादा राशि नहीं चुकानी पड़ेगी। मैं समझती हूँ कि यह विधेयक एक जन-हितैषी और सार्थक कदम होगा।

माननीय मंत्री महोदय, आप किसी व्यक्ति को लाइसेंस 60 वर्ष की आयु तक के लिए ही देते हैं। मान लीजिए, अगर कोई व्यक्ति 61 वर्ष का है, तो क्या वह वाहन नहीं चला पाएगा? मैं चाहती हूँ कि इसमें संशोधन हो और यह आयु सीमा कम से कम 65 वर्ष तक की हो। अगर कोई व्यक्ति 70 वर्ष की आयु तक वाहन चलाना चाहे, तो उसका मेडिकल सर्टिफिकेट लेकर उसे

[श्रीमती छाया वर्मा]

चलाने दिया जाना चाहिए, क्योंकि ऐसे कई गरीब लोग भी होते हैं, जो ड्राइवर्स नहीं रख सकते, लेकिन 60 साल की आयु के बाद उनको मजबूरी में ड्राइवर्स रखना पड़ेगा, क्योंकि उनके पास लाइसेंस नहीं होगा। हम ऐसा नियम बनाकर खुद ही लोगों को गलत काम करने के लिए प्रेरित कर रहे हैं। इसलिए मैं इसमें संशोधन चाहती हूँ।

माननीय महोदय, जब हम किसी यात्री गाड़ी में किसी यात्री को बिठाते हैं, तो उस समय हम यह नहीं देखते कि उस यात्री का बीमा हुआ है या नहीं, लेकिन जब दुर्घटना होती है, तब जिस व्यक्ति का बीमा हुआ रहता है, उसी व्यक्ति को मुआवज़ा मिलता है। मैं इस नियम में संशोधन चाहती हूँ। महोदय, वाहन खरीद पर जो जीएसटी है, वह अलग-अलग राज्यों में अलग-अलग लग रहा है, इसलिए जिन राज्यों में कम जीएसटी लगता है, लोग उन्हीं राज्यों से वाहन खरीदते हैं, जिससे सरकार को नुकसान हो रहा है। अगर मैं दिल्ली की बात करूँ, तो दिल्ली में एलएमवी फीस 17,000 रुपये है, जो कि बहुत ज्यादा है। दूसरी बात यह है कि जब हम नई गाड़ी का रजिस्ट्रेशन करवाते हैं, तो रजिस्ट्रेशन पावर का जो डीलर होता है, वही गाड़ी का भी डीलर होता है, इसलिए वह उसमें फेर-बदल कर पुरानी गाड़ी को भी नई गाड़ी के दाम में बेच देता है, इसलिए मैं इसमें भी संशोधन चाहूंगी।

अभी बिहार वाले सांसद भाई बता रहे थे कि वहां पर शराबबंदी है इसलिए दारू पीकर गाड़ी चलाने से होने वाली दुर्घटनाएं कम हो रही हैं। मैं बताना चाहूंगी कि मैं छत्तीसगढ़ से आती हूँ और वहां की सरकार स्वयं दारू बेच रही है। पहले एक व्यक्ति को 4 पउवा दारू मिलती थी, चुनाव आ रहा है तो एक व्यक्ति 8 पउवा दारू खरीद सकता है। इसके कारण दारू पीकर वाहन चलाने से होने वाली दुर्घटनाओं में दुगुनी वृद्धि हो रही है, इन दुर्घटनाओं की संख्या में बढ़ोतरी हुई है। मैं चाहूंगी कि इस संशोधन के साथ बिल आए। आपने मुझे बोलने का मौका दिया, उसके लिए बहुत-बहुत धन्यवाद, जय हिन्द!

**श्री अमर शंकर साबले (महाराष्ट्र):** महोदय, आपने मुझे इस बिल पर बोलने का मौका दिया। इसके लिए मैं आपका धन्यवाद अदा करता हूँ। मैं अपनी पार्टी की तरफ से और 9 अगस्त, 2016 के बाद रोड एक्सिडेंट में मरे हुए लोगों की मृत आत्माओं और आहत पहुंचे हुए सभी परिवारों की तरफ से यह बात रखना चाहता हूँ।

"ओ जाने वाले, हो सके तो लौट कर आना।"

मैं यह बात नहीं कह सकता, लेकिन जाने वाले की याद आती है, उस याद में मैं उन सभी मृत आत्माओं को श्रद्धांजलि अर्पण करता हूँ। मोटर व्हीकल्स बिल में 50 प्रतिशत एक्सिडेंट और उससे होने वाली मौतों की संख्या घटाने की मंशा रखते हुए यह बिल आपके सामने पेश हुआ है। अगर वर्ष 2016 में यह बिल पास होता, तो लगभग 1 लाख 80 हजार जानें बच जातीं। मुझे बहुत अफसोस है कि हम ये जानें नहीं बचा सके। मैं उन अपघात मृत आत्माओं को नमन करता हूँ और माफी मांगता हूँ कि हम उनकी जाने नहीं बचा सके। मरने के बाद वे चिता पर जलकर चले गए, लेकिन उनके बाद उनकी डिपेंडेंट फैमिली चिंता से जल रही हैं। चिता पर जलने वाले और चिता से जलने वालों की याद में मैं आप सबको नम्र आह्वान करता हूँ कि यह बिल पारित हो जाए और भविष्य में जाने वाली जाने बच जाएं।

उपसभाध्यक्ष महोदय, मैंने महाभारत की कहानी सुनी है। भगवान श्रीकृष्ण, माता कुंती और पांडव एक साथ बैठे थे और बातें कर रहे थे। उस वक्त बातों-बातों में मांग की बात उठी और पांडवों ने भगवान श्री कृष्ण से कुछ न कुछ मांगा। एक ने धन मांगा, एक ने आरोग्य मांगा तथा किसी ने कुछ मांगा। कुंती का नम्बर आया तो भगवान श्री कृष्ण से कुंती ने दुःख मांगा। सभी पांडवों को दुःख मांगने की बात से हंसी आयी और माता कुंती को कहा कि मां आप क्या मांग रही हैं? ये भगवान श्री कृष्ण हैं, जो मांगेंगी, वह देने वाले हैं। आपने दुःख क्यों मांगा? भगवान श्री कृष्ण ने कहा कि आपने जो मांगा, मैं वह अवश्य दे सकता हूँ, लेकिन कुंती ने तो पूरा मुझे मांगा है, क्योंकि जहां दुःख होता है, वहां भगवान श्रीकृष्ण होते हैं। आपने मेरा अंश मांगा, लेकिन माता कुंती ने खुद मुझे मांगा है, इसलिए मैं उनकी रक्षा करूंगा। तात्पर्य यह है कि 2016 के बाद जितनी भी दुर्घटनाएं हुईं, उनमें जो जानें चली गयीं, उन जानों के चले जाने के बाद जितने भी दुख हुए, उन दुखों को दूर करने के लिए मोदी सरकार भगवान श्रीकृष्ण की भूमिका में आगे आयी है। ...**(व्यवधान)**... वह उनके दुख मिटाना चाहती है। उनके दुखों को समाप्त करने में आप भी विनम्रता से हमारा साथ दें, यह मैं आपसे नम्र आह्वान कर रहा हूँ। ...**(व्यवधान)**...

**उपसभाध्यक्ष (डा. सत्यनारायण जटिया):** किसी को भी बैठे-बैठे नहीं बोलना चाहिए।

**श्री अमर शंकर साबले:** महोदय, एक और छोटी सी कहानी है। जब हनुमान जी के सामने हीरे और माणिक रखे गए थे, तो हनुमान जी ने एक-एक हीरा उठाया, उसे पत्थर से फोड़ा, देखा और फेंक दिया। ऐसा करते देख हनुमान जी के भक्त ने उनसे पूछा कि आप यह क्या कर रहे हैं? तब उन्होंने कहा कि इस हीरे में मेरे राम नहीं हैं और जिसमें मेरे राम नहीं हैं, वह हीरा और माणिक मेरे किस काम का? यानी जितनी भी योजनाएं हैं, जितने भी बिल्स हैं, अगर उनमें गरीबों का दुख-दर्द जानने का और उसे दूर करने का प्रावधान नहीं होगा तो वह बिल किस काम का है? महोदय, 1983 के बाद इस बिल में कोई भी प्रावधान न होने के कारण बहुत सी जानें चली गयीं। उन गरीबों का, उन मृत आत्माओं का दुख दर्द समझने के लिए, शोषित और पीड़ितों का दुख-दर्द समझने के लिए ...**(व्यवधान)**...

**श्री बी. के. हरिप्रसाद:** ऐसे कौन से प्रावधान आप लाए हैं, वह भी बता दीजिए, हम मान लेंगे।

**श्री अमर शंकर साबले:** आप पहले मेरी बात तो सुन लीजिए।

**उपसभाध्यक्ष (डा. सत्यनारायण जटिया):** कुछ रिकॉर्ड में नहीं जाएगा। He is not yielding.

**श्री बी. के. हरिप्रसाद:** \*

**श्री अमर शंकर साबले:** यह हमारी संस्कृति है, उसकी कहानियां हैं, इनसे संस्कार बढ़ जाएंगे इसीलिए मैं आपको ये दो कहानियां सुना रहा था। इन्हीं कहानियों की तर्ज पर गरीबों का दुख-दर्द देखने वाली जो मोदी सरकार है, इस सरकार ने इस बिल में प्रावधान करना सुनिश्चित किया है, इसीलिए यह प्रावधान लाया गया है। 2016 के बाद दो वर्ष तक यह बिल पारित नहीं हो पाया। महोदय, यह बिल पारित होना बहुत जरूरी है। अगर यह बिल पारित हो जाएगा तो बहुत सी जानें बच जाएंगी। दुर्घटनाओं में जितनी भी मौतें हुई हैं, पांच लाख एक्सीडेंट्स में जो डेढ़ लाख

[श्री अमर शंकर साबले]

जानें चली गयीं, उनमें 25 से 35 वर्ष की आयु के नौजवान ज्यादा मारे गए। महोदय, युवा वर्ग हमारी सम्पत्ति हैं। और हमारे देश की इस सम्पत्ति को बचाना हमारा कर्तव्य है, इसलिए मैं आप सबसे इस बिल का समर्थन करने का आह्वान करता हूं। माननीय नितिन जयराम गडकरी जी जब महाराष्ट्र के पी.डब्ल्यू.डी. मिनिस्टर थे, तब उनकी टेबल पर दो लाइनें लिखी हुई थीं जिन्हें मैंने पढ़ा। अमेरिका के राष्ट्राध्यक्ष केनेडी का वह वाक्य है। जो लाइनें माननीय नितिन जयराम गडकरी जी की टेबल पर लिखी हुई थीं, उनमें उन्होंने कहा था कि "America's roads are good, not because America is rich, but America is rich because America's roads are good." यानी अमेरिका में जो अमीरी आयी है, वह रोड़ज के कारण आयी है। तो अमेरिका जैसी अमीरी इस देश में आए और इस देश की गरीबी समाप्त हो, इस वास्ते यह बिल लाया गया है। अभी तक आपने 'गरीबी हटाओ' के बहुत नारे दिए और 'गरीबी हटाओ' के नारे से जुमले करते-करते आपने बहुत समय तक सत्ता भी हासिल कर ली। सच में गरीबी हटाने के जो अनेक रास्ते हैं, उनमें से road connectivity बढ़ाना और Motor Vehicles Act में सुधार करना, यह भी गरीबी हटाओ का एक बहुत बड़ा पहलू है और इसलिए यह प्रावधान लाया गया है। You can donate eye, but you cannot donate vision. अभी जो विजय मोदी सरकार का है, उसके कारण इस Motor Vehicles Act में सुधार लाया गया है और हमें उस सुधार को स्वीकार करना चाहिए। मुझसे पहले कई वरिष्ठ सदस्यों ने अपनी बातें रखी हैं और बहुत सारे आंकड़े भी रखे हैं। उन आंकड़ों में अटकने का और खुद को अभिमन्यु साबित करने का मेरा मकसद बिल्कुल नहीं है। इसलिए आंकड़ों में न जाते हुए, मैं यह बताना चाहता हूं कि इसमें बहुत से सुधार लाए गए हैं। हमारा इतना बड़ा देश है, फिर भी इस देश में एक समान परिवहन पॉलिसी नहीं है। देश में एक परिवहन पॉलिसी होनी चाहिए, जिसके लिए इसमें प्रावधान किया गया है। इस देश को एक transport policy चाहिए और यह transport policy आ सकती है। इस देश में ट्रैफिक की पूरी मॉनिटरिंग करने के लिए भी एक ट्रैफिक बोर्ड की जरूरत है, उसका भी प्रावधान इसमें किया गया है। उपसभाध्यक्ष महोदय, मैं ज्यादा बातें नहीं कहना चाहता हूं।

**उपसभाध्यक्ष (डा. सत्यनारायण जटिया):** आपकी पार्टी से बोलने वाले दो वक्ता और भी हैं, इसलिए आप समय का थोड़ा ध्यान रखिए।

**श्री अमर शंकर साबले:** उपसभाध्यक्ष महोदय, मैं सिर्फ सुझाव के कुछ बिन्दु आपके सामने रखना चाहता हूं। मैं आपके माध्यम से मंत्री जी से आग्रह करना चाहता हूं कि सड़क दुर्घटनाओं में जिन व्यक्तियों की जाने चली जाती हैं, उनके अंगों से दूसरे कई बेबस लोगों के जीवन को एक नई रोशनी मिल सकती है। इस बिल के माध्यम से, जिनके अंग खराब हो चुके होते हैं, दुर्घटना में घायल व्यक्तियों को त्वरित सहायता की आवश्यकता होती है, उनकी जान नहीं बच पाती है, उनके अंग दूसरों के काम आ सके, ऐसा विचार किया जाना चाहिए, क्योंकि देश भर में लीवर, किडनी, आँख व अन्य मानवीय अंगों के दाता, जो स्वेच्छा से दान देते हैं, उनकी भारी कमी है। हम इस माध्यम से कई लोगों का जीवन बचा सकते हैं। Motor Vehicles Act में, world की गुणवत्ता के मानकों के अनुसार पेट्रोल और डीजल के बजाय इलेक्ट्रिकल व्हीकल्स में परिवर्तित करने की कोशिश करनी चाहिए। ऐसा करने से pollution में कमी आएगी और मानवीय जीवन में सुधार आएगा।

**उपसभाध्यक्ष (डा. सत्यनारायण जटिया):** आप केवल प्वाइंट्स बोलिए, नहीं तो बाकी के सदस्यों का समय समाप्त हो जाएगा।

**श्री अमर शंकर साबले:** सर, एक-दो बिन्दु और हैं। देहात में अब bullock cart कम हो रही हैं, क्योंकि ट्रैक्टर का यूज ज्यादा होने लगा है। गांव के प्रवासी लोग आने-जाने के लिए ट्रैक्टर का यूज करते हैं, इसलिए ट्रैक्टर को पब्लिक ट्रांसपोर्ट की मान्यता देनी चाहिए। महोदय, मैं एक बात और कहना चाहता हूं कि जो पुलिस स्टेशनों के सामने एक्सीडेंट्स से क्षतिग्रस्त गाड़ियां खड़ी होती हैं और जब हम स्वच्छ भारत अभियान की बात करते हैं, तो क्यों न हम जिस जगह पर एक्सीडेंट होता है, वहां सेटेलाइट के माध्यम से उसका real time photograph निकालें और Evidence Act में चेंज करके, उन एक्सीडेंट हुई गाड़ियों को dispose कर सकें और recycle कर सकें। इससे भी बहुत सुधार आ सकता है। ऐसे कुछ मेरे सुझाव हैं।

SHRI T. K. RANGARAJAN (Tamil Nadu): Thank you, Mr. Vice-Chairman, Sir, for giving me an opportunity to speak on this Motor Vehicles (Amendment) Bill, 2017.

I rise to oppose the Bill for a number of reasons. First reason is that only drivers and conductors cannot be held solely responsible for road accidents. There are several other factors like road condition, traffic discipline, over-congestion, vehicular population beyond the capacity of motorable roads, etc. None of them was addressed by the Bill. The Bill is terribly silent on these important areas.

Sir, why are we not able to stop rail accidents? Rail accidents are there. You are not able to stop rail accidents, but you are going to stop road accidents. It is really a joke. Sir, this Bill here is because of privatisation of regulatory mechanism under the direct control and initiative of the Central Government – right from registration of vehicles to inspection, etc. all are under the so-called loud objectives of simplification, single window system and promoting competition. Everything is being formulated by the Central Government, virtually disempowering the State Governments and making their regulatory disciplinary mechanism as infructuous. The power of the State Governments becomes like the power of Gram Panchayat. How much power the President of the Gram Panchayat has? The States will have the same power. Probably, Ministers will have some police protection. That's all.

Sir, another argument is about the State-owned Passenger Transport Corporations. Wherever the State-owned Passenger Transport Corporations are still functioning, the Bill under consideration is going to take away all protection in the matter of routes, etc., making them incapable of offering cheap and affordable transport service to common people. The Bill will totally incapacitate State-owned Passenger Transport Corporations to function with the objective of providing affordable transport service to the people leading to its collapse.

[Shri T. K. Rangarajan]

Sir, I would like to draw your attention to a point. In Tamil Nadu and Kerala, we give free passes to students and senior citizens. We started it when Karunanidhi of DMK was the Chief Minister. It linked the remote villages to the town. Economy was flourishing in Tamil Nadu and Kerala because the road transport had been linked to the villages. If it is a private man, he will not go there. They only go for profits. Somebody argued that the State Transport Corporations are running at a loss. Naturally, they are running at a loss. It is a service sector. Government-run hospitals are running at a loss; police stations are running at a loss; courts and judiciary are running at a loss. So, you privatise everything. So, it is all ridiculous.

Sir, we can't support this Bill because not only the provisions of the Bill will lead to collapse of the State-owned passenger transport system but also the small and medium private transport operators owning 2, 3, 4 or 5 buses will find it difficult to survive as the Bill basically aims at promoting large private corporations to reign the transport market as the very concept of State subsidy for transport service through State-owned system would be given a complete go-by. ...*(Time-bell rings)*... Sir, I would conclude within two minutes.

THE VICE-CHAIRMAN (DR. SATYANARAYAN JATIYA): Only three minutes were allotted to you.

SHRI T.K. RANGARAJAN: Sir, you are a very kind man.

THE VICE-CHAIRMAN (DR. SATYANARAYAN JATIYA): Please make your points and conclude.

SHRI T. K. RANGARAJAN: Sir, the Bill severely disempowers the State Governments regulating transport system including charging fees and taxes, affecting the States' revenue from the entire transport system in a big way. The Bill virtually takes away the rule-making power of the States, vesting the same with the Central Government. The responsibility to register the vehicles is proposed to be deregulated and vested with the dealer of the vehicles which would lead to corrupt practices of manipulated invoicing by the dealers and cheat the Government of its due revenue.

Before I conclude, I would like to tell the august House—I will request all my colleagues to oppose the Bill—that on August 7th, throughout India, there is an all-India strike by the transport workers and vehicle operators jointly. We have to face the strike. If you don't pass the Bill, then, there won't be any disruption. Don't create disruption. By passing this Bill, you are making most of the people as destitute.

THE VICE-CHAIRMAN (DR. SATYANARAYAN JATIYA): Please conclude.  
...(Interruptions)...

SHRI T.K. RANGARAJAN: The drivers will be destitute; small owners will be destitute. This Government is creating new destitute and making the State Government as a *Panchayat*. Thank you, Sir.

SHRI T. K. S. ELANGO VAN (Tamil Nadu): Sir, I rise to oppose the Bill very strongly because it is taking away the only public transport system, the power of which lies with the State. Air is with the Centre; sea is with the Centre and the Railways is with the Centre but the only public transport system which is left to the States is road transport. Now, the Government is attempting to take this power also from them in the name of preventing accidents. There are so many amendments in the Bill coming here to prevent accidents. That is quite funny that you can make amendments to a particular Bill so that you can prevent accidents, which mean that we can do wonders by passing so many Bills here in this House. The power of the State is taken away and given to a public authority. That is the most funniest thing in the Bill.

SHRI A. NAVANEETHAKRISHNAN: To a private authority.

SHRI T. K. S. ELANGO VAN: And, that to a private authority. The powers of the State are taken and given to a private authority. Now, this is the biggest accident which has happened in this House and the States are limping. The Centre has left the States to limp. I don't think that there is any other motive except to take away the powers of the State. The only agenda of this BJP Government is to take away the powers of the States one-by-one, and this is one part of the exercise which the BJP has taken up now. This is dangerous to the country. I am not talking much about it. Item 30 of the Union List of Seventh Schedule says, "Carriage of passengers and goods by railways, sea or air, or by national waterways in mechanically propelled vessels." This is what the Centre has powers to legislate. Maybe this State transport or the road transport is in Concurrent List also, but the States were legislating. I don't know as to what Central Policy, the Government of India is going to bring. Way back in 1969, Tamil Nadu was the first State to nationalize all road transports, when our leader, our President, Dr. Kalaignar was the Transport Minister of the State. Since, then, every corner of Tamil Nadu is connected by road. We have buses plying on road. Now, in the name of competition, if you allow the private owners to operate buses, then, half of the service will be stopped and people will be left with no other option except to once again travel by bullock carts and rickshaws. That is what this Bill is going to do. There are many other things. I have record of the 22nd South

[Shri T. K. S. Elangovan]

Indian Transport Council meeting wherein the Transport Ministers of the southern States of Kerala, Karnataka, Tamil Nadu, Goa, senior officials of Andhra Pradesh, Maharashtra, Telangana and Puducherry had taken part. I don't know as to whether their recommendations were accepted by the Government because they said that they had consulted the State Governments. If they had consulted the State Governments, then they should have taken up or considered the recommendations or proceedings of that meeting. They have not done it. Everywhere, the idea of Centre is this. It is not at attack. It is not something which is out of their agenda. Their agenda is that there should be no States or, if at all, there are States, they should not have any power, particularly, financial powers. Taxes are collected. I do not understand that. Why? The Central Government takes away the powers of the State just to hand it over to a public authority. That I have already mentioned. It is not only an accident which has hit the Tamil Nadu State or the States. It is an accident which has hit the Constitution also. The Entry 57 of the State List, Schedule VII says that the States alone can collect the taxes. Now, the Centre wants to collect the taxes by taking away their rights. So, this is not an attempt to prevent the accidents. It is an attempt to take away the powers of the States, which is unconstitutional, which is against all norms of federal set up and against the people of India. Thank you, Sir.

**डा. विकास महात्मे** (महाराष्ट्र): धन्यवाद उपसभाध्यक्ष जी। यह हम सबके लिए एक चिंता का विषय है कि हमारे देश में हर पांच मिनट के बाद एक मौत होती है। ...**(व्यवधान)**...

**उपसभाध्यक्ष (डा. सत्यनारायण जटिया)**: आपके पास बोलने के लिए पांच मिनट का समय है, आप बताइए कि आप उसमें क्या कर सकते हैं? ...**(व्यवधान)**...

**डा. विकास महात्मे**: उसको बचाने के लिए थोड़ा ज्यादा समय दीजिए। महोदय, जो बहुत एक्टिव लोग हैं, उनके एक्सिडेंट्स की संभावना ज्यादा होती है। हमारे साथियों ने, ऑनरेबल मेम्बर्स ने अभी-अभी बताया है कि जो औसत उम्र है, वह ज्यादातर अठारह से तीस साल की है। इसी प्रकार से कुछ प्रोफेशनल्स हैं, जैसे पोलिटिशियन्स हैं, जो ज्यादा घूमते हैं, रास्तों पर ज्यादा जाते हैं, इधर-उधर घूमते हैं, हम वहां भी देखेंगे कि उनके रोड एक्सिडेंट्स की संभावना ज्यादा हो रही है। यह आंकड़ा दिन-प्रतिदिन बढ़ रहा है, इसे रोकना बहुत जरूरी है। इसे रोकने के लिए हमारे माननीय मंत्री जी, जो अपने काम के लिए, अपने काम की स्पीड के लिए जाने जाते हैं, जो नई-नई संकल्पना लाते हैं, मैं उन्हें धन्यवाद देना चाहूंगा कि इस बिल को लाने में भी उनकी भरसक कोशिश हुई है। इसके साथ ही श्री नितिन गडकरी, उनके साथ श्री मनसुख मांडविया, राधाकृष्णन जी भी हैं। सर, यह एक अच्छा बिल है, हम इसकी वजह से एक्सिडेंट्स कम कर सकते हैं, इसलिए मैं चाहता हूं कि यह बिल, जो बहुत जरूरी बिल है, इसको जल्दी लाना और भी जरूरी है।

सर, मैं इसके बारे में बताना चाहूंगा कि हम एक्सिडेंट्स कैसे प्रिवेंट कर सकते हैं। काफी



लोगों को ऐसा लग रहा था कि क्या लॉ से एक्सिडेंट्स प्रिवेंट हो सकते हैं? मैं उन्हें बताना चाहूंगा कि ये एक्सिडेंट्स जरूर प्रिवेंट हो सकते हैं। यदि एक्सिडेंट्स जैसा कोई भी वाकया होता है, तो ज्यादातर लोग एक्सिडेंट्स देखने लग जाते हैं कि यह कैसे हुआ, क्या हुआ? वे मोबाइल से वीडियो बनाना चाहते हैं, लेकिन उनकी मदद नहीं करना चाहते हैं। जो अच्छे नागरिक हैं या जिन्हें हम कह सकते हैं कि Good Samaritan हैं, उनके मन में रहता है कि हम इसकी मदद करें, लेकिन वे मदद करने के लिए जाते नहीं हैं, क्योंकि उन्हें पता है कि बाद में उनके लिए बहुत परेशानी हो जाती है। उन्हें इसके लिए बार-बार जाना पड़ता है, उन्हें कोर्ट में जाना पड़ता है, उनके ऊपर liabilities भी आ सकती हैं, इसलिए यह सब सोचकर कोई दुर्घटनाग्रस्त आदमी की मदद नहीं करना चाहता, लेकिन यह मदद हो सकती है और इस बिल में यह प्रावधान किया गया है कि उनको कुछ भी तकलीफ नहीं होगी। वे इस criminal and civil liability से बाहर रहेंगे। यह बहुत जरूरी है। पहले hour में, जिसे golden hour कहा जाता है, यदि वे उसमें, hospital में treatment लेते हैं, तो बहुत सारी जानें बचाई जा सकती हैं। मुझे लगता है कि इस बिल में इस तरीके के जो प्रावधान हैं, उनसे definitely, death rate due to accidents will reduce.

उसी प्रकार से, दूसरी परेशानी यह भी रहती है कि इसके ट्रीटमेंट का पैसा कौन देगा? क्योंकि जो accident होता है, उसमें उस व्यक्ति की पहचान नहीं होती है, अतः उसके treatment का पैसा कौन देगा, इस प्रश्न की वजह से कोई भी उसको हॉस्पिटल ले जाने के लिए तैयार नहीं रहता। इसमें यह प्रावधान किया गया है कि एक Scheme से insurance करके, जो भी खर्च आएगा, एक्सिडेंट का जो भी उपचार होगा, उसका डॉ. को या हॉस्पिटल में तुरंत भुगतान होगा, ताकि किसी को यह भावना महसूस न हो कि इसका पैसा कौन भरेगा? इस बिल में यह भी एक बहुत अच्छा प्रावधान है, जिसकी वजह से मुझे लगता है कि जो भी ट्रीटमेंट होगा, वह ट्रीटमेंट जल्दी शुरू होने की वजह से, जो death rate है, due to accidents इसमें बहुत कमी आएगी। मैं आपको बताना चाहता हूँ कि 1988 के बाद से कानून में कोई बदलाव नहीं आया था, इसलिए penalties और compensations दोनों बहुत ही कम थे। वे उस समय के हिसाब से थे, लेकिन आज वे बहुत कम हैं, इसलिए penalties को बढ़ाने का काम किया है। मैं कहना चाहता हूँ कि penalties बढ़ाने से सुरक्षा बढ़ गई है। काफी लोगों का कहना है कि इससे कॉरपोरेट सेक्टर को फायदा होगा, लेकिन मुझे नहीं लगता है कि इससे लोग गाड़ियां चलाना बन्द करके जेल के अंदर रहेंगे। यदि कोई व्यक्ति शराब पीकर गाड़ी चला रहा है, तो वह उसकी जान का ही खतरा नहीं है, बल्कि बाकी लोग जो रोड पर हैं, जो पैदल जा रहे हैं, उनकी जान के लिए भी खतरा है। यह अच्छी बात नहीं है कि कोई शराब पीकर गाड़ी चलाए और हम उसके ऊपर मामूली दण्ड करें। यह बहुत जरूरी है कि उसे पता चले कि उसकी वजह से जो मौतें हो रही हैं, उन्हें रोकने के लिए वह अपना व्यवहार ऐसा न करे। लोगों को हमेशा अच्छी तरह से गाड़ी चलाने के लिए प्रेरित करने के लिए हमें penalties बहुत ज्यादा सख्त रखना जरूरी है। मैं हेल्मेट के बारे में भी कहना चाहता हूँ। लोग two wheeler चलाते समय मोबाइल पर बात करते हैं, यह भी नहीं होना चाहिए। इसे रोकने के लिए penalties सख्त करना बहुत जरूरी है।

ऐसा कई बार कहा गया है कि इस बिल में स्टेट को या उसकी सोच नहीं ली गई है, लेकिन मैं कहना चाहता हूँ कि नेशनल ट्रांसपोर्ट पॉलिसी तैयार होना बहुत जरूरी है। यदि यह तैयार नहीं होती है, तो मैंने देखा है कि स्टेट में लोग कहते हैं कि वे नंबर प्लेट अपनी मातृ भाषा में

[डा. विकास महात्मे]

ही रखेंगे। मैं कहना चाहता हूँ कि अगर साउथ की language में नंबर प्लेट लिखते हैं, तो नॉर्थ वालों को पता नहीं चलेगा कि क्या लिखा है। ये सब परेशानियाँ हैं, इसलिए नेशनल ट्रांसपोर्ट पॉलिसी बहुत जरूरी है और हर स्टेट उस पॉलिसी में अपना-अपना योगदान भी दे सकता है, जिनका जिक्र बिल में किया गया है। मुझे लगता है कि यह federalism के लिए बहुत अच्छी बात है, federal structure के लिए भी अच्छी बात है, एक देश एक पॉलिसी रहनी चाहिए। यह हो सकता है कि बाद में स्टेट के हिसाब से बदलाव रहें।

**उपसभाध्यक्ष (डा. सत्यनारायण जटिया):** आपका समय समाप्त हो गया है।

**डा. विकास महात्मे:** सर, मैं यह भी कहना चाहता हूँ कि vehicle में ड्राइविंग और पॉल्यूशन के लिए एक पॉलिसी बहुत जरूरी है, क्योंकि हमने देखा है कि पॉल्यूशन में कुछ बड़ी कंपनियाँ, जिन्होंने सॉफ्टवेयर में कुछ बदलाव किए....

**उपसभाध्यक्ष (डा. सत्यनारायण जटिया):** आपका समय पूरा हो गया है, इसलिए आप points बोल लीजिए।

**डा. विकास महात्मे:** सर, यह जो पॉल्यूशन हो रहा है, उसके लिए नेशनल ट्रांसपोर्ट पॉलिसी चाहिए, यदि नेशनल पॉलिसी नहीं होगी, तो रोड पर ऐसे ही vehicle आएंगे, जो पर्यावरण को pollute कर रहे हैं और ऐसे vehicle सभी के लिए health hazard तैयार करेंगे। ड्राइविंग को सेफ करने के लिए नेशनल ट्रांसपोर्ट पॉलिसी जरूरी है और Vehicle registration भी जरूरी है। अभी आपने बताया कि IRDA, कितने एक्सिडेंट हुए, इसकी जानकारी नहीं दे पा रहा है। वे यह जानकारी इसलिए नहीं दे पा रहे हैं, क्योंकि national registration नहीं है, पूरे देश में सभी के एक ही किस्म के national driving license नहीं हैं। जब यह एक होगा, तब पता चलेगा कि कितने एक्सिडेंट हुए हैं और कितने vehicles बरबाद हुए हैं और लोगों की कितनी जानें गई हैं, इसलिए यह भी जरूरी है। इस बिल में जो प्रावधान किए गए हैं, वे बहुत महत्वपूर्ण हैं। सर, कुल मिलाकर मैं यह कहना चाहता हूँ कि रोड एक्सिडेंट्स कम करने के लिए यह जो बिल आया है, वैसे ही यह safety और Security के लिए भी बहुत जरूरी है। मैं कहना चाहता हूँ कि सिस्टम और प्रोसेस पूरे देश के लिए एक ही रहना जरूरी है, इसमें हर स्टेट अपने हिसाब से बदलाव कर सकता है। इन सिस्टम्स और प्रोसेसेज के लिए मैं इस बिल का समर्थन करता हूँ। मैं धन्यवाद और अभिनंदन करता हूँ कि यह बिल यहां पर लाया गया है। मैं आप सभी से कहूँगा कि आप सभी इसे सपोर्ट करें।

**श्री वीर सिंह (उत्तर प्रदेश):** उपसभाध्यक्ष महोदय, आपने मुझे इस महत्वपूर्ण बिल, मोटर यान (संशोधन) विधेयक, 2017 पर बोलने का अवसर दिया, इसके लिए आपका धन्यवाद। महोदय, सड़क परिवहन क्षेत्र देश की अर्थव्यवस्था की रीढ़ की हड्डी है।

[उपसभाध्यक्ष (श्री तिरुची शिवा) पीठासीन हुए]

तेजी से बढ़ते हुए मोटरीकरण के साथ देश सड़क यातायात क्षतियों और अपमृत्यु की बढ़ती घटनाओं का सामना कर रहा है। ऐसे में सड़क दुर्घटनाओं में होने वाली अपमृत्यु को कम करने

का प्रयास होना चाहिए, जिससे परिवहन क्षेत्र में सुरक्षा और दक्षता सुनिश्चित हो सके। सुप्रीम कोर्ट द्वारा नजदीकी से निगरानी किए जाने के बावजूद सड़क दुर्घटनाओं में होने वाली मौतों में पिछले वर्ष केवल 3 प्रतिशत की कमी आई है, जो वर्ष 2022 तक 50 प्रतिशत के लक्ष्य से बहुत दूर है। अभी देश में सड़क दुर्घटनाओं में हर साल 1 लाख 46 हजार लोगों की मौत होती है। अतः इसको रोकने के व्यापक प्रबन्ध किए जाने की आवश्यकता है, जिससे सड़क सुरक्षा को पुख्ता किया जा सके और मानव जीवन की रक्षा हो सके।

महोदय, प्रस्तावित मोटर यान (संशोधन) विधेयक, 2017 मोटर यान अधिनियम, 1988 का और संशोधन करने हेतु लाया गया है, जिसमें सड़क सुरक्षा, नागरिक सुकरीकरण, आधुनिक परिवहन का सुदृढीकरण, कम्प्यूटरीकरण से सम्बन्धित मुद्दों का समाधान करने हेतु प्रस्ताव किया गया है। परन्तु प्रस्तावित विधेयक में केन्द्र सरकार राज्य सरकारों की शक्तियों का हनन करता हुआ प्रतीत होता है, जो अव्यावहारिक है। और संविधान के अनुच्छेद 246 के विपरीत है। केन्द्र सरकार को राज्य सरकार द्वारा प्रदत्त शक्तियों के प्रत्यायोजित किए जाने की शक्ति का हनन करने का कोई संवैधानिक अधिकार नहीं है। खण्ड-91 में लाया गया इस प्रकार का संशोधन अमान्य है। और इसका लोप किया जाना चाहिए।

इसी प्रकार, खण्ड-4 मूल अधिनियम की धारा-8 में संशोधन करने हेतु लाया गया है, जिसमें केन्द्र सरकार द्वारा राज्यों में अनुज्ञापन अधिकारी की शक्तियों को शिथिल करने का प्रावधान किया गया है। मेरा मानना है कि यह संशोधन भी राज्य सरकार की शक्तियों का अनावश्यक रूप से हनन कर रहा है और यह राज्यों को प्रदत्त शक्तियों को क्षीण भी करेगा। अतः इसका भी लोप किया जाना चाहिए। मैं चाहूंगा कि मेरे उपरोक्त संशोधन रिपोर्ट में समाहित किए जाएँ।

महोदय, देश में ब्लैक स्पॉट की पहचान होनी चाहिए और उन्हें दुरुस्त किया जाना चाहिए। इसके बावजूद दुर्घटना होने पर कॉन्ट्रैक्टर पर जुर्माना होना चाहिए। परिवहन विभाग, आरटीओ व ट्रैफिक पुलिस में भ्रष्टाचार पर लगाम लगाने तथा वाहन मालिकों व चालकों का उत्पीड़न रोकने के लिए लाइसेंस, सर्टिफिकेट व परमिट की ऑनलाइन प्रक्रिया स्वागत योग्य है।

महोदय, मैं अपनी पार्टी की तरफ से सरकार का ध्यान निम्न बिन्दुओं की ओर आकर्षित करना चाहता हूँ।

- सड़कों के किनारे एंटी क्रैश बैरियर की स्थापना होनी चाहिए।
- देश भर में ट्रॉमा सेंटर स्थापित करना चाहिए।
- सड़क दुर्घटनाओं के कारणों की जांच करने के लिए सभी पुलिस थानों में।
- दुर्घटना जांच दल बनाने की आवश्यकता है।
- यातायात नियम का उल्लंघन करने वालों के दण्ड की राशि और बढ़ाई जाए। दुर्घटना पीड़ित के मददगार लोगों की सुरक्षा होनी चाहिए व उत्पीड़न से मुक्ति होनी चाहिए।
- घटिया या त्रुटिपूर्ण वाहन बनाने वाले निर्माताओं की जवाबदेही तय होनी चाहिए व उन पर जुर्माना लगाना चाहिए।
- उच्च अधिकार प्राप्त सड़क सुरक्षा बोर्ड का गठन किया जाना चाहिए, जिसमें राज्यों का उचित प्रतिनिधित्व होना चाहिए।

- सड़क सुरक्षा निधि की स्थापना होनी चाहिए।
- ड्राइवरों के लिए न्यूनतम शैक्षिक योग्यता की शर्त नहीं समाहित की जानी चाहिए, क्योंकि नियम-कानून समझने के लिए ड्राइवर का पढ़ा-लिखा होना जरूरी है, अन्यथा सड़क हादसे और बढ़ेंगे और ट्रांसपोर्टों को सस्ते ड्राइवर मिलेंगे।
- केन्द्र सरकार द्वारा ड्राइविंग ट्रेनिंग स्कूल खोलने का प्रावधान किया गया है, जिसे राज्यों पर छोड़ देना चाहिए।
- गैर-परिवहन वाहनों के लिए चालक की आयु के अनुसार अलग-अलग अवधि के डीएल न जारी हों।
- डीएल के लिए नेशनल रजिस्ट्री बनाने पर राज्यों की निर्धारित समय सीमा को बढ़ाया जाए।
- देश में कहीं भी आरसी बनाने से राज्यों को राजस्व हानि होगी। इस नुकसान की भरपाई कैसे होगी?
- नॉन-ट्रांसपोर्ट वाहन पर फिटनेस सर्टिफिकेट लेने की शर्त नहीं होनी चाहिए।
- डीलर के यहां स्थाई रजिस्ट्रेशन के प्रावधान को बदल कर अस्थायी रजिस्ट्रेशन का प्रावधान होना चाहिए, क्योंकि डीलर्स गड़बड़ी करते हैं। ऐसे डीलर्स पर कार्रवाई या जुर्माना लगाने का अधिकार राज्यों का है।
- नई परिवहन नीति के क्रियान्वयन के लिए राज्यों के परिवहन मंत्रियों की समिति बनाई जाए।
- विधेयक में वाहन बीमा का प्रीमियम बढ़ा दिया गया है, जबकि मुआवजा कम कर दिया गया है। सड़क दुर्घटना में मृतक के परिजनों को मुआवजे की राशि 20 लाख रुपए की जानी चाहिए।

अंत में, मैं सदन के समक्ष यह कहना चाहूंगा कि विधेयक के कुछ प्रावधान राज्यों को संविधान के तहत प्रदान की गई शक्तियों का अतिक्रमण करते हैं और उनके हितों की अनदेखी करते हैं। ऐसे में राजस्व हानि के साथ-साथ अनावश्यक टकराव की स्थिति पैदा हो सकती है। वर्तमान में मोटर लाइसेंसिंग केन्द्र राज्य सरकारों के अंतर्गत सुचारु रूप से कार्य कर रहे हैं और उनकी शक्तियों का अनावश्यक रूप से विकेन्द्रीकरण या केन्द्र सरकार द्वारा विहित कराना सोचने का विषय है। सरकार को इस प्रकार के संशोधनों का लोप करना चाहिए, जैसा मैंने अपने संशोधनों में दिया है। मैं अपने विचार, सुझाव व संशोधनों को सदन के समक्ष रखते हुए माननीय मंत्री जी से मांग करूंगा कि उन पर विचार किया जाए। धन्यवाद।

**श्री संजय सिंह** (राष्ट्रीय राजधानी क्षेत्र दिल्ली): महोदय, आपने मुझे इस महत्वपूर्ण बिल पर बोलने का अवसर दिया, इसके लिए धन्यवाद। कई कारणों से मैं इस बिल के विरोध में अपनी बात कहने के लिए खड़ा हुआ हूँ। सबसे पहली बात तो यह है कि यह बिल, हमारे संविधान की जो मूल अवधारणा है, उसके विपरीत है और हमारे संघीय ढांचे की जो संरचना है, उसके विपरीत है। यह बिल राज्यों के अधिकारों को छीनने के लिए लाया गया है। केन्द्र की सरकार हर काम में दखल देना चाहती है, इस मंशा के साथ यह बिल लाया गया है। आप एक्सिडेंट्स

कम करने की बात कह रहे हैं, आप कह रहे हैं कि हम इस बिल के माध्यम से दुर्घटनाओं पर रोक लगा सकेंगे, लेकिन मान्यवर, मैं इस बिल के एक प्रावधान, लर्निंग लाइसेंस के संबंध में कुछ कहना चाहता हूँ।

बहुत पहले हम लोगों ने अखबारों में ऐसी खबरें पढ़ी हैं, जब राष्ट्रपति के नाम पर ड्राइविंग लाइसेंस बन जाता था, दाऊद इब्राहिम के नाम पर ड्राइविंग लाइसेंस बन जाता था और अंधे व्यक्ति के नाम पर भी लाइसेंस बन जाता था। जिस समय पर यह प्रावधान था कि ड्राइविंग लाइसेंस बनवाने के लिए व्यक्ति को फिजिकली प्रेजेंट होना पड़ेगा, उस समय पर धांधली की घटनाएं होती थीं, तो अब तो आपने यह प्रावधान कर दिया है कि कोई भी व्यक्ति online learning license बनवा सकता है। मेरी बात आपको बुरी लगे तो माफ कीजिएगा, लेकिन अगर आपने इस प्रावधान को बदला नहीं, तो आप देखिएगा कि लोग अपने-अपने घरों में बैठ कर कुत्ते और बिल्ली के नाम पर भी लाइसेंस बनवा लेंगे, टॉमी के नाम पर भी ड्राइविंग लाइसेंस बन जाया करेगा। आप इस प्रकार के प्रावधान को मत लाइए कि कोई पागल भी अपना लाइसेंस बनवाकर रोड एक्सिडेंट कर दे और तब आप कहें कि हमें तो पता ही नहीं था, क्योंकि यह online system है।

दूसरी बात, इस बिल के माध्यम से आपने सारा टैक्स अपने पास लेने का जुगाड़ कर लिया है। मैं दिल्ली से सांसद हूँ, इसलिए दिल्ली की व्यथा बताता हूँ। हम लोग आपको लाखों करोड़ रुपये का टैक्स देते हैं और बदले में आप राज्य सरकार को केवल 325 करोड़ रुपये देते हैं। इस बिल के माध्यम से परमिट का पैसा, लाइसेंस का पैसा और हर तरह के टैक्स का पैसा पहले आप अपने पास इकट्ठा करेंगे और फिर, जैसा आप बता रहे हैं कि राज्यों को देंगे, तो क्या देश की राज्य सरकारें आपके सामने कटोरा लेकर भीख मांगेंगी? वे आपसे भीख मांगेंगी तो क्यों मांगेंगी? आप पूरे देश को केन्द्रीकृत और केन्द्रशासित बनाना चाहते हैं और राज्यों के सारे अधिकार ले लेना चाहते हैं। आप परिवहन व्यवस्था को दुरुस्त करने की बात करते हैं, लेकिन मान्यवर, ये कितनी तंगदिली से राजनीति करते हैं, इसके बारे में मैं दिल्ली का एक उदाहरण देना चाहता हूँ। आज आप परिवहन व्यवस्था को सुधारने पर बड़ी-बड़ी चर्चाएं कर रहे हैं, लेकिन नोएडा से लेकर दिल्ली की मेट्रो के उद्घाटन में आपने उत्तर प्रदेश के मुख्य मंत्री को बुलाया, देश के प्रधान मंत्री को बुलाया, मैं आपसे पूछना चाहता हूँ कि किस कारण से आपने दिल्ली के मुख्य मंत्री को उस कार्यक्रम में नहीं बुलाया? इसका क्या कारण था, आपको बताना चाहिए। आप इतनी कटुता से राजनीति करते हैं और आपके मन में राज्य सरकारों के प्रति इतनी दुर्भावना है।

मान्यवर, हरियाणा से लेकर दिल्ली के बीच में मेट्रो सेवा का उद्घाटन होता है, मेट्रो सेवा के उस उद्घाटन में प्रधान मंत्री जी जाते हैं, हरियाणा के मुख्य मंत्री जाते हैं, नगर विकास मंत्री जाते हैं, और जाना भी चाहिए, बहुत अच्छी बात है, लेकिन वहां पर आप दिल्ली के मुख्य मंत्री को नहीं बुलाते। एक निर्वाचित मुख्य मंत्री से आप इतना परहेज करते हैं और यहां पर आप बड़ी-बड़ी बातें कह रहे हैं। अभी माननीय सदस्य श्री अमर शंकर जी को सुनने के बाद तो मुझे पूरी तरह से यह यकीन हो गया कि यह बिल भगवान भरोसे लाया गया है और दुर्घटना को रोकने की कोई योजना इस बिल में नहीं है। इस बिल के माध्यम से आप सिर्फ राज्यों के अधिकारों को छीनना चाहते हैं।

**श्री विजय गोयल:** सर, 6.00 बज गए हैं ...(व्यवधान)...

**श्री संजय सिंह:** मान्यवर, मुझे बोलने दीजिए। ...**(व्यवधान)**... मान्यवर, ये परिवहन व्यवस्था को दुरुस्त करने की बात कर रहे हैं ...**(व्यवधान)**... मंत्री जी, कृपा करके मुझे बोलने दीजिए, आप तो सुबह से बोल रहे हैं।

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): One minute, Shri Sanjay Singh. It is 6 o'clock. After Shri Sanjay Singh finishes his speech, we will take up Special Mentions. The remaining speakers will continue tomorrow. Shri Sanjay Singh, please Conclude now. ....**(Interruptions)**...

**श्री संजय सिंह:** सर, हमारी सरकार कई प्रकार से रोजगार देने की योजनाएँ बना रही है। ...**(समय की घंटी)**... ...**(व्यवधान)**... ठीक है, कल बहस कर लेंगे। ...**(व्यवधान)**...

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): You please Conclude. ...**(Interruptions)**...

**श्री संजय सिंह:** नहीं, नहीं। ...**(व्यवधान)**... कल बहस कर लेंगे। ...**(व्यवधान)**... कल सुबह-सुबह कर लेंगे। ...**(व्यवधान)**... कल 2 बजे कर लेंगे। ...**(व्यवधान)**... हम आपके आदेश का पालन कर रहे हैं। ...**(व्यवधान)**... आपके आदेश का पालन कर रहे हैं। ...**(व्यवधान)**... सत्ता पक्ष के लोगों को कल दोबारा 2 बजे मुझे अपनी बात कहने का मौका मिलेगा। ...**(व्यवधान)**... सर, मैं कल 2 बजे बोल दूंगा। ...**(व्यवधान)**... आपके आदेश का पालन करूंगा। ...**(व्यवधान)**... आप चेयर पर हैं, सर। ...**(व्यवधान)**... मैं कल बोलूंगा। ...**(व्यवधान)**...

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): You please listen to what I say. I said after Shri Sanjay Singh finishes his speech, the remaining speakers will speak tomorrow. You please complete now, Shri Sanjay Singh.

**श्री संजय सिंह:** ठीक है, सर।

मान्यवर, यह सरकार परिवहन व्यवस्था को दुरुस्त करने की बात करती है। हमारे प्रधान मंत्री जी इस देश में कई प्रकार की योजनाएँ रोजगार के लिए लेकर आये हैं— पकौड़ा योजना, puncture बनाने की योजना, पान की दुकान लगाने की योजना। अभी-अभी पिछले दिनों बहस में खुलासा किया ...**(व्यवधान)**...

SHRI MADHUSUDAN MISTRY (Gujarat): Sir, the time of the House has not been extended. It is already 6 o' clock.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): I said that Shri Sanjay Singh will conclude his speech and the rest of the speakers will speak tomorrow. So, he has to conclude. His time is up. We have to take up Special Mentions.

**श्री संजय सिंह:** तो सर, कल 2 बजे बोल दूंगा। क्या प्रॉब्लम है? ...**(व्यवधान)**... सबकी राय यही है कि कल 2 बजे ...**(व्यवधान)**...

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Your time is up, Shri Sanjay Singh.

**श्री संजय सिंह:** समय खत्म हो गया, मैं तो हमेशा पालन करता हूँ। ...(व्यवधान)... आपको संसदीय कार्य राज्य मंत्री जी ने यही कहा है, तो उसका पालन हम सारे लोग करेंगे। हम चेयर का सम्मान करते हैं। आपने कहा, तो कल 2 बजे फिर बोल दूंगा। ...(व्यवधान)... कल 2 बजे फिर बोल दूंगा। ...(व्यवधान)... कल कन्क्लूड करूंगा। ...(व्यवधान)...

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Kindly conclude. ...(Interruptions)... Kindly don't direct me. Let the speaker conclude. After that, we will take up Special Mentions. ...(Interruptions)... Shri Mistry, please sit down. ...(Interruptions)...

SHRI MADHUSUDAN MISTRY: Sir, why do you insist that he should conclude today?

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): I said that after Shri Sanjay Singh finishes, the rest of the speakers will speak tomorrow. So he has to conclude. His time is also up. Already he has crossed the time. Let him conclude, please. ...(Interruptions)...

SHRI MADHUSUDAN MISTRY: Sir, there are Members who have been given nine minutes, just now. ...(Interruptions)...

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): No, no; they were allowed to speak within the time allotted to them, and he has also taken two minutes more. Now he has to conclude in two minutes. Please continue.

**श्री संजय सिंह:** सर, इसमें इन्होंने एक यह प्रावधान किया कि सब कुछ डीलर के हाथ में दे देंगे। डीलर वाली सरकार है। राफेल में भी डील कर देते हैं, हर जगह ये लोग डील करते हैं। डील और डीलर वाली सरकार है। सब कुछ निजी हाथों में दे देना चाहते हैं, लाइसेंसिंग व्यवस्था निजी हाथों में, परमिट की व्यवस्था निजी हाथों में। आप कल्पना कीजिए। आप इस कानून को लाकर सरकार के अन्दर, राज्य सरकारों में काम करने वाले कर्मचारियों की पीठ में छुरा मारने का काम कर रहे हैं। उनका रोजगार छीनने का काम कर रहे हैं। उनको jobless बनाने का काम कर रहे हैं। आप अपनी राजनीति चमकाने की दिशा में इतने अग्रसर हो जाते हैं, तो आप दुर्घटना कैसे रोकेंगे? सर, एक 69 किलोमीटर की सड़क थी। ...(समय की घंटी)... वह मेरठ तक बननी थी और 9 किलोमीटर की सड़क का उद्घाटन हमारे प्रधान मंत्री जी कर देते हैं। बारिश में उस सड़क में गड्ढा हो जाता है। अगर 9 किलोमीटर की सड़क का उद्घाटन होगा, तो लोग गड्ढे में ही गिरेंगे, आप दुर्घटनाएँ रोक नहीं पाएँगे। ऐसे राजनीति से प्रेरित होकर काम मत कीजिए।

सर, मैं अन्तिम बात कह कर अपनी बात खत्म करूंगा। अगर हम दिल्ली राज्य की बात करें, तो मेट्रो की सेवा यहां एक बहुत महत्वपूर्ण सेवा है। हम लोगों ने नगर विकास मंत्री से

[श्री संजय सिंह]

निवेदन किया कि दिल्ली के अन्दर मेट्रो का किराया मत बढ़ाइए, पैसेंजर्स कम हो जाएँगे, मेट्रो घाटे में चली जाएगी। ...**(समय की घंटी)**... हमें तर्क दिया गया कि मेट्रो को मुनाफे में लाना है, किराया बढ़ाना है। आपने किराया बढ़ा दिया, पैसेंजर्स कम हो गये, मेट्रो घाटे में चली गयी। आप परिवहन व्यवस्था को सुधारना नहीं चाहते हैं, बल्कि परिवहन व्यवस्था को मँहंगा बना कर लोगों की जेब काटना चाहते हैं। हम इस बिल का हर दशा में विरोध करते हैं, हम हर दशा में इस बिल के खिलाफ खड़े

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### MESSAGE FROM LOK SABHA

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Now, Message from the Lok Sabha. Secretary-General.

#### **The Negotiable Instruments (Amendment) Bill, 2018**

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 Negotiable Instruments (Amendment) Bill, 2018, as passed by Lok Sabha at its sitting held on the 23rd July, 2018.”

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

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### SPECIAL MENTIONS

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Now, we will take up Special Mentions.

#### **Demand for expediting the work relating to new railway line between Samastipur and Bhagwanpur**

**श्री राम नाथ ठाकुर** (बिहार): महोदय, विशेष उल्लेख के माध्यम से मैं सरकार का ध्यान समस्तीपुर-भगवानपुर नई रेल लाइन के निर्माण की ओर आकृष्ट करना चाहता हूँ। ज्ञात हुआ है कि समस्तीपुर से ताजपुर होते हुए भगवानपुर तक नई रेल लाइन का सर्वेक्षण कार्य पूरा हो गया है। इस नए रेल खंड ट्रैक की लम्बाई 59 किलोमीटर होगी और इसके निर्माण पर लगभग 392 करोड़ रुपए खर्च का अनुमान है। इस नई रेल लाइन पर 13 स्टेशन बनाने का प्रस्ताव है। कई स्थानों पर अंडर ग्राउंड रास्ता या फ्लाई ओवर ब्रिज भी बनाया जाना है। इस नई रेल लाइन के निर्माण से समस्तीपुर और वैशाली के लाखों लोगों को आवागमन की सुविधा प्राप्त होगी।



महोदय, इस नई रेल लाइन के सर्वेक्षण का कार्य जब शुरू हुआ तो लोगों के मन में आशा जागी कि यह पिछड़ा क्षेत्र अब जल्द ही जहां विकास की कड़ी से जुड़ जाएगा वहीं राज्य व देश के अन्य भागों में यहां के लोगों का आवागमन सुलभ हो जाएगा।

अतः मैं सरकार से मांग करता हूँ कि इस क्षेत्र के विकास के हित में समस्तीपुर-भगवानपुर नई रेल लाइन निर्माण की दिशा में सकारात्मक और अनुकूलता के साथ विचार किया जाए और इस परियोजना के लिए बजट का प्रावधान करके इसके निर्माण की दिशा में अग्रिम कार्रवाई सुनिश्चित कराई जाए, क्योंकि यह परियोजना लाखों लोगों की सहूलियत से जुड़ी हुई है, धन्यवाद।

### **Demand to reduce the rate of GST on Haj Pilgrimage**

**श्रीमती कहकशां परवीन (बिहार):** महोदय, विशेष उल्लेख के द्वारा मैं आपके ध्यान में एक बहुत ही महत्वपूर्ण मुद्दे को सदन के संज्ञान में लाना चाहती हूँ। मान्यवर, हज यात्रा पर जाना किसी मुस्लिम के लिए बहुत ही मुकद्दस और पवित्र काम माना जाता है। लोग अपने जीवनकाल में एक बार हज करने की सोचते हैं और उसके लिए बहुत मुश्किल से पैसा जोड़ते हैं, लेकिन हज पर जी.एस.टी. लगने से यह बहुत ही महंगा हो जाता है। सरकार ने निजी टूर से जाने वाले हज यात्रियों पर महज 5 प्रतिशत जी.एस.टी. लगाया है, जबकि सरकारी एजेंसी, हज कमेटी ऑफ इंडिया के माध्यम से हज पर जाने वाले यात्रियों को 18 प्रतिशत जी.एस.टी. अदा करना पड़ता है। इससे निजी टूर के मुकाबले हज कमेटी ऑफ इंडिया के माध्यम से जाने वाले यात्रियों की जेब पर 32,500 रुपए का अधिक बोझ पड़ रहा है। बिहार के माननीय मुख्य मंत्री जी ने इस संबंध में प्रधान मंत्री जी को पत्र भी लिखा है। मैं आपके माध्यम से सरकार से यह मांग करती हूँ कि हज यात्रा पर लगने वाले जी.एस.टी. को कम किया जाए, धन्यवाद।

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Dr. Sasikala Pushpa. She is absent. Shri Ajay Pratap Singh.

### **Demand to allot 414 hectare of land to M/s SASAN Power Limited,**

### **Mohar and Mohar Amlori so that the coal production for power plants in Madhya Pradesh does not hinder**

**श्री अजय प्रताप सिंह (मध्य प्रदेश):** महोदय, मैं मैसर्स सासन पावर लिमिटेड को मोहर एवं मोहर-अमलोरी विस्तार कोल-ब्लॉक के ओ.बी. डंप एरिया हेतु आवश्यक भूमि के उपयोग के संबंध में आपका ध्यान आकर्षित करना चाहता हूँ। महोदय, 3960 मेगावाट क्षमता के सासन अल्ट्रा मेगा पावर प्लांट से मध्य प्रदेश को प्रतिस्पर्धात्मक दर पर 1485 मेगावाट विद्युत प्रदाय की जानी है। एन.सी.एल. द्वारा सासन परियोजना के केप्टिव कोल ब्लॉक तथा मोहर एवं मोहर-अमलोरी विस्तार कोल ब्लॉक के ओ.बी. डंप एरिया हेतु 414 हेक्टेयर भूमि का अधिग्रहण किए जाने के प्रस्ताव को अनुमोदन हेतु कोल मंत्रालय को मार्च, 2012 में अग्रेषित किया गया था। इस संबंध में दिसम्बर, 2015 में प्रधान मंत्री को प्रेषित पत्र एवं मार्च, 2016 में कोयला मंत्री को भी इस संबंध में अवगत कराया गया था। महोदय, मैं यहां पर यह भी उल्लेख करना चाहता हूँ कि कोल ब्लॉक के सुचारु संचालन हेतु भूमि की आवश्यकता होती है, जो अभी उपलब्ध नहीं है। इसलिए मैं सरकार से अनुरोध करना चाहता हूँ कि मैसर्स सासन पावर लिमिटेड को मोहर एवं मोहर-अमलोरी को

[श्री अजय प्रताप सिंह]

इसके लिए 414 हेक्टेयर भूमि आवंटित कराई जाए ताकि कोल उत्पादन प्रभावित होने से, इस परियोजना से प्रदेश को प्राप्त हो रही विद्युत की उपलब्धता प्रभावित न हो, धन्यवाद।

**Demand to expedite the doubling of the railway line between Thanjavur and Villupuram section in Tiruchirapalli division of Southern Railway**

DR. V. MAITREYAN (Tamil Nadu): Sir, Thanjavur-Kumbakonam-Villupuram section in Tiruchirapalli Division of Southern Railway is the busiest section catering to the travel needs of high density of rail passengers. Three important 'A' category stations, namely, Thanjavur, Kumbakonam and Mayiladuthurai are found in this section.

Thanjavur, Papanasam, Kumbakonam, Mayiladuthurai, Chidambaram and many more towns in this line enshrine important ancient temples of Hindu Pantheon. Kumbakonam known as temple city has several big temples of both Saivite and Vaishnavaites traditions. The world-renowned big Temple at Thanjavur, Nataraja Temple at Chidambaram and Mayiladuthurai acts as a hub among temples of planetary nucleus located in cluster attracts tourists and pilgrims throughout the year from India and world over. Thus the Thanjavur-Villupuram section has the glory of rich cultural, religious and traditional heritage with great tourist potential. No wonder all the trains operated in this section attract huge patronage and fetch high revenue.

Kumbakonam and Mayiladuthurai have regular outward goods consignments of sugar and rice and inward consignments of fertilizer and cement. This section has over 50 passenger trains and goods train traffic resulting in delay in operation of trains and the traffic capacity has already reached the saturation level. The doubling of Thanjavur-Villupuram section can alone cater to the growing demand for operation of more trains on this route.

Therefore, I urge the Government to provide top priority for the doubling of the Thanjavur-Villupuram section and expedite the same to cater to the railway needs of the people.

**Concern over compromising sovereignty of the country by signing agreements viz., C.O.M.C.A.S.A., B.E.C.A., and L.E.M.O.A. with U.S.**

SHRI B. K. HARIPRASAD (Karnataka): Sir, progress cannot be made at the cost of sovereignty of the nation. It lies with the people of India. One hundred and twenty-five crore sovereign people rule the country through their elected representative. The C.O.M.C.A.S.A., the B.E.C.A., L.E.M.O.A. may lead to sharing the utmost military secrets. All attempts made by the U.S. Government on so-called foundational military

agreements were foiled by the U.P.A. Government, without having any affect on mutual relations. Since 2016, the L.E.M.O.A. is already allowing access to military bases. Now, the C.O.M.C.A.S.A. will open another window for them to track Indian warships/ aircrafts equipped with such high-end communication systems. Further, the B.E.C.A. for geo-spatial cooperation will be positioned on Indian soil for sharing topographical data for long range navigation and missile targeting. In addition to it, a physical inspection by them will affect our military organization.

Assurances on their part for no leakage of information intend me to say on proven theory that if you can't keep your secrets don't expect others to keep it as well. The Government should never forget the quote of an elite American writer, Mr. Frost, that good fences make good neighbours and, by signing on these pacts, you may spoil future relations with an important nation by involving too much in each others' spaces. It is also a matter of compromising the constitutional values and sovereignty and also a matter of defect our military structure. I, therefore, request the Government to clarify the position in this regard.

SHRI ANAND SHARMA (Himachal Pradesh): Sir, I associate myself with what the hon. Member Shri B.K. Hariprasad has said.

SHRI BHUBANESWAR KALITA (Assam): Sir, I also associate myself with what the hon. Member Shri B.K. Hariprasad has said.

SHRI SAYED NASIR HUSSAIN (Karnataka): Sir, I also associate myself with what the hon. Member Shri B.K. Hariprasad has said.

**Demand to restore the post-matric scholarship scheme for SC/ST students  
and also expedite the release of arrears under the scheme  
to the State Government of Tamil Nadu**

SHRI A. K. SELVARAJ (Tamil Nadu): Sir, the revision of guidelines for the Post-matric Scholarship Scheme for the SC/ST students could cause serious resentment among the community. As per the revised guidelines, fees claimed against management quota/spot admission seat in any institutions/universities will not be reimbursed with effect from April, 2018. Non-reimbursement of fees for management quota seats under new guidelines will create huge setback in achieving goal of social equity and social justice, as it will deny opportunities to the poor SC/ST students in the fields of higher and technical education. A large number of SC/ST students, who were unable to get admission in Government quota on merit, have been availing of this benefit in the Scheme under management quota seats in self-financing colleges. The Scheme has largely benefited Tamil Nadu in achieving a higher Gross Enrolment

[Shri A. K. Selvaraj]

Ratio of more than 45 per cent. Moreover, ₹ 1,803.50 crore has accumulated as arrears pending reimbursement to the State of Tamil Nadu up to March, 2018. The hon. Chief Minister of Tamil Nadu has suggested that 60:40 sharing pattern between the Centre and the State for the Scheme should be followed, as in the case of other Central schemes. Under the circumstances, the right course of action should be to step up the allocations substantially rather than making modifications in the guidelines to curtail the existing benefits. It is urged that above said arrears of ₹ 1,803.50 crores be released to the Government of Tamil Nadu at the earliest and the revision of guidelines be withdrawn in the interest of the SC/ST community as demanded by the Government of Tamil Nadu. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Thank you. The House stands adjourned till 1100 hrs on Tuesday, the 24th July, 2018.

*The House then adjourned at sixteen minutes past  
six of the clock till eleven of the clock on  
Tuesday, the 24th July, 2018.*

Demand to restore the post-matric scholarship scheme for SC/ST students and also expedite the release of arrears under the scheme to the State Government of Tamil Nadu (pages 465-466)

