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Wednesday,  
10<sup>th</sup> February, 2021  
21 Magha, 1942 (Saka)

PARLIAMENTARY DEBATES

**RAJYA SABHA**  
OFFICIAL REPORT (FLOOR VERSION)  
(PART-II)

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## RAJYA SABHA

*Wednesday, the 10th February, 2021/21<sup>st</sup> Magha, 1942 (Saka)*

*The House met at nine of the clock,*

MR. CHAIRMAN *in the Chair.*

### OBITUARY REFERENCE

SHRI JAIRAM RAMESH (Karnataka): Sir,...(*Interruptions*)...

MR. CHAIRMAN: First, Obituary Reference. Hon. Members, I refer with profound sorrow to the passing away of **Shri Mahendra Bahadur Singh**, a former Member of this House, on the 26<sup>th</sup> of October, 2020, at the age of 94 years.

Born in December, 1925 at Saraipalli Village of Mahasamund District of Chhattisgarh, Shri Singh was educated at the Rajkumar College, Raipur.

An agriculturist, Shri Singh strived for the upliftment of downtrodden and also tribals. He served as a Member of Tribal Advisory Committee, Bhopal, from 1967 to 1970 and that of Zonal Forest Committee, Indore Division, from 1969 to 1970. He also served as the Vice-President of Adivasi Mahasabha, Saraipalli.

Shri Singh started his legislative career as a Member of Madhya Pradesh Legislative Assembly in 1962 and went on to serve as a Member of that assembly for six terms between 1962 and 2000. He also served as a Minister in the Government of Madhya Pradesh. In the year 2000, Shri Mahendra Singh was deemed elected as a Member of the newly constituted Chattisgarh Legislative Assembly and served as the Protem Speaker of that Assembly.

Shri Mahendra Bahadur Singh represented the State of Madhya Pradesh in this august House from April, 1972 to April, 1978.

In the passing away of Shri Mahendra Bahadur Singh, the country has lost a dedicated social worker and an able parliamentarian. We deeply mourn the passing away of Shri Mahendra Bahadur Singh.

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 families our sense of profound sorrow and deep sympathy.

**PAPERS LAID ON THE TABLE**

MR. CHAIRMAN: Now, Papers to be Laid on Table.

- I. **Reports and Accounts (2019-20) of various companies and related papers**
- II. **Report and Accounts (2019-20) of OIDB, New Delhi and related Papers**
- III. **Report and Accounts (2019-20) of PNGRB, New Delhi and related papers**
- IV. **MoUs between the Government of India and BPCL and between the Government of India and IOCL**

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS; AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. MURALEEDHARAN): Sir, on behalf of Shri Dharmendra Pradhan, I lay on the Table—

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

- (i) (a) Annual Report and Accounts of the ONGC Videsh Limited (OVL), New Delhi, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
- (b) Statement by Government accepting the above Report.  
[Placed in Library. See No. LT-3436/17/2021]
- (ii) (a) Annual Report and Accounts of the Indian Strategic Petroleum Reserves Limited (ISPRL), New Delhi, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
- (b) Statement by Government accepting the above Report.  
[Placed in Library. See No. LT-3432/17/2021]
- (iii) (a) Annual Report and Accounts of the Bharat Petro Resources Limited (BPRL), Mumbai, Maharashtra, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the

Comptroller and Auditor General of India thereon.

- (b) Statement by Government accepting the above Report.
  
- (iv) (a) Annual Report and Accounts of the Bharat Petroleum Corporation Limited (BPCL), Mumbai, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.  
(b) Statement by Government accepting the above Report.  
[Placed in Library. For (iii) and (iv) See No. LT-3434/17/2021]
  
- (v) (a) Annual Report and Accounts of the Indian Oil Corporation Limited (IOCL), Mumbai, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.  
(b) Statement by Government accepting the above Report.  
[Placed in Library. See No. LT-3433/17/2021]

II. A copy each (in English and Hindi) of the following papers, under sub-section (4) of Section 20 of the Oil Industry (Development) Act, 1974:—

- (a) Annual Report and Accounts of the Oil Industry Development Board (OIDB), New Delhi, for the year 2019-20, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Board.  
[Placed in Library. See No. LT-3440/17/2021]

III. (1) A copy each (in English and Hindi) of the following papers, under sub-section (2) of Section 41 of the Petroleum and Natural Gas Regulatory Board Act, 2006:—

- (a) Annual Report and Accounts of the Petroleum and Natural Gas Regulatory Board (PNGRB), New Delhi, for the year 2019-20, together with the Auditor's Report on the Accounts.
  - (b) Review by Government on the working of the above Board.
- (2) Statement (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) (a) above.

[Placed in Library. See No. LT-3439/17/2021]

- IV. A copy each (in English and Hindi) of the following papers:—
- (i) Memorandum of Understanding between the Government of India (Ministry of Petroleum and Natural Gas) and the Bharat Petroleum Corporation Limited (BPCL), for the year 2020-21.  
[Placed in Library. See No. LT-3438/17/2021]
- (ii) Memorandum of Understanding between the Government of India (Ministry of Petroleum and Natural Gas) and the Indian Oil Corporation Limited (IOCL), for the year 2020-21.  
[Placed in Library. See No. LT-3437/17/2021]

**Report and Accounts (2019-20) of SCCL, Bhadradi Kothagudem, Telangana and related papers**

SHRI V. MURALEEDHARAN: Sir, on behalf of Shri Pralhad Joshi, I lay on the Table, under sub-section (1) (b) of Section 394 of the Companies Act, 2013, a copy each (in English and Hindi) of the following papers:—

- (a) Ninety-ninth Annual Report and Accounts of the Singareni Collieries Company Limited (SCCL), Bhadradi Kothagudem, Telangana, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
- (b) Review by Government on the working of the above Company.  
[Placed in Library. See No. LT-3144/17/2021]

**I. Notifications of the Ministry of Labour and Employment**

**II. Report and Accounts (2019-20) of VVG NLI, NOIDA, and related papers**

SHRI V. MURALEEDHARAN: Sir, on behalf of Shri Santosh Kumar Gangwar, I lay on the Table—

I. (a) A copy each (in English and Hindi) of the following Notifications of the Ministry of Labour and Employment, under sub-section (4) of Section 97 of the Employees' State Insurance Act, 1948:—

- (1) No. N-12/13/01/2019-P&D, dated the 16th October, 2020, notifying the extension of the Scheme Atal Beemit Vyakti Kalyan Yojana, which was notified in the Gazette of India (Extraordinary) under Section 4 on

04.02.2019 for the period from 01.07.2020 to 30.06.2021 with relaxation in certain eligibility conditions specified therein for availing relief under the Scheme during the period 24.03.2020 to 31.12.2020.

[Placed in Library. See No. LT-3719/17/2021]

- (2) No. N-12/13/01/2019-P&D, dated the 11th January, 2021, notifying the decision of Employees' State Insurance Corporation to relax the condition of submitting claim for relief under the Scheme Atal Beemit Yyakti Kalyan Yojana in affidavit for claiming relief, along with certain amendments in the Scheme, which was notified in the Gazette of India Extraordinary Part III Section 4 on 04.02.2019.

[Placed in Library. See No. LT-3444/17/2021]

(b) A copy each (in English and Hindi) of the following Notifications of the Ministry of Labour and Employment, under sub-section (4) of Section 95 of the Employees' State Insurance Act, 1948:—

- (1) G.S.R. 675 (E), dated the 27th October, 2020, publishing the Employees' State Insurance (Central) Amendment Rules, 2020.  
(2) G.S.R. 676 (E), dated the 27th October, 2020, publishing the Employees' State Insurance (Central) Amendment Rules, 2020.

[Placed in Library. For (1) and (2) See No. LT-3445/17/2021]

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

- (a) Annual Report and Accounts of the V.V. Giri National Labour Institute (VVG NLI), NOIDA, for the year 2019-20, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Institute.

[Placed in Library. See No. LT-3003/17/2021]

**I. Notification of the Ministry of Civil Aviation**

**II. Report (2018-19) of the Commission of Railway Safety, Lucknow and related papers**

**III. Report and Accounts (2019-20) of AAI, New Delhi and related papers**



**IV. Report and Accounts (2019-20) of the Indira Gandhi Rashtriya Uran Akademi, Amethi, Uttar Pradesh and related papers**

SHRI V. MURALEEDHARAN: Sir, on behalf of Shri Hardeep Singh Puri, I lay on the Table—

I. A copy (in English and Hindi) of the Ministry of Civil Aviation, Notification F. No. AAI/OPS/707/GHR, dated the 6th March, 2020, publishing the Airports Authority of India (Ground Handling Services) Second Amendment, Regulations, 2020, under Section 43 of the Airports Authority of India Act, 1994.

[Placed in Library. See No. LT-3250/17/2021]

II. (1) A copy each (in English and Hindi) of the following papers, under Section 10 of the Indian Railways Act, 1989 and Section 12 of the Metro Railways (Operation and Maintenance) Act, 2002:—

- (a) Annual Report of the Commission of Railway Safety, Lucknow, for the year 2018-19.
- (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) (a) above.

[Placed in Library. See No. LT-3238/17/2021]

III. A copy each (in English and Hindi) of the following papers, under sub-section (4) of Section 28 of the Airports Authority of India Act, 1994:—

- (a) Twenty-fifth Annual Report and Accounts of the Airports Authority of India (AAI), New Delhi, for the year 2019-20, together with the Auditor's Report on the Accounts.
- (b) Statement by Government accepting the above Report.

[Placed in Library. See No. LT-3240/17/2021]

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

- (a) Annual Report and Accounts of the Indira Gandhi Rashtriya Uran Akademi, Amethi, Uttar Pradesh, for the year 2019-20, together with the Auditor's Report on the Accounts.
- (b) Statement by Government accepting the above Report.

[Placed in Library. See No. LT-3239/17/2021]

- I. **Reports and Accounts (2019-20) of various companies and related papers**  
 II. **MOUs between the GOI and various companies**

SHRI V. MURALEEDHARAN: Sir, on behalf of Shri Faggansingh Kulaste, I lay on the Table—

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

- (i) (a) Forty-eighth Annual Report and Accounts of the Steel Authority of India Limited (SAIL), New Delhi, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.  
 (b) Review by Government on the working of the above Company.  
 [Placed in Library. See No. LT-3498/17/2021]
- (ii) (a) Fifty-eighth Annual Report and Accounts of the MOIL Limited, Nagpur, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.  
 (b) Review by Government on the working of the above Company.  
 [Placed in Library. See No. LT-3496/17/2021]
- (iii) (a) Thirty-eighth Annual Report and Accounts of the Rashtriya Ispat Nigam Limited (RINL), [(Vishakhapatnam Steel Plant (VSP)], Visakhapatnam, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.  
 (b) Review by Government on the working of the above Nigam.  
 [Placed in Library. See No. LT-3501/17/2021]
- (iv) (a) Forty-fourth Annual Report and Accounts of the KIOCL Limited, Bengaluru, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.  
 (b) Review by Government on the working of the above Company.  
 [Placed in Library. See No. LT-3497/17/2021]

- (v) (a) Fifty-fifth Annual Report and Accounts of the MSTC Limited, Kolkata, including its subsidiary, the Ferro Scrap Nigam Limited, Bhilai, Chhattisgarh, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
- (b) Review by Government on the working of the above Corporation.  
[Placed in Library. See No. LT-3504/17/2021]
- (vi) (a) Sixty-second Annual Report and Accounts of the NMDC Ltd., Hyderabad, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
- (b) Review by Government on the working of the above Company.  
[Placed in Library. See No. LT-3500/17/2021]
- (vii) (a) Forty-seventh Annual Report and Accounts of MECON Limited, Ranchi, Jharkhand, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
- (b) Review by Government on the working of the above Company.  
[Placed in Library. See No. LT-3499/17/2021]
- (viii) (a) One Hundred and ninth Annual Report and Accounts of the Bisra Stone Lime Company Ltd. (BSLC), Odisha, for the year 2019-20, together with the Auditor's Report on the Account and the comments of the Comptroller and Auditor General of India thereon.
- (b) Review by Government on the working of the above Company.  
[Placed in Library. See No. LT-3502/17/2021]
- (ix) (a) Ninety-third Annual Report and Accounts of the Eastern Investments Limited (EIL), Odisha, for the year 2019-20, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
- (b) Review by Government on the working of the above Company.
- (2) Statements (in English and Hindi) giving reasons for the delay in laying the papers mentioned at I. (i) (a) to (ix) (a) above.  
[Placed in Library. See No. LT-3503/17/2021]

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

- (i) Memorandum of Understanding between the Government of India (Ministry of Steel) and the Rashtriya Ispat Nigam Limited, for the year 2020-21.

[Placed in Library. See No. LT-3505/17/2021]

- (ii) Memorandum of Understanding between the Government of India (Ministry of Steel) and the MOIL Limited, for the year 2020-21.

[Placed in Library. See No. LT-3507/17/2021]

- (iii) Memorandum of Understanding between the Government of India (Ministry of Steel) and the MSTC Limited, for the year 2020-21.

[Placed in Library. See No. LT-3509/17/2021]

- (iv) Memorandum of Understanding between the Government of India (Ministry of Steel) and the MECON Limited, for the year 2020-21.

[Placed in Library. See No. LT-3506/17/2021]

- (v) Memorandum of Understanding between the Government of India (Ministry of Steel) and the KIOCL Limited, for the year 2020-21.

[Placed in Library. See No. LT-3510/17/2021]

- (vi) Memorandum of Understanding between the Government of India (Ministry of Steel) and the Steel Authority of India Limited (SAIL), for the year 2020-21.

[Placed in Library. See No. LT-3508/17/2021]

- (vi) Memorandum of Understanding between the Government of India (Ministry of Steel) and the NMDC Limited, for the year 2020-21.

[Placed in Library. See No. LT-3511/17/2021]

**Reports and Accounts of various organisations, societies etc. for various years and related papers**

SHRI V. MURALEEDHARAN: Sir, on behalf of Shri Krishan Pal, I lay on the Table, a copy each (in English and Hindi) of the following papers:—

- (i) (a) Annual Report and Accounts of the Uma Educational and Technical Society (Uma Manovikasa Kendram), Andhra Pradesh, for the year

2019-20, together with the Auditor's Report on the Accounts.

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

[Placed in Library. See No. LT-3533/17/2021]

- (ii) (a) Annual Report and Accounts of the Alakendu Bodh Niketan, Kolkata, West Bengal, for the year 2010-11, together with the Auditor's Report on the Accounts.

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

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

- (iii) (a) Annual Report and Accounts of the Alakendu Bodh Niketan, Kolkata, West Bengal, for the year 2011-12, together with the Auditor's Report on the Accounts.

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

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

- (iv) (a) Annual Report and Accounts of the Alakendu Bodh Niketan, Kolkata, West Bengal, for the year 2015-16, together with the Auditor's Report on the Accounts.

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

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

[Placed in Library. For (ii) to (iv) See No. LT-3522/17/2021]

- (v) (a) Annual Report and Accounts of the Type Writing Institution and Rural Development Service, Thoubal, Manipur, for the year 2019-20, together with the Auditor's Report on the Accounts.

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

[Placed in Library. See No. LT-3526/17/2021]

- (vi) (a) Annual Report and Accounts of the Educational and Rural Development Organisation, Thoubal, Manipur, for the year 2019-20, together with the Auditor's Report on the Accounts.

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

[Placed in Library. See No. LT-3527/17/2021]

- (vii) (a) Annual Report and Accounts of the Social and Health Development Organisation, Manipur, for the year 2019-20, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Organisation.  
[Placed in Library. See No. LT-3523/17/2021]
- (viii) (a) Annual Report and Accounts of the Society for Education of the Deaf and Blind, Andhra Pradesh, for the year 2019-20, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Society.  
[Placed in Library. See No. LT-3521/17/2021]
- (ix) (a) Annual Report and Accounts of the Lebenshilfe Special School cum VTC for the Mentally Handicapped, Visakhapatnam, Andhra Pradesh, for the year 2019-20, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Institution.  
[Placed in Library. See No. LT-3525/17/2021]
- (x) (a) Annual Report and Accounts of the Society of Khrist Jyoti (Nav Vani School for the Deaf), Varanasi, Uttar Pradesh, for the year 2019-20, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Society.  
[Placed in Library. See No. LT-3520/17/2021]
- (xi) (a) Annual Report and Accounts of the Uttar Pradesh Mook Badhir Vidyalay, Uttar Pradesh, for the year 2019-20, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Institution.  
[Placed in Library. See No. LT-3530/17/2021]
- (xii) (a) Annual Report and Accounts of the Voluntary Organization of Rural Development Society, (Navajeevan Special School for the Deaf), Kurnool, Andhra Pradesh, for the year 2019-20, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Organization.  
[Placed in Library. See No. LT-3524/17/2021]

- (xiii) (a) Annual Report and Accounts of the Manasika Vikasa Kendram, Andhra Pradesh, for the year 2018-19, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Kendram.  
(c) Statement giving reasons for the delay in laying the papers mentioned at (a) above.  
[Placed in Library. See No. LT-3536/17/2021]
- (xiv) (a) Annual Report and Accounts of the Manasika Vikasa Kendram, Andhra Pradesh, for the year 2019-20, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Kendram.  
[Placed in Library. See No. LT-3538/17/2021]
- (xv) (a) Annual Report and Accounts of the Thakur Hari Prasad Institute of Research and Rehabilitation for the Mentally Handicapped, Telangana, for the year 2019-20, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Institute.  
[Placed in Library. See No. LT-3537/17/2021]
- (xvi) (a) Annual Report and Accounts of the Sadhana Society for the Mentally Handicapped, Rangareddy, Telangana, for the year 2019-20, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Society.  
[Placed in Library. See No. LT-3535/17/2021]
- (xvii) (a) Annual Report and Accounts of the Shanthiniketan, Telangana, for the year 2019-20, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Institute.  
[Placed in Library. See No. LT-3534/17/2021]
- (xviii) (a) Annual Report and Accounts of the Pahel Viklang Punerwas Kendra Samiti, Kanpur, Uttar Pradesh, for the year 2019-20, together with the Auditor's Report on the Accounts.

- (b) Review by Government on the working of the above Samiti.  
[Placed in Library. See No. LT-3529/17/2021]
- (xix) (a) Annual Report and Accounts of the St. Ann's Manovikas Kendra, Andhra Pradesh, for the year 2019-20, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Kendra.  
[Placed in Library. See No. LT-3531/17/2021]
- (xx) (a) Annual Report and Accounts of the Siri Institute for Mentally Handicapped, Samalkot, Andhra Pradesh, for the year 2019-20, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Institute.  
[Placed in Library. See No. LT-3532/17/2021]
- (xxi) (a) Annual Report and Accounts of the Surya Kiran Parents Association for the Welfare of the Mentally Handicapped Children, Macherla, Andhra Pradesh, for the year 2019-20, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Association.  
[Placed in Library. See No. LT-3528/17/2021]

### **Notifications of the Ministry of Home Affairs**

SHRI V. MURALEEDHARAN: Sir, on behalf of Shri G. Kishan Reddy, I lay on the Table—

I. A copy each (in English and Hindi) of the following Notifications of the Ministry of Home Affairs, under sub-section (2) of Section 51 of the Rashtriya Raksha University Act, 2020:—

- (1) S.O. 3422 (E), dated the 30th September, 2020, appointing the 1st day of October, 2020 as the date on which the provisions of the said Act shall come into force.
- (2) No. 23011/93/2020-BPR&D, dated October 10 - 16, 2020 (Weekly Gazette), appointing Dr. Bimal Patel, as the Vice- Chancellor of the



Rashtriya Raksha University from the date of commencement of the said Act, until further orders.

- (3) No. 23011/98/2020-BPR&D, dated December 12 - 18, 2020 (Weekly Gazette), appointing Members of the Governing Body of the Rashtriya Raksha University (RRU) with immediate effect.
- (4) G.S.R. 807 (E), dated the 30th December, 2020, publishing the Rashtriya Raksha University Rules, 2020.

[Placed in Library. For (1) to (4), See No. LT-2924/17/2021]

II. A copy each (in English and Hindi) of the following Notifications of the Ministry of Home Affairs, under sub-section (2) Section 53 of the National Forensic Sciences University Act, 2020:—

- (1) G.S.R. No. 803, dated the 30th December, 2020, publishing the National Forensic Sciences University Rules, 2020.
- (2) Notification No. 23011/20/2020-WS-III, dated the October 10 - 16, 2020 (Weekly Gazette), appointing Dr. Jayantkumar Maganlal Vyas as the Vice-Chancellor of the National Forensic Sciences University from the date of commencement of the said Act.
- (3) S.O. No. 3423 (E), dated the 30th September, 2020, notifying the 1st Day of October, 2020, as the date on which the provisions of the said Act shall come into force.

[Placed in Library. For (1) to (3) See No. LT-2923/17/2021]

**I. Report (2019-20) of the NCSK, New Delhi and related papers**

**II. Reports (2018) on the Acts and related papers**

SHRI V. MURALEEDHARAN: Sir, on behalf of Shri Ramdas Athawale, I lay on the Table—

I. A copy each (in English and Hindi) of the following papers, under sub-section (1) of Section 12 of the National Commission for Safai Karamcharis Act, 1993:—

- (a) Annual Report of the National Commission for Safai Karamcharis

(NCSK), New Delhi, for the year 2019-20.

- (b) Explanatory Memorandum on the action taken on the recommendations contained in the above-said Report.

[Placed in Library. See No. LT-3112/17/2021]

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

- (i) (a) Annual Report on the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989, for the year 2018, under sub-section (4) of Section 21 of the said Act.  
 (b) Statement giving reasons for the delay in laying the paper mentioned at (a) above.

[Placed in Library. See No. LT-3111/17/2021]

- (ii) (a) Annual Report on the Protection of Civil Rights Act, 1955, for the year 2018, under sub-section (4) of Section 15A of the said Act.  
 (b) Statement giving reasons for the delay in laying the paper mentioned at (a) above.

[Placed in Library. See No. LT-3113/17/2021]

**I. Notification of the Ministry of Home Affairs**

**II. Report (2019-20) of NDMA, New Delhi and related papers**

**III. Report and Accounts (2019-20) of NIDM, New Delhi and related papers**

SHRI V. MURALEEDHARAN: Sir, on behalf of Shri Nityanand Rai, I lay on the Table—

I. A copy (in English and Hindi) of the Ministry of Home Affairs' Notification No. G.S.R. 97, dated June 28 - July 4, 2020 (Weekly Gazette) publishing the Central Reserve Police Force Constable (Daftry), Constable (Peon), Constable (Farash) and Constable (Safai Karmachari) Ministerial Recruitment Rules, 2020, under sub-section (3) of Section 18 of the Central Reserve Police Force Act, 1949.

[Placed in Library. See No. LT-3116/17/2021]

II. A copy each (in English and Hindi) of the following papers, under sub-section (1) of Section 70 of the Disaster Management Act, 2005:—

- (a) Annual Report of the National Disaster Management Authority (NDMA), New Delhi, for the year 2019-20  
 (b) Statement of Objectives and Reasons alongwith Statement of

- Explanatory Notes pertaining to the above-mentioned Report.
- (c) Review by Government on the working of the above Authority.  
[Placed in Library. See No. LT-3114/17/2021]

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

- (a) Annual Report and Accounts of the National Institute of Disaster Management (NIDM), New Delhi, for the year 2019-20, together with the Auditor's Report on the Accounts.
- (b) Statement of Objectives and Reasons pertaining to the above-mentioned Report.
- (c) Review by Government on the working of the above Institute.  
[Placed in Library. See No. LT-3115/17/2021]

### **MoU between Gol and NSFDC**

SHRI V. MURALEEDHARAN: Sir, on behalf of Shri Rattan Lal Kataria, I lay on the Table, a copy each (in English and Hindi) of the following papers:—

- (a) Memorandum of Understanding between the Government of India (Ministry of Social Justice and Empowerment) and the National Scheduled Castes Finance and Development Corporation (NSFDC), for the year 2020-21.
- (b) Executive summary of the above Memorandum of Understanding.  
[Placed in Library. See No. LT-3118/17/2021]

### **Statements showing action taken by Government on the various assurances, promises and undertakings given during the Session**

SHRI V. MURALEEDHARAN: Sir, I lay on the Table, a copy each (in English and Hindi) of the following Statements showing action taken by Government on the various assurances, promises and undertakings given during the Session shown against each:—

- |                        |  |
|------------------------|--|
| 1. Statement No. XLI   | Two Hundred and Fourth, 2005<br>[Placed in Library. See No. LT-3720/17/2021]     |
| 2. Statement No. XXVII | Two Hundred and Fourteenth, 2008<br>[Placed in Library. See No. LT-3721/17/2021] |
| 3. Statement No. XXXI  | Two Hundred and Nineteenth, 2010<br>[Placed in Library. See No. LT-3722/17/2021] |

4. Statement No. XXXII Two Hundred and Twentieth, 2010  
[Placed in Library. *See* No. LT-3723/17/2021]
5. Statement No. XXV Two Hundred and Twenty Second, 2011  
[Placed in Library. *See* No. LT-3724/17/2021]
6. Statement No. XXIX Two Hundred and Twenty Third, 2011  
[Placed in Library. *See* No. LT-3725/17/2021]
7. Statement No. XXIV Two Hundred and Twenty Sixth, 2012  
[Placed in Library. *See* No. LT-3726/17/2021]
8. Statement No. XXII Two Hundred and Twenty Ninth, 2013  
[Placed in Library. *See* No. LT-3727/17/2021]
9. Statement No. XXII Two Hundred and Thirty Second, 2014  
[Placed in Library. *See* No. LT-3728/17/2021]
10. Statement No. XXI Two Hundred and Thirty Third, 2014  
[Placed in Library. *See* No. LT-3729/17/2021]
11. Statement No. XIX Two Hundred and Thirty Fourth, 2015  
[Placed in Library. *See* No. LT-3730/17/2021]
12. Statement No. XIX Two Hundred and Thirty Fifth, 2015  
[Placed in Library. *See* No. LT-3731/17/2021]
13. Statement No. XVIII Two Hundred and Thirty Sixth, 2015  
[Placed in Library. *See* No. LT-3732/17/2021]
14. Statement No. XVII Two Hundred and Thirty Seventh, 2015  
[Placed in Library. *See* No. LT-3733/17/2021]
15. Statement No. XVI Two Hundred and Thirty Eighth, 2016  
[Placed in Library. *See* No. LT-3734/17/2021]
16. Statement No. XV Two Hundred and Thirty Ninth, 2016  
[Placed in Library. *See* No. LT-3735/17/2021]
17. Statement No. XIV Two Hundred and Fortieth, 2016  
[Placed in Library. *See* No. LT-3736/17/2021]
18. Statement No. XIII Two Hundred and Forty First, 2016  
[Placed in Library. *See* No. LT-3737/17/2021]
19. Statement No. XI Two Hundred and Forty Second, 2017  
[Placed in Library. *See* No. LT-3738/17/2021]
20. Statement No. X Two Hundred and Forty Third, 2017  
[Placed in Library. *See* No. LT-3739/17/2021]
21. Statement No. IX Two Hundred and Forty Fourth, 2017-18  
[Placed in Library. *See* No. LT-3740/17/2021]
22. Statement No. VIII Two Hundred and Forty Fifth, 2018  
[Placed in Library. *See* No. LT-3741/17/2021]
23. Statement No. VII Two Hundred and Forty Sixth, 2018  
[Placed in Library. *See* No. LT-3742/17/2021]

24. Statement No. VI	Two Hundred and Forty Seventh, 2018-19 [Placed in Library. See No. LT-3743/17/2021]
25. Statement No. V	Two Hundred and Forty Eighth, 2019 [Placed in Library. See No. LT-3744/17/2021]
26. Statement No. IV	Two Hundred and Forty Ninth, 2019 [Placed in Library. See No. LT-3745/17/2021]
27. Statement No. III	Two Hundred and Fiftieth, 2019 [Placed in Library. See No. LT-3746/17/2021]
28. Statement No. II	Two Hundred and Fifty First, 2020 [Placed in Library. See No. LT-3747/17/2021]
29. Statement No. I	Two Hundred and Fifty Second, 2020 [Placed in Library. See No. LT-3748/17/2021]

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### MESSAGES FROM LOK SABHA

- (I) **The Personal Data Protection Bill, 2019**
- (II) **Re. nomination of seven Members to the Committee on Public Undertakings**
- (III) **Re. nomination of seven Members to the Committee on Public Accounts**
- (IV) **Re. nomination of ten Members to the Committee on the Welfare of Scheduled Castes and Scheduled Tribes**

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

(I)

"I am directed to inform you that Lok Sabha, at its sitting held on the 9<sup>th</sup> February, 2021, has adopted the following motion regarding extension of time for presentation of the Report of the Joint Committee of the Houses on the Personal Data Protection Bill, 2019:-

#### **Motion**

"That the extension of time granted to the Joint Committee on the Personal Data Protection Bill, 2019 by the House on 23<sup>rd</sup> September, 2020 for presentation of the Report upto the second week of the Winter Session of the Parliament, 2020, may be treated as extension upto last day of first week of second part of Budget Session, 2021 of Parliament."

(II)

"I am directed to inform you that Lok Sabha, at its sitting held on Tuesday, the 9<sup>th</sup> February, 2021, adopted the following motion:-

"That this House, do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven members from Rajya Sabha to associate with the Committee on Public Undertakings of the House for the term beginning on the 1<sup>st</sup> May, 2021 and ending on the 30<sup>th</sup> April, 2022 and do communicate to this House the names of the members so nominated by Rajya Sabha."

2. I am to request that the concurrence of Rajya Sabha in the said motion, and also the names of the Members of Rajya Sabha so nominated, may be communicated to this House."

(III)

"I am directed to inform you that Lok Sabha, at its sitting held on Tuesday, the 9<sup>th</sup> February, 2021, adopted the following motion:-

"That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven members from Rajya Sabha to associate with the Committee on Public Accounts of the House for the term beginning on the 1st May, 2021 and ending on the 30th April, 2022 and do communicate to Lok Sabha the names of the Members so nominated by Rajya Sabha."

2. I am to request that the concurrence of Rajya Sabha in the said motion, and also the names of the Members of Rajya Sabha so nominated, may be communicated to this House."

(IV)

"I am directed to inform you that Lok Sabha, at its sitting held on Tuesday, the 9<sup>th</sup> February, 2021. Adopted the following motion:-

"That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate ten members from Rajya Sabha to associate with the Committee on the Welfare of Scheduled Castes and Scheduled Tribes

of the House for the term beginning on the 1st May, 2021 and ending on the 30th April, 2022 and do communicate to this House the names of the Members so nominated by Rajya Sabha."

2. I am to request that the concurrence of Rajya Sabha in the said motion, and also the names of the Members of Rajya Sabha so nominated, may be communicated to this House."

SHRI JAIRAM RAMESH: Sir,... ..(*Interruptions*)...

MR. CHAIRMAN: I suggest to the Marshals that whenever a senior Member comes to the House, just talk to him and if he has any problem, you must escort him to his respective seat. This has to be kept in mind. They are seniors and these steps and all are long also to come to the front and second benches.

SHRI JAIRAM RAMESH: Sir,... ..(*Interruptions*)...

MR. CHAIRMAN: Let me go through this.

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## REPORTS OF THE DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE ON COMMERCE

SHRIMATI PRIYANKA CHATURVEDI (Maharashtra): Sir, I present the following Reports (in English and Hindi) of the Department-related Parliamentary Standing Committee on Commerce:—

- (i) 155<sup>th</sup> Report on Action taken by Government on the recommendations/ observations of the Committee contained in its One Hundred and fiftieth Report on 'Export of Organic Products : Challenges and Opportunities';
- (ii) 156<sup>th</sup> Report on Action taken by Government on the recommendations/ observations of the Committee contained in its One Hundred and fifty second Report on Demands for Grants (2020-21) pertaining to Department of Commerce, Ministry of Commerce and Industry;

- (iii) 157<sup>th</sup> Report on Action taken by Government on the recommendations/ observations of the Committee contained in its One Hundred and fifty third Report on Demands for Grants (2020-21) pertaining to Department for Promotion of Industry and Internal Trade, Ministry of Commerce and Industry; and
- (iv) 158<sup>th</sup> Report on 'Attracting Investment in Post-Covid Economy: Challenges and Opportunities for India'.

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**REPORTS OF THE DEPARTMENT-RELATED PARLIAMENTARY STANDING  
COMMITTEE ON FOOD, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION**

DR. FAUZIA KHAN (Maharashtra): Sir, I rise to lay on the Table, a copy each (in English and Hindi) of the following Reports of the Department-related Parliamentary Standing Committee on Food, Consumer Affairs and Public Distribution (2020-21):—

- (i) Fifth Report on Action Taken by Government on the recommendations contained in its First Report (Seventeenth Lok Sabha) on 'Demands for Grants (2019-20)' of the Ministry of Consumer Affairs, Food and Public Distribution (Department of Consumer Affairs);
- (ii) Sixth Report on Action Taken by Government on the recommendations contained in its Second Report (Seventeenth Lok Sabha) on 'Demands for Grants (2019-20)' of the Ministry of Consumer Affairs, Food and Public Distribution (Department of Food and Public Distribution);
- (iii) Seventh Report on Action Taken by Government on the recommendations contained in its Third Report (Seventeenth Lok Sabha) on 'Demands for Grants (2020-21)' of the Ministry of Consumer Affairs, Food and Public Distribution (Department of Food and Public Distribution); and
- (iv) Eighth Report on Action Taken by Government on the recommendations contained in its Fourth Report (Seventeenth Lok Sabha) on 'Demands for Grants (2020-21)' of the Ministry of Consumer Affairs, Food and Public Distribution (Department of Consumer Affairs).



**REPORTS OF THE DEPARTMENT-RELATED PARLIAMENTARY STANDING  
COMMITTEE ON PETROLEUM AND NATURAL GAS**

DR. BHAGWAT KARAD (Maharashtra): Sir, I rise to lay on the Table, a copy each (in English and Hindi) of the following Reports of the Department-related Parliamentary Standing Committee on Petroleum and Natural Gas (2020-21):—

- (i) Third Report on Action Taken by Government on the recommendations contained in its First Report (Seventeenth Lok Sabha) on ‘Demands for Grants (2019-20)’ of Ministry of Petroleum and Natural Gas; and
- (ii) Fourth Report on Action Taken by Government on the recommendations contained in its Second Report (Seventeenth Lok Sabha) on ‘Demands for Grants (2020-21)’ of Ministry of Petroleum and Natural Gas.

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**STATEMENT BY MINISTER**

**Status of implementation of recommendations contained in the Third and Sixth Reports of the Department-related Parliamentary Standing Committee on Coal and Steel**

THE MINISTER OF PARLIAMENTARY AFFAIRS; THE MINISTER OF COAL; AND THE MINISTER OF MINES (SHRI PRALHAD JOSHI): Sir, I lay a statement regarding Status of implementation of recommendations contained in the Third and Sixth Reports of the Department-related Parliamentary Standing Committee on Coal and Steel on Demands for Grants (2019-20) and Demands for Grants (2020-21), respectively, pertaining to the Ministry of Coal.

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**LEAVE OF ABSEENCE**

MR. CHAIRMAN: I have to inform Members that letters have been received from Shri Vaiko and Shri K. Somaprasad, Members, for grant of Leave of Absence on medical ground during the current 253<sup>rd</sup> Session of Rajya Sabha.

Shri Vaiko has sought Leave of Absence from 29<sup>th</sup> January to 13<sup>th</sup> February,

2021 while Shri Somaprasad has sought Leave of Absence from 1<sup>st</sup> to 13<sup>th</sup> February, 2021 during the 1<sup>st</sup> Part of the current 253<sup>rd</sup> Session of Rajya Sabha.

Do they have the permission of the House for remaining absent from the sittings of the House for the period requested by them during the ongoing Session of Rajya Sabha.

*(No Hon. Member dissented)*

MR. CHAIRMAN: Permission to remain absent is granted.

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**REGARDING A SUGGESTION GIVEN BY A MEMBER TO INCREASE THE TIME  
FOR DEBATE ON THE BUDGET**

MR. CHAIRMAN: Mr. Ramesh, what were you saying?

SHRI JAIRAM RAMESH: Sir, I rise to make a suggestion. You had kindly agreed in the BAC that discussion on the Motion of Thanks would be for ten hours and the Budget Discussion would be ten hours. Subsequently, with the co-operation of all parties, time for the Motion of Thanks was increased from ten hours to fifteen hours.

Sir, my request to you is the following. There is a lot of interest amongst Members for discussing the Budget. I want to make a suggestion to you to increase the time for debate on the Budget from ten hours to, at least, twelve hours. And if need be, we can sit till 2.30 or 3.00 p.m. By this way, we will be able to accommodate more Members in the Budget discussion. So this is my earnest request to you, Sir.

MR. CHAIRMAN: Let us see. No discussion now.

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**MATTERS RAISED WITH PERMISSION**

**Need for a policy for promoting Indian consultancy firms in Government  
establishments**

DR. VINAY P. SAHASRABUDDHE (Maharashtra): Sir, I am raising this issue about the need for moving towards a self-reliant consulting ecosystem. As we know, on

January, 25 this year, President Joe Biden signed an Executive Order which mandated that wherever possible, federal agencies should maximise the use of goods, products and materials produced in and, more importantly, services offered in the United States. I do not know whether the American President has taken a cue from the *Atmanirbhar Bharat Abhiyan* in which we are currently engaged. But the House is aware that consulting has become a big industry and several foreign companies are here and in other developing countries as well which have data-driven consultancies. I need not take the names of various consulting agencies, but they are essentially foreign agencies. According to ASSOCHAM, the major trade and industries association, the turnover during 2020 is estimated to be Rs.27,000 crores, wherein most of the foreign-originated consulting agencies are grabbing the business. Eighty per cent of the business school products are joining consultancy firms, and in India, today for example, the public policy has become a very attractive domain, a very lucrative domain and all talented students basically go for that. What I am suggesting here is that the Government should adopt a policy wherein Indian consultancy firms are given more preference against the foreign firms because as it happens, the reason why local consulting firms lose out to global giants is because of the eligibility qualification criteria in public procurement tenders. महोदय, उसमें ऐसी शर्तें लगा देते हैं कि इतना टर्नओवर होना चाहिए, इतना अनुभव होना चाहिए, जो भारतीय फर्म के पास होना मुश्किल है। सर, मेरा नम्र निवेदन है कि इसमें भारतीय कन्सल्टेंसी फर्म को अधिक प्राधान्य मिले, इसलिए नियम-कानूनों में परिवर्तन और ....

DR. AMAR PATNAIK (Odisha): Sir, I associate myself with the issue raised by the hon. Member.

DR. SASMIT PATRA (Odisha): Sir, I also associate myself with the issue raised by the hon. Member.

DR. FAUZIA KHAN (Maharashtra): Sir, I also associate myself with the issue raised by the hon. Member.

MR. CHAIRMAN: I have ten Zero Hour submissions. Keep that in mind; two minutes please.

### **Non-implementation of reservation in M.Tech courses in Anna University, Chennai**

SHRI N.R. ELANGO (Tamil Nadu): Sir, I thank you for this opportunity and with your permission, I would like to raise this important issue. In Tamil Nadu, the Central Government has funded M.Tech Biotechnology, M.Sc. Medical Biotechnology and M.Sc. (Agricultural Biotechnology) courses. The prospectus of those courses says that the participating institutions are required to follow the reservation as applicable to them. In Tamil Nadu, 69 per cent reservation policy is being adopted. But now the Central Government insists only for 50 per cent reservation. This makes the State Government to increase the number of seats and bear the expenditure. This is very unjustified and I request this Government through this august House to follow 69 per cent reservation in these courses and in all the courses wherever the State-specific reservation is ensured.

SHRI P. WILSON (Tamil Nadu): Sir, I associate myself with the issue raised by the hon. Member.

SHRI M. SHANMUGAM (Tamil Nadu): Sir, I also associate myself with the issue raised by the hon. Member.

DR. SASMIT PATRA (Odisha): Sir, I also associate myself with the issue raised by the hon. Member.

DR. AMAR PATNAIK (Odisha): Sir, I also associate myself with the issue raised by the hon. Member.

**प्रो. मनोज कुमार झा** (बिहार) : महोदय, मैं भी माननीय सदस्य द्वारा उठाए गए विषय से स्वयं को संबद्ध करता हूँ।

MR. CHAIRMAN: All those who want to associate, please send the names.

### **Need to allow Haj pilgrims from Tamil Nadu to board from Chennai instead of Cochin Airport**

SHRI A. MOHAMMEDJAN (Tamil Nadu): Sir, I thank you very much for giving this opportunity to me. From Tamil Nadu, every year about 4,000 Haj pilgrims used to

perform their Hajj by going to Mecca and Medina from Chennai airport. This year, the Government has announced to board all the pilgrims from Cochin instead of Chennai airport. Cochin is about 700-800 kms. away from Chennai airport and it is very tedious for Hajjis to board from Cochin. Hajjis have to come to Chennai, they have to stay there for four to five days to get the relevant documents from the Tamil Nadu State Hajj Committee and they have to deposit their goods and luggage, have to get all the documents. They have to stay for four-five days in Chennai and then, from there, they have to go to Cochin. It is practically very, very difficult. Our hon. Chief Minister of Tamil Nadu, Shri Edappadi K. Palaniswami also has written a letter to our hon. Prime Minister, Modi*ji* regarding this matter and requested to allow the pilgrims to board from Chennai airport instead of Cochin airport. I request our hon. Prime Minister to consider the request of hon. Chief Minister of Tamil Nadu and do the needful. Thank you, Sir.

SHRI MUZIBULLA KHAN (Odisha): Sir, I associate myself with the issue raised by the hon. Member.

DR. FAUZIA KHAN (Maharashtra): Sir, I also associate myself with the issue raised by the hon. Member.

DR. AMAR PATNAIK (Odisha): Sir, I also associate myself with the issue raised by the hon. Member.

DR. SASMIT PATRA (Odisha): Sir, I also associate myself with the issue raised by the hon. Member.

MR. CHAIRMAN: It is a very genuine problem. Shri Mukhtar Abbas Naqvi and Jaishankar*ji*; have to attend to this problem. Thaawar Chand*ji*, please take note of this suggestion and then pass it on to them.

#### **Release of pending dues of Andhra Pradesh State Civil Supplies Corporation Ltd.**

SHRI SUBHAS CHANDRA BOSE PILLI (Andhra Pradesh): Sir, thank you very much for giving me the opportunity on the subject of release of pending amounts to the AP State Civil Supplies Corporation Ltd. (APSCSCL). The State Government of

Andhra Pradesh is duty-bound for the procurement of paddy from the farmers and their timely payment...

MR. CHAIRMAN: The technical people from Lok Sabha may please check the mike.

SHRI SUBHAS CHANDRA BOSE PILLI: The AP State Civil Supplies Corporation is mandated to procure at MSP without any reservation. It is further to bring to light that this extensive and timely procurement by the AP Civil Supplies Corporation has drained its resources. It is becoming increasingly difficult for it to mobilize resources for MSP operations as it has already exhausted all options available for borrowing from the financial institutions. An amount of Rs.4,282 crores to AP Civil Supplies Corporation is due from the Government of India. Out of this amount of Rs.4,282 crores pending, Rs.1,599 crores pertain to 10 per cent withheld amounts of rice subsidy from 2013-14 to 2016-17 and for which all CAG audited financial statements have been submitted; Rs.1,723 crores pertain to 'Pradhan Mantri Garib Kalyan Anna Yojana' and the balance of Rs.960 crores pertain to advance claims for 3<sup>rd</sup> quarter of financial year 2020-21. I would, therefore, urge upon the Food and Public Distribution Minister, Shri Piyush Goyal to intervene in the matter and issue suitable instructions for the pending amounts to be released in the best interests of the farmers of Andhra Pradesh.

DR. AMAR PATNAIK (Odisha): Sir, I associate myself with the issue raised by the hon. Member.

DR. SASMIT PATRA (Odisha): Sir, I also associate myself with the issue raised by the hon. Member.

### **Capture of Gujarat fishermen and their fishing boats by Pakistan Marine Police**

**श्री शक्तिसिंह गोहिल** (गुजरात): माननीय सभापति महोदय, गुजरात का जो भी समुद्र तट है, वह पाकिस्तान से लगा हुआ है और गुजरात के मछुआरों को उनकी फिशिंग बोट्स के साथ पाकिस्तान मरीन बार-बार उठाकर ले जाता है। हाल में ही अभी की बात करें, तो 1,100 फिशिंग बोट्स और 400 मछुआरे पाकिस्तान की कराची जेल में कैद हैं। मैं आपके जरिए सरकार से अनुरोध करना चाहता हूँ कि वह इनको जल्द से जल्द वापस लाने के लिए और बोट्स को भी वापस लाने के लिए कदम उठाए। माननीय सभापति महोदय, 2007 से 2010 में वैसल ट्रैकिंग सिस्टम के लिए जो पैसे लगे थे, सीएजी ने कहा है कि उसमें irregularities हुई हैं। हमारे समुद्र

तट की रक्षा के लिए, सिक्क्योरिटी के लिए जो बोट्स दी गई थीं, वे नहीं चल रही हैं, ये भी सीएजी के कमेंट्स थे। मैं उम्मीद रखता हूँ कि सरकार इन चीज़ों को गंभीरता से लेगी।

**श्री विशम्भर प्रसाद निषाद** (उत्तर प्रदेश): महोदय, मैं माननीय सदस्य द्वारा उठाए गए विषय से स्वयं को सम्बद्ध करता हूँ।

**डा. सस्मित पात्रा** (ओडिशा): महोदय, मैं भी माननीय सदस्य द्वारा उठाए गए विषय से स्वयं को सम्बद्ध करता हूँ।

**डा. फौजिया खान** (महाराष्ट्र): महोदय, मैं भी माननीय सदस्य द्वारा उठाए गए विषय से स्वयं को सम्बद्ध करती हूँ।

DR. AMAR PATNAIK (Odisha): Sir, I also associate myself with the issue raised by the hon. Member.

SHRI SUBHASH CHANDRA SINGH (Odisha): Sir, I also associate myself with the issue raised by the hon. Member.

DR. AMEE YAJNIK (Gujarat): Sir, I also associate myself with the issue raised by the hon. Member.

#### **Closure of Indo-Myanmar border trade at Zokhawthar village in Mizoram**

SHRI K. VANLALVENA (Mizoram): Mr. Chairman, Sir, I want to inform the hon. Members of this House that the Indo-Myanmar Border Trade Centre at Zokhawthar Village in my Constituency has been closed since April, 2020 till today due to Coronavirus pandemic. During this period, some businessmen constructed unauthorised roads at about seven different places across the Myanmar and India border. So many foreign goods entered our country illegally through these artificial roads without paying any GST to the Government. I am afraid that all those temporary roads may turn into the permanent smuggling roads if we do not take the necessary action. So, I kindly request the Union Government to take all the necessary steps to re-open this Border Trade Centre as soon as possible to avoid the unnecessary circumstances which could happen in future.

DR. AMAR PATNAIK (Odisha): Sir, I associate myself with the issue raised by the hon. Member.

DR. SASMIT PATRA (Odisha): Sir, I also associate myself with the issue raised by the hon. Member.

SHRI SUJEET KUMAR (Odisha): Sir, I also associate myself with the issue raised by the hon. Member.

MR. CHAIRMAN: Thank you Shri Vanlalvena; what a beautiful name, Vanlalvena. Next Zero Hour mention is of Shri Prasanna Acharya.

**Need for constitution of a separate authority for the recognition, protection and all round development of abandoned orphans**

SHRI PRASANNA ACHARYA (Odisha): Sir, children are the future of any nation and we must upbringing all our children in a very healthy atmosphere with every necessity of life. But, unfortunately, there are millions of orphans in our country with unknown parentage. They are abandoned by unknown parents and they are destitutes, who are seen loitering on the streets, collecting waste papers, plastic material, scrap from the dumping pit for their subsistence. They are vulnerable to abuses and exploitation by anti-socials. According to UNICEF's statistics, India has estimated 31 million orphan children between the age of 1 and 17 years. Sir, to prove the identity of any Indian citizen there are many yardsticks like the PAN card, Aadhaar Card Voter Card, etc. To get admission in a school one need birth certificate, caste certificate, parental identification and so many things. To qualify for Government schemes also, we need Ration card, Income certificate and residence proof. But, from where and how an orphan can get all this? Every deserted orphan ask to himself with broken heart, who are my parents; what is my identity; what is my date of birth; what is my religion; what is my caste; what is my address; whom do I belong. Neither the Government nor the society has answer to these questions.

Therefore, Sir, I request the Government to frame a special law for innumerable orphan destitutes of the country to save them from abuse and exploitation, provide them shelter, education, medical-care and proper livelihood. A separate welfare fund for homeless orphans and street children should be created



and to supervise all such things an orphan and street children welfare authority should be constituted immediately.

SHRI SUBHASH CHANDRA SINGH (Odisha): Sir, I associate myself with the matter raised by hon. Member.

DR. SASMIT PATRA (Odisha): Sir, I also associate myself with the matter raised by hon. Member.

DR. AMAR PATNAIK (Odisha): Sir, I also associate myself with the matter raised by hon. Member.

SHRI MUZIBULLA KHAN (Odisha): Sir, I also associate myself with the matter raised by hon. Member.

SHRI SUJEET KUMAR (Odisha): Sir, I also associate myself with the matter raised by hon. Member.

**प्रो. मनोज कुमार झा** (बिहार): महोदय, मैं भी माननीय सदस्य द्वारा उठाए गए विषय से अपने आपको सम्बद्ध करता हूँ।

**श्रीमती प्रियंका चतुर्वेदी** (महाराष्ट्र): महोदय, मैं भी माननीय सदस्य द्वारा उठाए गए विषय से अपने आपको सम्बद्ध करती हूँ।

DR. FAUZIA KHAN (Maharashtra): Sir, I also associate myself with the matter raised by the hon. Member.

DR. BANDA PRAKASH (Telangana): Sir, I also associate myself with the matter raised by hon. Member.

DR. AMEE YAJNIK (Gujarat): Sir, I also associate myself with the matter raised by hon. Member.

SHRI ABIR RANJAN BISWAS (West Bengal): Sir, I also associate myself with the matter raised by hon. Member.

**Need for a mechanism to study glaciers to manage and prevent disasters such as recent glacier outburst in Uttarakhand**

**श्री अनिल बलूनी** (उत्तराखंड): सभापति महोदय, 7 फरवरी को उत्तराखंड के चमोली जिले में केदारनाथ त्रासदी की तरह की भयानक आपदा आई, जिसके लिए राहत कार्य अभी भी जारी है। वहां पर अनेक लोग लापता हैं और अनेक लोग हताहत भी हुए हैं। इससे स्थानीय पावर प्रोजेक्ट्स को भारी नुकसान हुआ है। ग्रामीणों के खेत, सम्पर्क मार्ग...

**श्री सभापति:** आपको बोलना है, "Need for mechanism to study glaciers" विषय पर please, otherwise, you will be losing time.

**श्री अनिल बलूनी:** सर, ग्रामीणों के खेत, सम्पर्क मार्ग, पुल और सामुदायिक स्थलों का नामोनिशान मिट गया है। पूरा उत्तराखंड आज माननीय प्रधान मंत्री जी का आभारी है कि उन्होंने तत्काल घटना का संज्ञान लिया और समूचे आपदा प्रबंधन तंत्र को सक्रिय किया। मान्यवर, उत्तराखंड के लोग कभी भूल नहीं सकते हैं कि जब केदारनाथ की आपदा आई थी...

MR. CHAIRMAN: Please Anil Baluni, please speak on "Need for mechanism to study glaciers to manage and prevent disasters," this is not a debate, you know that. टाइम नहीं है, you will lose time and then you will not be able to come to the main point.

**श्री अनिल बलूनी:** सभापति महोदय, हाल के वर्षों में उत्तराखंड में ग्लेशियर टूटने, बादल फटने और भारी भूस्खलन की घटनाओं में वृद्धि हुई है। उत्तराखंड भूकम्प संभावित क्षेत्र भी है।

सभापति महोदय, मैं आपके माध्यम से भारत सरकार और विशेषकर पृथ्वी विज्ञान विभाग से अनुरोध करना चाहूंगा कि आपदा की इन परिस्थितियों पर विस्तृत अध्ययन किया जाए ताकि हिमालय, ग्लेशियर्स और नदियों के स्वभाव पर अध्ययन किया जा सके और राज्य के लिए एक आपदा तंत्र विकसित किया जा सके। इससे उत्तराखंड ही नहीं, देश और दुनिया को भी लाभ होगा।

**प्रो. मनोज कुमार झा** (बिहार): महोदय, मैं माननीय सदस्य के विषय से अपने आपको सम्बद्ध करता हूँ।

**श्रीमती प्रियंका चतुर्वेदी** (महाराष्ट्र): महोदय, मैं भी माननीय सदस्य के विषय से अपने आपको सम्बद्ध करती हूँ।

DR. FAUZIA KHAN (Maharashtra): Sir, I also associate myself with the matter raised by the hon. Member.

SHRIMATI VANDANA CHAVAN (Maharashtra): Sir, I also associate myself with the matter raised by the hon. Member.

DR. AMEE YAJNIK (Gujarat): Sir, I also associate myself with the matter raised by the hon. Member.

DR. SASMIT PATRA (Odisha): Sir, I also associate myself with the matter raised by the hon. Member.

DR. AMAR PATNAIK (Odisha): Sir, I also associate myself with the matter raised by the hon. Member.

**श्री सभापति:** आप बैठकर भी बोल सकते हैं, खड़े होकर भी बोल सकते हैं।

**श्री मल्लिकार्जुन खरगे (कर्नाटक):** सर, खड़े होने की आदत ज्यादा है, इसलिए मैं माफी चाहता हूँ।

**श्री सभापति:** ठीक है, कोई प्रॉब्लम नहीं है।

**Need for establishment of Centre for Excellence in Microwave, wireless and photonics in the Central University, Gulbarga**

SHRI MALLIKARJUN KHARGE (Karnataka): Sir, there is a 'Centre for Excellence in Microwave, Wireless and Photonics' being established in Karnataka for which the State Government has allocated 10 acres of land on lease for 33 years in Bangalore University campus. However, since this Centre is a part of Central University, Gulbarga, it would be better if it is established in Central University of Karnataka, Gulbarga. The Centre for Excellence will develop expertise in defence, space, aviation, communication and energy sectors. It would help students of various departments including Physics, Mathematics, electronics and communications engineering, computer science, etc. Both students and faculty members would have better access to the best faculty, industry experts, research facilities and infrastructure. Sir, the Central University, Gulbarga has ample open space of nearly 850 acres which is given free to the Central University within its campus to house the Centre for Excellence. There is already an operational airport connecting Gulbarga to major cities like New Delhi, Bangalore, etc., as well as has trains and road connectivity. The creation of this establishment in Hyderabad Karnataka region would

help students get just as good access to quality research infrastructure as their counterparts in Bangalore or other big cities.

MR. CHAIRMAN: Right. ...(*Interruptions*).. Okay, Khargeji. ...(*Interruptions*).. The point is that after three minutes that will not go on record. That is my problem. ...(*Interruptions*)..

SHRI MALLIKARJUN KHARGE: Just one minute, Sir. This would help in promoting innovation and further research and development in the field of communications in Gulbarga. Sir, one more point is that the post of the Vice-Chancellor in the university has been lying vacant for ten months now. This is a very important post and its being vacant is causing major problems in several administrative decisions, many of which are still pending. This post should be filled up immediately to prevent further administrative issues.

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

SHRI MALLIKARJUN KHARGE: So, I request the Government to consider establishing the Centre for Excellence in CUK, Gulbarga and immediately appoint a suitable person for the position of Vice-Chancellor in CUK. Thank you very much

MR. CHAIRMAN: Thank you, Mallikarjun Khargeji. Both are different subjects, Ministers are also different. ...(*Interruptions*)..

DR. SASMIT PATRA (Odisha): Sir, I associate myself with the Zero Hour mention made by the hon. Member.

DR. AMAR PATNAIK (Odisha): Sir, I also associate myself with the Zero Hour mention made by the hon. Member.

**प्रो. मनोज कुमार झा (बिहार) :** महोदय, मैं भी स्वयं को इस विषय के साथ संबद्ध करता हूँ।

SHRI K.C. RAMAMURTHY (Karnataka): Sir, I also associate myself with the Zero Hour mention made by the hon. Member.

### Need to curb increasing child marriages during the pandemic

**श्री ज्योतिरादित्य एम. सिंधिया** (मध्य प्रदेश) : सभापति महोदय, आपका बहुत-बहुत धन्यवाद कि आपने मुझे यहाँ पर बोलने का अवसर दिया है। सभापति महोदय, कोरोना महासंकट के दौरान स्कूल बंद होने से देश के लगभग सभी राज्यों में बेटियों की पढ़ाई और उनके उज्ज्वल भविष्य पर प्रश्न चिह्न लग चुका है। इससे बड़ी समस्या यह है कि स्कूल के safety net से वंचित होने के कारण बेटियों के बाल विवाह की संख्या बढ़ती जा रही है। केंद्रीय महिला और बाल विकास मंत्रालय द्वारा संचालित राष्ट्रीय हेल्पलाइन, चाइल्डलाइन 1098 में एक RTI लगाई गई थी और अप्रैल से अक्टूबर, 2020 के बीच बाल विवाह से जुड़ी 18,324 distressed calls आई थीं। इसी के साथ महाराष्ट्र और तेलंगाना में 200 से अधिक बाल विवाह के प्रकरण एवं कर्णाटक में 188 प्रकरण सामने आए हैं। हर राज्य के लिए यह एक बड़ी मुसीबत है। मुझे खुशी है कि इनमें से कई राज्यों में समय पर हस्तक्षेप करने से विवाह रोक दिए गए थे। मेरा महिला और बाल विकास मंत्रालय से अनुरोध है कि -

1. बाल विवाह पर national data प्राप्त करने के लिए राज्य सरकारों को तत्काल राज्यव्यापी मूल्यांकन करने के निर्देश जारी किए जाएं।
2. हमारे कानून और नियम के क्रियान्वयन का सख्ती से पालन किया जाए। बाल वधुओं की उचित counseling के लिए district child welfare committee को सक्रिय किया जाए, आंगनवाड़ीकर्मियों और NGOs के साथ मिलकर mission mode पर ही बाल वधू और उनके परिवार तक पहुंचा जाए, ताकि हम लोग इन बेटियों की स्कूल वापसी में सहयोग दे पाएं।
3. इसी के साथ स्कूल drop out रोकने के लिए एक blueprint बनाया जाए और बाल विवाह संबंधी जागरूकता के प्रयासों को scale up किया जाए।

**प्रो. मनोज कुमार झा** (बिहार) : महोदय, मैं स्वयं को इस विषय के साथ संबद्ध करता हूँ।

**श्रीमती प्रियंका चतुर्वेदी** (महाराष्ट्र) : महोदय, मैं भी स्वयं को इस विषय के साथ संबद्ध करती हूँ।

**डा. फौजिया खान** (महाराष्ट्र) : महोदय, मैं भी स्वयं को इस विषय के साथ संबद्ध करती हूँ।

SHRI SUBHASH CHANDRA SINGH (Odisha): Sir, I also associate myself with the Zero Hour mention made by the hon. Member.

SHRI MAZIBULLA KHAN (Odisha): Sir, I also associate myself with the Zero Hour mention made by the hon. Member.

SHRI SUJEET KUMAR (Odisha): Sir, I also associate myself with the Zero Hour mention made by the hon. Member.

SHRIMATI VANDANA CHAVAN (Maharashtra): Sir, I associate myself with the Zero Hour mention made by the hon. Member.

DR. SASMIT PATRA (Odisha): Sir, I also associate myself with the Zero Hour mention made by the hon. Member.

DR. AMAR PATNAIK (Odisha): Sir, I also associate myself with the Zero Hour mention made by the hon. Member.

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### SPECIAL MENTIONS

MR. CHAIRMAN: Hon. Members, I have received 35 requests. So, try to adjust the time. Otherwise, it will be difficult. We have about nine Special Mentions which I permitted. Please lay your Special Mentions.

#### **Demand to resolve issues affecting retired bank employees**

SHRI KANAKAMEDALA RAVINDRA KUMAR (Andhra Pradesh): Hon. Chairman, Sir, banking sector is an important component in the progress of the nation. Bank employees are the backbone of such an important sector. Pension Scheme for bank employees was introduced in the year 1993 w.e.f 01.01.1986. Bank retirees' pension has not been updated even for a single time in the past. But there has been substantial increase in prices of essential commodities including the cost of medical treatment, medicines, etc. The Government had given sympathetic thought to the concerns of the bank retirees and their demand. Finally, it had given direction to IBA/SBI Chairman to carry out updation of pension for bank retirees.

The family pensioners were receiving very meager amount as family pension, that is, they are receiving only 15 per cent of the last pay received by the pensioner. Considering this and to bring it at par with other sectors, the Government and IBA agreed to increase the family pension to 30 per cent without any ceiling. This proposal is pending with the Government for its approval and then implementation. The same was brought to the notice of the hon. Finance Minister, Shrimati Nirmala Sitharaman. She had agreed to have a relook at the issue.

There are about 2,000 surviving retirees and about 1,500 surviving spouses who retired before 1986. As they are not eligible for pension, *ex-gratia* payment is being given to them. This also needs revision considering the various ups and downs of the economy.

I, therefore, urge the Government to upgrade pension to bank employees, enhance family pension and, revise *ex-gratia* payment to spouses of pre-1986 retirees. Thank you.

### **Demand for steps/strategy to check entry of microplastic into the food chain**

SHRI MD. NADIMUL HAQUE (West Bengal): Sir, research shows contamination of the Indian sea with microplastics and when microplastics enter the marine food web at low levels, they can move up the food chain as bigger species eat smaller ones.

According to the UN, up to 12 million tonnes of plastic are swept into oceans globally, high levels of microplastic are found in rivers and oceans. Various studies reported upto 600 particle microplastics per kilogram of salt, up to 660 microplastic fibers per kilogram of honey. Thus, leading microplastics entering the food chain too.

Research says microplastics are known endocrine disruptors and are implicated in numerous health challenges like diabetes, cancer, and obesity. These findings are yet another wake-up call. Motto, that is, prevention is better than cure surely helps reduce the inescapable problems in future.

It is a social responsibility for everyone to reduce the usage of plastics and thereby bring down the entry of microplastics into the food chain. However, the Government needs to address this issue immediately, set-up research centers, examine various studies, build an institution to monitor this issue in the future.

To begin with, the Government can promote individuals to reuse, refuse and recycle and seek alternatives and support programs, such as India clean up day, to stop plastic waste from entering our environment in the first place, ensuring it does not then become embedded in our precious oceans and landing in the food chain.

I urge the Government to provide insights into this issue and tackle this to find solutions.

SHRI ABIR RANJAN BISWAS (West Bengal): Sir, I associate myself with the matter raised by the hon. Member.

### **Demand to initiate Entrepreneurship Leave Programmes for Government Employees**

SHRI ASHWINI VAISHNAW (Odisha): Respected Chairman, Sir, the focused efforts of hon. Prime Minister, Shri Modi, have made the Indian startup ecosystem as the third largest in the world. More than 41,000 start-ups have been recognized by DPIIT and these have created more than 4.7 lakh job opportunities. Sir, this is a huge achievement by every measure and deserves acknowledgement and appreciation.

Many young people are entering Government jobs. Some of them have entrepreneurial energy. Such young employees are willing to take risks. Unfortunately, service rules do not allow entrepreneurship.

In this context, Sir, I humbly put forth a proposal of 'Entrepreneur Leave' for Government employees who are willing to take a break from their regular jobs and pursue an entrepreneurial idea. Individuals with a safety net are capable and willing of taking bigger risks. Countries like Canada, Sweden, Qatar are successfully running such "Entrepreneurship Leave Programmes", where employees willing to become full time entrepreneurs are given leave for up to three years.

Mechanisms of checks and balances can be put in place to maintain transparency and fair play. Such startups may also get some initial seed fund and hand-holding. In return, the parent organization of the employee may hold some equity in the startup. This will also give boost to revenue generation within Government. Thank you, Sir.

SHRI SUJEET KUMAR (Odisha): Sir, I associate myself with the Special Mention made by the hon. Member.

### **Demand for dedicated Doordarshan Channel for broadcast in Chhattisgarhi language**

**श्रीमती फूलो देवी नेतम (छत्तीसगढ़) :** महोदय, छत्तीसगढ़ को पृथक राज्य बने 20 साल हो चुके हैं। इस दौरान छत्तीसगढ़ी भाषा के विकास को लेकर कोई ठोस कदम नहीं उठाया गया। विभिन्न राज्यों में स्थानीय भाषाओं में प्रसारण हेतु दूरदर्शन के अलग-अलग चैनल्स हैं, जिनमें वहाँ की स्थानीय भाषा में प्रसारण किया जाता है, लेकिन छत्तीसगढ़ में दूरदर्शन द्वारा ऐसा चैनल नहीं चलाया जा रहा है, जिसमें केवल छत्तीसगढ़ी भाषा में प्रसारण हो, जबकि निजी क्षेत्र के क्षेत्रीय चैनल्स पर छत्तीसगढ़ी भाषा में प्रसारण किया जा रहा है।

महोदय, छत्तीसगढ़ में एक ऐसे चैनल की आवश्यकता है, जो यहाँ की कला और संस्कृति को सहेजने के साथ-साथ कलाकारों के हितों को भी संरक्षित करे। छत्तीसगढ़ में दूरदर्शन इस आवश्यकता को पूर्ण करने में सक्षम है।



अतः आपके माध्यम से मेरा निवेदन है कि दूरदर्शन द्वारा छत्तीसगढ़ी भाषा में प्रसारण के लिए पृथक चैनल चलाया जाए, जिससे छत्तीसगढ़ी भाषा के साथ-साथ स्थानीय कलाकारों, गायकों और निर्माताओं का भी विकास हो सके।

**Demand to provide employment to families/locals displaced due to NCL, Singrauli and NTPC, Sonbhadra projects**

**श्री राम शकल** (नाम निर्देशित) : महोदय, भारत सरकार की अनेक परियोजनाएं देश के विभिन्न स्थानों पर चल रही हैं। इनमें अनेकों परिवार विस्थापित हुए हैं, जिनको अभी तक विभागों द्वारा मुआवज़ा एवं नौकरी नहीं दी गई है, जिसके कारण स्थानीय युवा रोज़गार से वंचित हैं। सरकार को चाहिए कि नीति बना कर विस्थापितों एवं स्थानीय युवकों के लिए नौकरी आरक्षित करे, विशेषकर एनसीएल, सिंगरौली एवं एनटीपीसी, सोनभद्र में स्थानीय युवक एवं विस्थापित परिवार नौकरी न मिलने के कारण दुखी हैं।

महोदय, मैं आपके माध्यम से भारत सरकार से निवेदन करता हूँ कि परियोजनाओं में विस्थापित परिवारों एवं स्थानीय युवकों को रोज़गार उपलब्ध कराने हेतु तत्काल नीति तैयार की जाए एवं उनके लिए रोज़गार सुनिश्चित किया जाए।

एनसीएल, सिंगरौली एवं एनटीपीसी, सोनभद्र में विस्थापित परिवारों एवं स्थानीय युवकों को नौकरी देने हेतु तत्काल निर्णय लिया जाए, बहुत-बहुत धन्यवाद।

MR. CHAIRMAN: The following Special Mentions are deemed to be laid on the Table.

**Demand for the construction of Kanpur outer ring road to resolve the problem of traffic jam**

**चौधरी सुखराम सिंह यादव** (उत्तर प्रदेश) : महोदय, उत्तर प्रदेश का सबसे अधिक औद्योगिक इकाइयों को समेटे कानपुर में लगने वाला जाम सप्ताह के सातों दिन निरंतर बढ़ता जा रहा है। कानपुर शहर के मध्य से राष्ट्रीय राजमार्ग संख्या 25ए, 2ए, 91 व 86 गुजर रहे हैं, जिनकी वजह से शहर में जाम और अधिक होता है। इस समस्या के समाधान हेतु कानपुर आउटर रिंग रोड बनने की प्रक्रिया वर्ष 2012 से चल रही है, लेकिन इस प्रक्रिया में इतना अधिक विलंब हो चुका है कि लोग कानपुर के जाम से पलायन करने लगे हैं।

कानपुर में प्रस्तावित आउटर रिंग रोड बन जाए तो जाम समाप्त हो जाएगा। प्रावधानों के तहत भूमि अध्याप्ति के कार्यों में वित्तीय सहभागिता की जानी थी। यद्यपि इसमें राष्ट्रीय राजमार्ग मंत्रालय की ओर से अंशधारिता कितनी होगी, यह निर्धारित नहीं है। कानपुर आउटर रिंग रोड के संदर्भ में राज्य सरकार ने लखनऊ रिंग रोड प्रोजेक्ट की भांति कानपुर के प्रोजेक्ट के भू अध्याप्ति के कार्यों में 10 प्रतिशत की वित्तीय सहभागिता का प्रस्ताव मंत्रालय को भेजा है।

महोदय, आपसे आग्रह है कि आप सड़क परिवहन और राजमार्ग मंत्रालय को कानपुर आउटर रिंग रोड के लिए अंशधारिता को अविलम्ब जारी करें, जिससे सड़क निर्माण हो सके और कानपुर में लगने वाला जाम समाप्त हो, धन्यवाद।

**श्री विशम्भर प्रसाद निषाद** (उत्तर प्रदेश): महोदय, मैं माननीय सदस्य द्वारा उठाये गये विषय से स्वयं को सम्बद्ध करता हूँ।

**Demand for approval of the proposal for development in the vicinity of Defence establishments in Maharashtra**

SHRIMATI PRIYANKA CHATURVEDI (Maharashtra): Sir, the proposal dated 03.03.2017 sent by the hon. Chief Minister of Maharashtra to the hon. Defence Minister, Government of India regarding development permission in the vicinity of Defence establishments is still awaiting response from Government of India despite the lapse of sufficient time and the matter being of the public importance.

Therefore, through this august House, I urge that urgent and suitable directions may please be issued to the Government of India to consider the aforesaid proposal and reply to the Maharashtra Government at the earliest.

**Demand for execution of Jharia Master Plan including BCCL Coal Mining area through a Central Agency**

**श्री महेश पोद्दार** (झारखंड): महोदय, बीसीसीएल कोयला खनन क्षेत्र के अन्तर्गत झारखंड के झरिया कोयला क्षेत्र में भूमिगत आग और भू-धंसान को नियंत्रित करने तथा इससे प्रभावित नागरिकों के पुनर्वास के लिए झरिया मास्टर प्लान को मंजूरी दी गयी है, जिसे 12 वर्षों की अवधि के पश्चात् इसी वर्ष, अर्थात् 2021 में पूरा किये जाने का लक्ष्य निर्धारित है। भारत सरकार ने इसके लिए पर्याप्त निधि का आवंटन भी किया है। झरिया मास्टर प्लान का क्रियान्वयन झारखंड राज्य सरकार के प्राधिकार झरिया पुनर्वास और विकास प्राधिकरण (जरेडा) द्वारा किया जा रहा है, जिसकी प्रगति अत्यन्त धीमी है। विगत 12 वर्षों के अनुभव को देखते हुए इस परियोजना का क्रियान्वयन किसी केन्द्रीय एजेंसी को सौंपना और 'प्रधानमंत्री आवास योजना' के साथ अभिषरण (कन्वर्जेन्स) कर एक नया शहर विकसित करना श्रेयस्कर होगा। मैं इस विषय को सदन में विशेष उल्लेख के माध्यम से रखना चाहता हूँ।

### **Demand for non-levy of taxes on petrol, diesel and LPG**

SHRI P. WILSON (Tamil Nadu): Sir, the hike in fuels and gas prices poses a great threat to the poor and middle class people of this country and to the economy. In Chennai, petrol sold at Rs.86.15 in January, 2021, is sold today at Rs.89.13 per litre. There is a hike of Rs.2.62 per litre. Similar price hike is there in other cities in our country. However, the petrol price in Sri Lanka and in Pakistan is INR 60 and INR 51 respectively. There is rise in diesel prices from Rs.79.21 to Rs.82.04 per litre and the difference is Rs.2.83 per litre. In Sri Lanka and Pakistan, the diesel price is INR 51.90 and INR 52 respectively. The LPG costs Rs.25 more now. In Chennai, the price of LPG is Rs.735. In 2018, when the crude oil was \$ 68 per barrel, the petrol prices were fixed at Rs.72.82 average in India. In January, 2021, a barrel cost \$49, the petrol price was at Rs.83 and now, in February, the crude oil price is at \$54.41 per barrel, the petrol price is sold at Rs.86. Thus, oil companies fix the prices as per their whims and fancies. Today prices have also shot up because of higher taxes levied by the Government without caring about the cascading effect on goods and services leading to great inflation. In view of pandemic, I request the Government to levy zero taxes on fuel, LPG and save the citizens.

(MR. CHAIRMAN *in the Chair.*)

### **ORAL ANSWERS TO QUESTIONS**

#### **Normalcy in domestic air traffic**

†\*91. SHRI MAHESH PODDAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has any estimate about getting the domestic air traffic back to normal i.e. at pre COVID-19 stage; and

(b) whether Government would consider extending the period of floor and ceiling prices of air tickets in order to facilitate passengers to purchase tickets and get refunds till the situation gets back to normal, if so, the details thereof and if not, the reasons therefor?

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† Original notice of the question was received in Hindi.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) A statement is laid on the table of the house.

### Statement

(a) and (b) Due to the outbreak of COVID 19, scheduled domestic operations were suspended w.e.f. 25.03.2020 which were subsequently resumed in a calibrated manner w.e.f. 25.05.2020 with fare capping (lower and upper limit) to ensure that airlines do not charge excessive fare and the journey is performed only for essential purpose. The order for capping of fare is valid upto 31.03.2021. The domestic scheduled operations at present have been opened upto 80% of the Summer Schedule 2020. Further, opening up of the domestic scheduled operations and relaxation in fare capping is subject to prevailing COVID-19 situation, status of operations and passenger demand for air travel.

A comparative statement indicating the domestic scheduled flight and passenger movement month-wise during 2020 vis-a-vis corresponding period during 2019 is at **Annexure**.

### Annexure

#### Comparison of Domestic Flight Movement data of year 2020 to pre COVID level

Departure Scheduled Aircraft Movements		
Month	Domestic(in Thousands)	
	2020	2019
JAN	95.0	92.1
FEB	90.8	80.4
MAR	69.2	85.3
APR	0.0	80.7
MAY	4.1	86.4
JUN	22.8	86.2
JUL	25.2	87.8
AUG	29.2	87.7
SEP	40.3	85.8
OCT	49.8	93.6
NOV	54.8	92.1
DEC	64.7	94.6

### Comparison of Domestic Passenger Movement data of year 2020 to pre COVID level

MONTH	Domestic Embarked Passengers (In Million)	
	2020	2019
JAN	12.78	12.51
FEB	12.37	11.35
MAR	7.76	11.60
APR	0	11.00
MAY	0.28	12.19
JUN	1.98	12.03
JUL	2.10	11.90
AUG	2.83	11.79
SEP	3.94	11.53
OCT	5.27	12.31
NOV	6.35	12.95
DEC	7.32	13.02

**श्री महेश पोद्दार :** महोदय ,माननीय मंत्री जी ने बताया कि करीब 80 परसेंट तक उड़ानें खोल दी गई हैं ,पर मई 2020 ,के 4.1 परसेंट से लेकर दिसंबर 2020 ,तक मात्र 64.7 परसेंट scheduled flight movements हुई हैं। मेरा प्रश्न यह है कि चूँकि adverse report नहीं आ रही है ,तो कम से कम 80 परसेंट तक scheduled flights operate क्यों नहीं हो रही हैं?

SHRI HARDEEP SINGH PURI: Sir, the civil aviation sector was completely closed down on 23<sup>rd</sup> March. We reopened on 25<sup>th</sup> May in a slow and calibrated manner by putting in place SOPs, provisions for seamless contactless travel and a large number of other measures. Then, we opened up slowly to 45 per cent in June, 60 per cent on 2<sup>nd</sup> September, 70 per cent on 11<sup>th</sup> November and 80 per cent on 3<sup>rd</sup> December. Our effort, Sir, is always to open up a little ahead of the actual and potential traffic. The hon. Member's question is: Why are our flights not operating up to 80 per cent? The answer to that is, that is a decision taken on commercial basis by the air carriers. We are now confronted with an interesting situation. On the one hand, some of the carriers want us to open full capacity, 100 per cent, whereas others would like to go slow. Our decision to raise beyond 80 per cent will depend on the behaviour of the virus and our sense of comfort that air travel has all the SOPs. Since it is a

deregulated sector, the commercial decisions will have to be taken by the air carriers themselves.

**श्री महेश पोदार :** महोदय ,मेरा दूसरा supplementary यह है कि कोविड के कारण floor and ceiling price तय किए जाने की प्रशंसा सर्वत्र हो रही है। पहले भी इस सदन में ऐसी माँग काफी बार उठी है ,लेकिन deregulated sector होने के कारण इसे नकारा गया है। क्या सरकार इसके लिए कोई तरीका निकालेगी कि कोविड के बाद भी एक floor and ceiling price की सीमा तय की जाएगी ?

SHRI HARDEEP SINGH PURI: Sir, the floor and the ceiling price was an extraordinary measure which was necessitated by an extraordinary situation which we found ourselves in. It was designed to ensure that airlines, in a situation of limited availability, did not charge exorbitant price. It is not our intention--it also cannot be in an open, deregulated market situation--to have the fare bands made a permanent feature. So, it is our expectation that when flights open up to pre-Covid levels in this summer schedule, we would not have the need for a price band.

**श्री कामाख्या प्रसाद तासा :** सर ,मैंने माननीय मंत्री जी का answer सुना। मैं माननीय मंत्री जी से यह कहना चाहता हूँ कि जोरहाट में दो universities हैं ,ONGC का base है और Central Government का research centre है ,लेकिन वहाँ पर पहले जैसी flight नहीं चल रही है। इस कारण हमें जोरहाट से दिल्ली 11घंटे लग रहे हैं ,जो पहले 2 घंटे लगते थे। मैं माननीय मंत्री जी से पूछना चाहता हूँ कि वहाँ जो schedule था ,वह schedule कब तक regularize हो जाएगा और इसको examine किया गया है या नहीं ? जहाँ भी flight का schedule नहीं चल रहा है ,उसको ठीक करने के लिए गवर्नमेंट ने क्या व्यवस्था की है?

SHRI HARDEEP SINGH PURI: Sir, I would like to inform the hon. Member that not only Jorhat or other places in the North-East, but also throughout the country we are in constant touch with the airline operators and I think, even on their own, as the demand is rising, more people are travelling. When we closed down and opened up in May, we had only 30,000 passengers. My figures of day before yesterday are about 2,87,000 passengers. So, the demand is rising and once there is economic and commercial viability, the airlines will not need any encouragement from us to restart the flights.

DR. M. THAMBIDURAI: Sir, I am very thankful to you for allowing me to put a supplementary. I am raising a very serious matter. It is the privilege of the Members

of the Rajya Sabha. I am raising a serious matter. We are suffering because of the air ticket fares. For example, I have received a letter from the Rajya Sabha. Airlines are fixing different prices. For example, once I travelled from Chennai to Delhi and the fare was Rs. 35,953. The second time I travelled, the fare was Rs. 54,825. Yesterday I travelled and the fare was Rs. 18,000 for the same executive class. There must be a fixed rate.

MR. CHAIRMAN: Okay.

DR. M. THAMBIDURAI: I am saying this because I have received a letter as if I am manipulating and getting the ticket through air fare billed from the Rajya Sabha Secretariat by the Travel Agency.

MR. CHAIRMAN: Okay, Thambiduraji. Now, Mantriji.

DR. M. THAMBIDURAI: It is a serious matter. Let there be a fixed price.

MR. CHAIRMAN: Please sit down. You have raised an issue and he is going to reply. Mantriji.

SHRI HARDEEP SINGH PURI: Sir, the hon. Member is referring to a situation presently regarding Business Class fares by which the hon. Member is entitled to travel on a Delhi-Chennai sector. Our price band is confined to the economy class fares because we have low cost carriers, which don't have Business Class and we have full fare carriers. What happens is -- I will give you an example -- if you book a fare under the apex scheme, which means 60 days in advance, at that time the entire flight is open and the air carrier may want to sell you a ticket at a lower price. Well, if you book in one days' notice, let us say there are eight Business Class seats and seven are booked in the airline carrier, the Government does not determine the prices sought by the air carrier. This is a deregulated sector. It is the market which will determine it, but the hon. Member had brought another issue to my notice. If you permit, I will answer that also. This is a function between the agents and the airlines. The Government, in an extraordinary situation, can prescribe a band because just now we are under Covid. But once it opens up, we can encourage them to either not sell tickets at a rock bottom price or charge exorbitant prices. We have a mechanism

for that, but we don't tell the airlines, when they have an ability to sell their tickets under a dynamic pricing system, as to how to charge them.

DR. AMAR PATNAIK: Sir, the airline industry has suffered substantially due to the Covid induced lockdown. What is the size of the financial loss suffered by the airline industry as a result and what would be the expected impact on the financial banks? Has an estimate been done?

SHRI HARDEEP SINGH PURI: When I was a young Foreign Service officer, somebody had wanted to know how it was possible to travel from Delhi to Australia via Japan. This is that kind of a question which my friend has asked. The question is on resumption of domestic traffic. Airline industry by itself is definitely a very difficult concept to define. He is a professional accountant. He was the Deputy CAG. Sir, what is airline industry? Airline industry is air carriers. Airline industry is airports. Airline industry also takes within its ambit the tourist industry. All of them have suffered. IATA and some international organisations are putting fantastic figures on that. I think the operative part of the supplementary question is, what can be done. He talked about banks. Airlines don't take loans from Indian banks only. They take loans from outside also. For instance, when you undertake a lease, you have got an international financing operation. Similarly, airlines, because of Covid, have not been able to pay the Airport Authorities. So, we try and manage this ecosystem. And, short answer to his question is, nobody has an overall figure about the loss. But, it is reviving now. We have already opened up 80 per cent. I would be happy to sit with the hon. Member and look into the details even more.

MR. CHAIRMAN: Right, Hardeep Singhji. You must have been smarter when you were younger. It is not that you are not smart now; you are also smart now. I was visualizing that you would have been much smarter at that time. But, the replies also should be very smart. You are trying to give an elaborate answer. Member is also short and sharp. So, be smart, sharp and small; small is beautiful.

श्री सभापति: प्रश्न 92, श्री मानस रंजन भूनिया - Not present. क्या हो रहा है ,आजकल वे आ नहीं रहे हैं, उनकी तबीयत तो ठीक है न?

SHRI MD. NADIMUL HAQUE: He is okay. He is busy in elections.

MR. CHAIRMAN: Okay.



SHRI MD. NADIMUL HAQUE: We are making sure that there is no washout.

MR. CHAIRMAN: I am happy that he is fine. Other things are not related to me.

MR. CHAIRMAN: Now, Question No.92.

*\*92. [The questioner was absent.]*

### **Cross-border infiltration**

\*92. SHRI MANAS RANJAN BHUNIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is fact that cross-border infiltration has increased during the last five years from India-Bangladesh border;

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

(c) whether Government has taken initiative to take punitive actions against the responsible security personnel for illegal cross-border infiltration; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NITYANAND RAI): (a) to (d) A statement is laid on the table of the House.

### **Statement**

(a) and (b) Number of cross border infiltration cases reported along Indo-Bangladesh Border have reduced in 2020 viz-a-viz 2016. The details are as below:

2016		2017		2018		2019		2020	
No. of Cases	No. of person Apprehended	No. of Cases	No. of person Apprehended	No. of Cases	No. of person Apprehended	No. of Cases	No. of person Apprehended	No. of Cases	No. of person Apprehended
654	1601	456	907	420	884	500	1109	489	955

(c) and (d) Wherever a lapse on part of BSF personnel is found, disciplinary proceedings are initiated and action taken as per rules.

**श्री राकेश सिन्हा:** सभापति महोदय ,आपने मुझे बोलने का अवसर दिया ,इसके लिए मैं आपको धन्यवाद देता हूं। मेरा सवाल यह है कि पश्चिम बंगाल में बंगलादेश-भारत बॉर्डर में 2,216 किलोमीटर का बॉर्डर है ,उसमें फेन्सिंग के लिए राज्य सरकार से जमीन एक्वायर करनी थी – तो कितनी जमीन एक्वायर हुई? इसी से जुड़ा हुआ सवाल है कि जो घुसपैठिये बॉर्डर पर पकड़े जाते हैं ,उन्हें पुलिस को सौंपा जाता है ,पुलिस को सौंपे जाने के बाद पुलिस क्या प्रक्रिया अपनाती है?

**श्री नित्यानन्द राय:** सभापति महोदय ,माननीय राकेश सिन्हा जी ने जो प्रश्न किया है ,उसमें पश्चिम बंगाल के संबंध में मैं बताना चाहता हूं कि सरकार के पास भूमि अधिग्रहण के 33 मामले लम्बित हैं ,जिस कारण से लगभग साठ किलोमीटर से भी ज्यादा बाड़ नहीं लगाई जा सकी है , जिस कारण उस क्षेत्र में घुसपैठिये ज्यादा प्रयास करते हैं। फिर भी बीएसएफ की चौकसी के कारण हम उसे नाकाम करते हैं।

माननीय सदस्य ने जो दूसरा प्रश्न किया है ,वहां पश्चिम बंगाल में पिछले चार वर्षों में , 2016से 2019 के बीच अवैध घुसपैठियों की कुल 2,548 शिकायतें दर्ज कराई गई थीं और दर्ज की गई एफआईआर 2,104 थीं ,यानी उसमें 444 कम एफआईआर दर्ज हुई। नामजद आरोपियों की संख्या ,4,189 गिरफ्तार आरोपियों की संख्या ,4,072 यानी 117 कम है। जो आरोप दाखिल किये गये ,वे 1,134 हैं और उसमें जो दोष सिद्ध हुए हैं ,कन्चिक्शन जो हुए हैं ,वे 212 हैं। चूंकि वहां बॉर्डर पर बीएसएफ लगी है ,इसलिए बीएसएफ घुसपैठियों को पकड़ती है ,लेकिन उन्हें पकड़कर वह राज्य सरकार की स्थानीय पुलिस के सुपुर्द करती है। राज्य सरकार की पुलिस को घुसपैठियों को लेकर जितना संवेदनशील होना चाहिए ,वह उस पर कार्रवाई नहीं कर पाती है ,जिसके कारण यह स्थिति उत्पन्न होती है।

SHRI SUJEET KUMAR: Sir, I request the hon. Minister to share the status of fencing work on Indo-Bangladesh border and also share the timeline for completion of this fencing work.

MR. CHAIRMAN: Nityanandji, it is about fencing of Indo-Bangla border and the present status.

**श्री नित्यानन्द राय:** महोदय ,बंगलादेश बार्डर पर अंतर्राष्ट्रीय सीमा की कुल लम्बाई 2,216 किलोमीटर है। जो बाहर से कवर की गई अंतर्राष्ट्रीय सीमा है ,वह 1,638 है ,यानी लगभग 76प्रतिशत है। शेष जो 578 किलोमीटर बचा है ,इसमें दस किलोमीटर में कार्य प्रगति पर है। 319किलोमीटर की बाड़ लगाना संभव नहीं हो पा रहा है ,क्योंकि वह नदियों का क्षेत्र है और कुछ दुर्गम भौगोलिक परिस्थितियों के कारण हम वहां बाड़ नहीं लगा सकते ,फिर भी व्यापक संयुक्त

सीमा प्रबंधन प्रणाली के माध्यम से इसमें रेडार हैं ,सेन्सिटिव कैमरे हैं और कई प्रकार की व्यवस्था लाकर हम वहां सीमा की सुरक्षा करते हैं तथा घुसपैठियों को भी रोकते हैं। जो नदी का इलाका है , वहाँ हमारा जो बीएसएफ का वॉटर विंग है ,उसके पास कई सुविधाएँ हैं, वहाँ floating boat भी लगी है ,जिनके माध्यम से वे वहाँ पर सीमा की चौकसी करते हैं। यह काम land acquisition के कारण कहीं न कहीं बाधित है ,थोड़ा बीजीबी के कारण बाधित है ,इन दोनों को जोड़ कर 249किलोमीटर है। कुछ में बंगलादेश बॉर्डर गार्ड की कुछ आपत्ति के कारण हम बाड़ नहीं लगा पा रहे हैं ,लेकिन उस पर प्रयास चल रहा है। अगर पश्चिमी बंगाल की राज्य सरकार अच्छे से प्रयास करके land acquisition कर देती है ,तो हम वहाँ पर जल्दी से बाड़ लगा देंगे। यह काम राज्य सरकार के कारण बाधित है। जो बंगलादेश बॉर्डर गार्ड के कारण बाधित है ,उसके लिए हम उनसे बातचीत कर रहे हैं।

MR. CHAIRMAN: Question Nos. 93 and 102 seems to be similar. So, I am taking up both of the questions together.

### Prices of petrol/diesel

⊗\* 93. DR. BANDA PRAKASH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of monthly price of crude oil and selling price of petrol during the last three years;

(b) whether Government has taken any steps to reduce the price of petrol and diesel by reducing taxes/excise duty or by other means; and

(c) if so, the details thereof during the last three years and if not, the reasons therefore?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI DHARMENDRA PRADHAN): (a) to (c) A statement is laid on the Table of the House.

### Statement

(a) The details of monthly price of Indian Basket of crude oil and retail selling prices of petrol/diesel during the last three years are available at the website of Petroleum Planning and Analysis Cell (PPAC) i.e. [www.ppac.gov.in](http://www.ppac.gov.in).

(b) and (c) Prices of petrol and diesel have been made market-determined with

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⊗ Question Nos. 93 and 102 were taken together.

effect from 26.06.2010 and 19.10.2014 respectively. Since then, the Public Sector Oil Marketing Companies (OMCs) take appropriate decision on pricing of petrol and diesel in line with international product prices and other market conditions. The OMCs have not only increased but also decreased the prices of petrol and diesel in line with changes in international prices and rupee dollar exchange rate.

With an aim to reduce the prices of petrol and diesel and give relief to the consumers, the Central Government reduced the Central Excise duty on petrol and diesel by Rs. 2 per litre with effect from 4<sup>th</sup> October, 2017. The Central Government further reduced the Central Excise duty on petrol and diesel by Rs. 1.5 per litre with effect from 5<sup>th</sup> October, 2018 and Public Sector OMCs also reduced Rs. 1.00 per litre to reduce the overall price of petrol and diesel. The Central Government also requested the State Governments to make a reduction of Rs. 2.50 per litre in VAT imposed by them on petrol and diesel. 18 State Governments and 1 Union Territory had reduced VAT on petrol and diesel.

### **Highest taxes on petrol**

⊗\* 102. DR. SANTANU SEN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether it is a fact that India has the highest taxes on petrol in the world;
- (b) the reasons for such high taxes which is beyond almost any other country in the world especially in the time when the common man earning is already hit by coronavirus pandemic and unplanned lockdown;
- (c) whether Government is planning to reduce the taxes on petrol and diesel;
- (d) if so, by when and how much; and
- (e) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI DHARMENDRA PRADHAN): (a) to (e) A statement is laid on the Table of the House.

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⊗ Question Nos. 93 and 102 were taken together.

### Statement

(a) The taxes on Petrol and other fuels imposed in various Countries keep changing from time to time as per the policy of their respective governments, and as per the information provided by PPAC in some countries the percentage of taxes on Petrol is higher than the current percentage of tax on petrol in India.

(b) The taxes are imposed for meeting the budgetary requirement of Government at the Central and State Government level in order to generate resources for infrastructure and other developmental items of expenditure keeping in view the present fiscal position.

(c) There is no such proposal at present.

(d) Nil.

(e) Taxes are increased or decreased depending on several factors like requirement of the Government, market situation etc.

DR. BANDA PRAKASH: Mr. Chairman, Sir, the hon. Minister, in his answer, has stated that on 4<sup>th</sup> October, 2017 and 15<sup>th</sup> October, 2018, the Central Excise Duty was reduced and public sector OMCs also reduced Rs. 1.00 per litre to reduce the overall prices of petrol and diesel. But, the fact remains that from 2019 to January 2021, the prices had increased three times. What are the reasons for that?

SHRI DHARMENDRA PRADHAN: Hon. Chairman, Sir, the prices of petroleum products are governed by the international pricing mechanism. And, this has been the practice for the last few decades in our country. We have to import almost 85 per cent of our requirement from the international market and when there is a price hike in the international market, we have to go by that pricing mechanism. When the international price of crude oil is higher, we have to increase the prices and when the international price is lower, we have to decrease the prices here too. This is a market mechanism which is followed by all marketing companies. We have given freedom to them. So, the prices are governed by the international market.

DR. SANTANU SEN: Mr. Chairman, Sir, my supplementary to the hon. Minister is this. The retail selling price of petrol in India is based on crude oil price, OMC margin, transportation cost, freight cost, Central and State Government taxes, excise duty, and other taxes. We have seen the prices of petrol and diesel at their highest in the last two years. Sir, almost 95 per cent of the entire liabilities are in the hands of the

Central Government. So, is it not possible for the Central Government to take some steps to keep in check the prices of petroleum products?

SHRI DHARMENDRA PRADHAN: Sir, the hon. Member has given two facts. Through you, I would like to put forth the right thing. International crude oil price is an indicator. But, the international product price is the benchmark. That is number one. Number two, it is not that ninety per cent of price components are governed by the Union Government. There are three components -- the basic price, which is just at the gate of refinery; central excise duties; and State heads. These are the three factors in the price mechanism in our country. The State Governments and the Union Government are careful about tax collection because everybody has his own welfare commitments and developmental priorities. And, for that, they need some resources through this route. This has been a proven and substantial route by all the Governments, whether the State Governments or the Central Government. Whenever needed, the Central Government has taken responsibility. But, primarily, this is a product that we have to provide to all our people. And, for that, we have to go by the market mechanism.

**श्री राजेन्द्र गहलोत :** माननीय सभापति जी, मैं आपके माध्यम से माननीय मंत्री जी से पूछना चाहता हूँ कि राजस्थान राज्य में बाड़मेर स्थित रिफाइनरी के निर्माण कार्य की प्रगति क्या है तथा इसकी कुल लागत क्या है? इसके साथ ही, इस पर अब तक कितनी राशि व्यय हुई है तथा इसे पूर्ण करने का लक्ष्य क्या है? महोदय, राजस्थान राज्य के बाड़मेर एवं जैसलमेर जिले से प्राप्त सर्वे के अनुसार वहाँ तेल और गैस के भंडार प्राप्त हुए हैं। मैं जानना चाहता हूँ कि तेल और गैस का उत्पादन बढ़ाने के लिए क्या केन्द्र सरकार की कोई योजना है?

**श्री धर्मेन्द्र प्रधान :** सभापति महोदय, यह एक अलग प्रश्न है। मैं आपके माध्यम से वरिष्ठ सदस्य को आश्वस्त करना चाहूँगा। मैं बाड़मेर, राजस्थान रिफाइनरी की मूल लागत और राजस्थान की संभावनाओं के विषय में उनके साथ अलग से बैठकर बात कर लूँगा और उन्हें सूचनाएं दे दूँगा।

SHRI K.C. VENUGOPAL: Sir, by replying like this, the Minister is actually misleading the House. The prices of petrol and diesel are at an all-time high, but international crude price is not at all-time high now. Therefore, this reply is not, at all, a true reply. My submission is that now petrol price is about Rs.100 per litre in my village.

MR. CHAIRMAN: What is your supplementary?

SHRI K.C. VENUGOPAL: How many times has the Government increased the excise duty on petrol and diesel? Is the Government going to regularise it?

SHRI DHARMENDRA PRADHAN: Sir, my hon. friend, Shri Venugopal, is a very vice Member and is a good politician. Here, with utmost politeness, I would like to share this fact. I can dare to correct him, but I want to put the facts in front of him. Today the price of crude oil is 61 dollars a barrel. He belongs to the State of Kerala where a lot of people stay in Gulf area. Before coming to the House, he should, at least, check with some of his close friends from that area as to what the price is. That apart, when my dear friend from West Bengal put the same question, I politely said that this is an issue we have to tackle with utmost care. States are responsible; the Union Government is also responsible for this tax issue. He has asked me as to how many times we have raised the price and excise duty. The States have raised the VAT also. So, both the States and the Central Government are raising taxes according to their developmental needs. Sometimes, the Government of India has reduced the excise duty. In the last three years, we have reduced the excise duty also. In the last 300 days, the increase in price was for 60 days. For around 7 days in respect of petrol and for 21 days in respect of diesel, we have decreased the price. Almost for 250 days, we have neither increased nor decreased the price. We have put it as usual. So, it is a misnomer to campaign that prices are all-time high.

MR. CHAIRMAN: Now, Shri Vishambhar Prasad Nishad. ...(*Interruptions*)...

SHRI K.C. VENUGOPAL: Sir, ...(*Interruptions*)...

MR. CHAIRMAN: No comments. The House goes by the rules and procedure. Please follow it.

**श्री विशम्भर प्रसाद निषाद :** माननीय सभापति महोदय, चूँकि किसानों की आय दुगनी करनी है, लेकिन डीज़ल और पेट्रोल के दाम बढ़े हुए हैं, इसलिए इस पर प्रभाव पड़ रहा है। महोदय, माननीय मंत्री जी अंतरराष्ट्रीय बाज़ार की बात कर रहे हैं, हम यह पूछना चाहते हैं कि जब सीता माता के देश नेपाल में डीज़ल-पेट्रोल सस्ता है, रावण के देश श्रीलंका में सस्ता है, तो क्या इनकी तुलना में राम के देश भारत में भी पेट्रोल-डीज़ल सस्ता करेंगे?

**श्री धर्मेंद्र प्रधान :** सभापति महोदय, सबसे पहले मैं यह कहना चाहता हूँ कि यह बहुत बढ़िया प्रश्न है। मैं विशम्भर जी का आभारी हूँ कि उन्होंने इस प्रश्न को उठाया। सभापति जी, ऊर्जा, पेट्रोल-

डीज़ल सभी को देना है या चन्द सामंतवादियों को देना है? माननीय सदस्य ने जिन देशों के नाम लिए, वहाँ पेट्रोलियम प्रोडक्ट्स सभी के लिए नहीं हैं। क्या भारत खुद की तुलना ऐसी अर्थनीतियों के साथ करेगा या विश्व की बड़ी-बड़ी अर्थनीतियों के साथ करेगा? उन देशों में एक छोटे consumer base को ध्यान में रखते हुए बड़े लोगों को इसे सस्ती दर पर देना, यह उनका तरीका हो सकता है, यह एक फैक्ट है। मैं आपके माध्यम से केरोसीन के प्राइस पर एक क्वोट करना चाहूँगा। उन देशों में केरोसीन एक आम आवश्यकता की वस्तु है। भारत और उन देशों में बहुत अंतर नहीं है। माननीय सदस्य ने बंगलादेश का नाम लिया, इन्होंने नेपाल का नाम लिया, मैं बताना चाहता हूँ कि जब भारत में केरोसीन का प्राइस 32 रुपए है, तब वहाँ mass consumption के उपयोग की commodity केरोसीन लगभग 57-59 रुपए में मिल रहा है। उन देशों में mass consumption की चीज़ों के दाम भारत से कई गुणा ज्यादा हैं। जो कम लोगों के लिए हैं, वहाँ के बड़े-बड़े लोगों के लिए हैं, बाकी लोगों को देना नहीं है, इसलिए उन लोगों के लिए उन्हें सस्ता किया गया है। भारत ने ऐसा नहीं किया है। मैं इसकी जानकारी विस्तार में उनको अलग से दे दूँगा।

MR. CHAIRMAN: Right. जब यहाँ पर मंत्री कोई आश्वासन देते हैं, तो बाद में अधिकारीगण उसको याद रखकर यह प्रयास करें कि माननीय सदस्य को मंत्री के द्वारा उसका समाधान जाए। अगर सदस्य को बुलाकर बताने की आवश्यकता हो, तो सदस्य को सेशन के बाद तुरंत बुलाना चाहिए। यह केवल धर्मेंद्र जी के लिए नहीं है, बल्कि मैं यह सभी मंत्रियों को अवगत करा रहा हूँ। Once you say something, it is binding on you at the earliest. Q. No.94.

### **New air services from Tirupati airport**

\*94. SHRI G.V.L. NARASIMHA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reasons for delay in commencement of international flights from Tirupati airport and by when, Government proposes to commence international flights from Tirupati;

(b) whether Government has assessed potential to operate international flights to UAE/Gulf region from Tirupati;

(c) the reasons for delay in commencement of domestic freight operations at Tirupati airport and by when Government proposes to commence domestic cargo operations at Tirupati; and

(d) the status of implementation of the project for extension and strengthening of runway at Tirupati airport for operation of wide bodied aircrafts?



THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) to (d) A Statement is laid on the table of the House.

### Statement

(a) and (b) Tirupati Airport was declared as an International airport vide Gazette notification dated 12.06.2017. However, start of international flights from any point in India including Tirupati international airport is purely a commercial decision of scheduled airlines on the basis of commercial viability of the route. Designated carriers of India are free to mount operations from any point in India including Tirupati to foreign destinations under the ambit of bilateral Air Service Agreements(ASA) concluded by India with foreign countries as per mutually agreed capacity limits. Assessing the potential to operate international flights between a city pair is undertaken by the airlines themselves. The role of the Government is limited to providing an enabling environment for airlines to start international operations based on their commercial considerations.

With respect to foreign airlines, operations are governed by the bilateral Air Services Agreement between Indian and the country of the foreign airline concerned. Any foreign airline can operate from a point in India if it is designated as a point of call in the ASA and grant of point of call depends upon the principle of reciprocity and balance of benefits. As per current practice, the points other than metros are not being granted to foreign countries so that the hubs may be created within India and not outside of India.

(c) All infrastructure has been provided at Tirupati Airport for commissioning of the Domestic Air Cargo terminal. Commencement of domestic cargo operations can happen on receipt of security clearance.

(d) In respect of "Extension and Strengthening of Runway at Tirupati Airport" for the operation of wide-bodied - Code E type aircraft, as on date, about 72 % work has been completed and the expenditure till date is Rs 71 crores.

SHRI G.V.L. NARASIMHA RAO: Sir, the answer given by the hon. Minister states that Tirupati Airport was declared as an international airport on 12.06.2017, but till date, not a single international flight has either arrived or departed from there. Tirupati is the abode of Lord Balaji and it is the pilgrimage capital of India where millions of Hindus from all over the world arrive. Even under Vande Bharat Mission, not a single flight operated from there. Most people in the Gulf, who belong to

Rayalseema region, actually had to arrive in Hyderabad and travel long distances. I would like to request the hon. Minister to take initiative and do whatever best is possible to commence international operations from Tirupati Airport.

SHRI HARDEEP SINGH PURI: Sir, the hon. Member has been pursuing this, as indeed other hon. Members. Tirupati was declared as an international airport on 12.06.2017. Now, this requires action on two fronts. One is for the Central Government, which is a party to its being declared as an international airport, to provide Customs and immigration facilities there. And, that has been done. The issue raised by the hon. Member is that not a single international flight has operated from there. The flights are operated by the air carriers and the air carriers take their decisions based on their assessment of demand and economic viability of the route. The hon. Member mentioned that this is the abode of Lord Venkateswara. We are all disciples. About 65,000 to 70,000 disciples visit shrine every day. The issue is that if international flights have to be operated from there, we can encourage the airlines. I must share with you that we are encouraging the airlines to operate not only international flights but other flights also. Tirupati is connected to Kolhapur, Hubballi, Belgaum, Kalaburagi under the UDAN Scheme, and the other than Kohlapur, all the other UDAN Scheme flights are operational. But for it to become an international airport, once traffic opens up, we will encourage the airlines based on traffic.

In so far as Vande Bharat is concerned, I would like to inform that Vande Bharat flights are being carried out again at the major metropolises.

SHRI G.V.L. NARASIMHA RAO: Sir, the Domestic Air Cargo Terminal in Tirupati is also ready for operation. The hon. Minister said that security clearance is to be obtained. I have been pursuing with various authorities. I would request that there should be inter-Ministerial co-ordination to ensure that domestic flight operations begin at the earliest because that gives additional revenue to the airlines and allows passenger fares to go down. Also regarding runway extension, I would like to know from the hon. Minister by what date, it can be completed.

SHRI HARDEEP SINGH PURI: Sir, there are two parts. One is the freight operations. There is work going on and it is our expectation, not only in Tirupati but airports all over the South, in Andhra and elsewhere also, and we will try and expedite

this both from the point of view of completion of the infrastructure and for getting the required security clearances. So, I am in touch with the hon. Member on that.

On the other issue which the hon. Member has raised about the extension of the runway, I would like to inform that all airports in Andhra except Kadapa, and in particular, Tirupati, can presently take flights of A320. Some land has to be made available, some of which has been done, and then we will extend the runway so that 777 and wide-bodied aircraft can also run. But I want to ensure the hon. Member that this is being done in all the other airports in Andhra as well.

#### 10.00 A.M.

MR. CHAIRMAN: Shrimati Chhaya Verma. I have to take care of Members from all sides to speak on various subjects. Please, keep that in mind.

**श्रीमती छाया वर्मा :** महोदय, मेरा प्रश्न तिरुपति विमानपत्तन से संबंधित है, लेकिन मैं जो प्रश्न पूछने वाली हूँ, वह सभी राज्यों के विमानपत्तनों के बारे में है। महोदय, छत्तीसगढ़ में दो एयरपोर्ट्स हैं, अभी पिछले सप्ताह एक तीसरा एयरपोर्ट शुरू किया गया, जिसके लिए मैं मंत्री जी को धन्यवाद देना चाहती हूँ। महोदय, मेरा प्रश्न यह है कि एयरपोर्ट पर जो चतुर्थ वर्ग के कर्मचारी होते हैं, जो झाड़ू-पोछा करते हैं, ट्रैक्टर चलाते हैं, सामान वगैरह ढोने का काम करते हैं, वे हमारे छत्तीसगढ़ में गुजरात, उत्तर प्रदेश आदि दूसरे राज्यों से आते हैं। महोदय, मंत्री जी से मेरा प्रश्न यह है कि क्या माननीय मंत्री जी यह तय करेंगे कि जिस राज्य का विमानपत्तन हो, वे उस राज्य के लोगों को 50 परसेंट चतुर्थ श्रेणी में लें?

MR. CHAIRMAN: Chhayaji, this is a specific question about Tirupathi. Please go through the question. सवाल तिरुपति से संबंधित है, इसलिए बाकी सभी विषयों के बारे में अभी जवाब देना संभव नहीं है और चर्चा भी नहीं कर सकते हैं। Now, Shri A. Vijayakumar.

SHRI A. VIJAYAKUMAR: Sir, in Tamil Nadu, the southernmost airport is at Tuticorin. We expected to have a night-landing flight there. That is my question.

MR. CHAIRMAN: This is a question that pertains to Tirupathi Airport -- runway expansion, operation of international flights, domestic flight operations, cargo, etc. -- and the Minister has replied to that. I cannot allow a general discussion. You can have that during discussion on the General Budget. Tirupathi is a very important pilgrim centre, as the Minister also knows. In fact, on all these issues, like making it an international airport, cargo operations, operating more flights from different places,

etc., in every effort, I was there. I shifted out of the Government on 11<sup>th</sup> August, 2017. So, I am aware of the fact. I hope the Minister would do this and Lord Balaji would also help us. Now, Question No. 95; Shri Prabhakar Reddy Vemireddy.

### Smart Cities Mission in Andhra Pradesh

\* 95. SHRI PRABHAKAR REDDY VEMIREDDY: Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:

- the status of Smart Cities Mission (SCM) in Andhra Pradesh;
- the aims and objectives and physical targets set and achieved so far, city-wise;
- whether there is time and cost overrun and, if so, the details thereof and the reasons therefor;
- by when, all projects in the above cities are going to be completed; and
- the impact of COVID-19 on smart city projects in Andhra Pradesh and how Government is planning to overcome the same?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI HARDEEP SINGH PURI): (a) to (e) A Statement is laid on the Table of the House.

### Statement

(a) and (b) Four cities in the State of Andhra Pradesh were selected for development as Smart Cities. The City-wise details of projects are given below :

(₹ in crores)

State/City	Round of Selection	Tender Issued		Work Order Issued		Work Completed		Total Projects	Amount
		No. of Projects	Amount	No. of Projects	Amount	No. of Projects	Amount		
Kakinada	1 (January 2016)	4	21.7	41	1,110.3	49	874.8	94	2,006.8
Visakhapatnam	1 (January 2016)	3	97.0	32	1,930.8	30	323.0	65	2,350.8
Tirupati	2 (September 2016)	7	224.0	33	1,461.3	23	140.1	63	1,825.5
Amaravati	3 (June 2017)	0	0.0	20	2,046.0	0	0.00	20	2,046.0
Andhra Pradesh	-	14	342.7	126	6,548.4	102	1,337.9	242	8,229.0

(c) to (e) The Smart Cities in Andhra Pradesh have reported no cost-overruns in implementation of Smart Cities Mission projects. However, some time-overruns, of varying degrees city-wise, have been reported due to the impact of COVID-19.

From the above table, it is clear that Smart Cities in the State of Andhra Pradesh have tendered 242 projects worth ₹ 8,229 crore, out of which 228 projects worth ₹ 7,886 crore are under implementation/completed which represents 95% of the total cost of projects. Therefore, the pace of implementation of Smart Cities projects in the State of Andhra Pradesh seems to be satisfactory. Ministry of Housing & Urban Affairs is working with the State Government and its Smart Cities to ensure timely completion of their projects.

SHRI PRABHAKAR REDDY VEMIREDDY: Sir, one of the core infrastructure elements of smart cities is efficient urban mobility. Schedule 13 of the Andhra Pradesh Reorganization Act mandated the Government of India to provide metro facilities at Visakhapatnam, which is a smart city, and also at Vijayawada, Guntur and Tenali, which fall under Amaravati, identified in the third round as smart cities in 2017, as per the Minister's reply. The Finance Minister, in her Budget Speech, announced extension...

MR. CHAIRMAN: Put your supplementary question, Prabhakar Reddyji. We are not having a discussion here. What is your supplementary question?

SHRI PRABHAKAR REDDY VEMIREDDY: Sir, the Finance Minister had announced Chennai, Bangalore, Nagpur and Nashik in her Budget Speech. I would like to know from the hon. Minister as to where the Ministry has failed in making metros in Andhra Pradesh find a place in the Finance Minister's Budget proposal.

SHRI HARDEEP SINGH PURI: Sir, I am not sure if this is an issue where the Ministry has failed. The issue is the following. A hundred smart cities were selected -- Sir, you would be more familiar with this than anyone else --- based on proposals which came from the applicant cities. These were studied and a hundred smart cities were chosen. The issue of urban mobility, if it is to be viewed in terms of the metro, is an entirely separate proposal. The State Governments have to make proposals for a metro line. For instance, in the last three-and-a-half years that I have been a Minister, some State Governments have been extremely proactive in making

proposals for metro connectivity. Now we have come up with the new 'Metro Light' and 'Metro Neo' also.

Sir, the hon. Finance Minister included a particular sector in the Budget Speech because that was a sector on which advocacy had been carried out for a considerable time. Now, if the hon. Member wants other parts of Andhra Pradesh also to have metro lines, specific proposals have to be made. But insofar as urban mobility is concerned, out of a total outlay of Rs. 2,05,018 crore for Smart Cities Mission the mobility component is Rs. 43,000 crore, but it would be pursued based on proposals which come from the states. Insofar as metro is concerned, it is an entirely different stream under which approvals are granted.

MR. CHAIRMAN: Second supplementary, Shri Prabhakar Reddy.

SHRI PRABHAKAR REDDY VEMIREDDY: No, Sir.

MR. CHAIRMAN: Thank you. We shall go on to Question No. 96; Dr. Bhagwat Karad.

**डा. भागवत कराड :** सभापति महोदय, मेरा माननीय मंत्री जी से यह प्रश्न है कि 'प्रधानमंत्री आवास योजना' की रफ्तार बढ़ाने के लिए और लाभार्थियों को आसानी से आवास मिले, इसके लिए सरकार क्या कदम उठा रही है, क्योंकि 'प्रधानमंत्री आवास योजना' के अंतर्गत आवास बनाने में स्पीड से काम नहीं हो रहा है?

SHRI HARDEEP SINGH PURI: Sir, the question was on a different subject but I will be very happy to answer the question relating to *Pradhan Mantri Awas Yojana*. सर, जब यह 'प्रधानमंत्री आवास योजना' जून, 2015 में आरंभ हुई थी, उस समय कुछ 1 करोड़ आवास बनाने का target था। Demand Assessment subsequently revise हुआ, अब target 1 करोड़, 12 लाख है। इसमें से 1 करोड़, 11 लाख आवास already sanction हो गए हैं, 4 verticals में हैं और ये जो remaining 1 लाख हैं, वे भी जल्दी हो जाएंगे। This project is doing exceptionally well. Forty two lakh beneficiaries have already got their homes and 71 lakh units are under construction. At this stage, I am not aware of any difficulties being faced. In fact, our issue is that we are now already beginning to think in terms of post-2022 completion scheme. So, to make these things clear, there are four verticals. If the hon. Member is referring to CLSS, I think, we should perhaps have a discussion on what the specific problems are.

SHRI KANAKAMEDALA RAVINDRA KUMAR: Sir, my question is about the projects in respect of Amaravati. An allocation of Rs. 2,046 crore has been made for the Smart City project. Are there any proposals from the State Government for development of Amaravati city and the Ministry pursuing it with the State Government since no proposal has come, and, there is any time limit for incurring the expenditure allocated for this Amaravati Smart City?.

SHRI HARDEEP SINGH PURI: Sir, I can share with the hon. Member the statistics. I have an Amaravati Smart City project. Rs. 2,046 crore is the total allocation. The progress on the Amaravati Smart City is that the Centre has released Rs. 496 crores. The Central share released to the SPV by the State Government is Rs. 488 crores. The State share released is also Rs. 488 crore. The expenditure by the Government of India is Rs. 475.6 crore and the expenditure by the State Government is Rs. 280.6 crores. In terms of specifics on Amaravati and the details thereof, the information that I have is that the projects are proceeding at a satisfactory pace. Although I have mentioned the total expenditure and the amount that has been released, if there is any specific question that the hon. Member wishes to ask, I will be very happy to sit with him after the Session.

MR. CHAIRMAN: Q. No. 96.

### **Age relaxation under EWS quota**

†\*96. SHRI VIVEK THAKUR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

- (a) whether there is a provision for age relaxation in Government jobs and education under EWS quota for the economically weaker sections of the general category;
- (b) if so, the details thereof and if not, the reasons therefor; and
- (c) whether Government has any such provision under its consideration?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI KRISHAN PAL): (a) to (c) A statement is laid on the Table of the House.

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† Original notice of the question was received in Hindi.

### Statement

(a) and (b) No Sir. The rules framed by the Government regarding reservation to EWS do not provide for Age Relaxation.

(c) No Sir.

**श्री विवेक ठाकुर** :सभापति महोदय, 2019 में NDA सरकार ने एक बहुत ही ऐतिहासिक फैसला लेकर शैक्षणिक अवसरों और रोजगार में 10 फीसदी का आरक्षण EWS category के बच्चों को देने का एक ऐतिहासिक निर्णय लिया था। कुछ समय बीत गया है और ऐसा लग रहा है कि इसका पूर्ण स्वरूप अभी भी खड़ा नहीं हो पाया है। मैं मंत्री जी से आग्रह करूंगा कि आर्थिक रूप से जो कमजोर व सामान्य वर्ग के EWS कोटे के तहत श्रेणीबद्ध लोग सरकारी नौकरियों व शिक्षा में आवेदन करते हैं, उनकी उम्र सीमा में अगर कोई छूट का प्रावधान है, तो क्या है और यदि नहीं है, तो सरकार इसके लिए क्या कर रही है? सर, इसी से जुड़ा हुआ एक प्रश्न और है।

**श्री कृष्ण पाल**: माननीय सभापति जी, माननीय सदस्य ने जो सवाल रखा है, उसके विषय में मैं आपके माध्यम से माननीय सदस्य को इतना कहना चाहूंगा कि वर्तमान में EWS को आरक्षण देने के बारे में सरकार द्वारा बनायी गयी नियमावली में आयु में छूट देने का कोई प्रावधान नहीं है।

**श्री विवेक ठाकुर**: सभापति महोदय, मैं मंत्री जी को यह बताना चाहूंगा कि जब OBC समुदाय को भी यह छूट मिली थी, तो इसका पूरा प्रबंधन करने और निर्णय पर आने पर सरकार को भी 12-14 महीने का वक्त लगा था। तो मैं यह कहूंगा कि सोच को इस तरह से विकसित किया जाए कि यह जो ऐतिहासिक निर्णय इस प्रगतिशील सरकार ने किया है, उसका पूर्ण स्वरूप खड़ा हो सके।

**श्री कृष्ण पाल**: माननीय सभापति जी, माननीय सदस्य ने जो सवाल किया है, मैं आपके माध्यम से उसके बारे में इतना कहना चाहूंगा कि जिस समय OBC और SC को यह आरक्षण दिया गया, उस समय परिस्थितियाँ कुछ और थीं। जितने पद उनके लिए अधिसूचित किये जाते थे, निकाले जाते थे, उतनी संख्या में आवेदन नहीं आते थे और जब आवेदन नहीं आते थे, तो इस कारण से आगे चल कर उसमें उनको आयु में छूट भी दी गयी। लेकिन जो EWS है, उसमें जितने पद आते हैं, जितनी रिक्तियाँ आती हैं, उसमें उस तरह का सिस्टम नहीं है, पूरे आवेदन आते हैं, इसलिए इसमें इस तरह का कोई प्रस्ताव नहीं हो सकता।

**सुश्री सरोज पाण्डेय**: महोदय, मैं सरकार को सबसे पहले इस बात के लिए साधुवाद देती हूँ कि सरकार ने सामान्य श्रेणी के आर्थिक रूप से कमजोर वर्गों के लिए जो आरक्षण लागू किया, वह आज्ञादी के बाद अपने आप में एक इतिहास है। मैं सरकार से यह कहना चाहती हूँ कि सरकार ने इस आरक्षण को लागू किया, लेकिन कुछ राज्यों में यह लागू नहीं हुआ है, जैसा मेरी जानकारी में है। अगर यह लागू नहीं हुआ है, तो इसके क्या कारण हैं?



**श्री कृष्ण पाल:** माननीय सभापति जी, मैं आपके माध्यम से माननीय सदस्या को यह जानकारी देना चाहूँगा कि यह अधिनियम लोक सभा में 08.01.2019 को पारित हुआ, राज्य सभा में 09.01.2019 को पारित हुआ और माननीय राष्ट्रपति जी ने 12.01.2019 को उसको पारित किया और 2019 में ही वह अधिसूचित हुआ, उसके नियम, और सब कुछ बन गये और सारी राज्य सरकारों को इसके विषय में जानकारी दे दी गयी है। ...**(व्यवधान)**... अब इस तरह की कोई जानकारी कि किसी राज्य में अगर इसको लागू नहीं किया गया है, ...**(व्यवधान)**... तो हम जानकारी प्राप्त करके ...**(व्यवधान)**... सब राज्यों में इसको लागू करायेँ, ऐसा हमारा प्रयास रहेगा। ...**(व्यवधान)**...

**श्री सभापति:** प्रो. मनोज कुमार झा।

**प्रो. मनोज कुमार झा:** ऑनरेबल चेयरमैन सर, ...**(व्यवधान)**... माननीय मंत्री जी से मेरा एक सीधा सा प्रश्न है कि for the lateral entry at JS level, whether the DoPT got in touch with the Ministry of Social Justice and Empowerment because that is a very crucial issue and it is disturbing the rhythm and minds of so many people.

**श्री कृष्ण पाल:** माननीय सभापति जी, माननीय सदस्य ने जो DOPT के बारे में कहा है, DOPT से हमें जानकारियाँ मिलती हैं कि जो कानून बनाया गया है, उसको केन्द्र सरकार में और सभी राज्य सरकारों में proper लागू किया जा रहा है और उसका पालन भी किया जा रहा है। कितने admissions हो रहे हैं, कितनी नौकरियाँ मिल रही हैं, ये सारी जानकारियाँ हमें राज्य सरकारों से और DOPT से मिलती रहती हैं।

PROF. MANOJ KUMAR JHA: Sir, my question was different. It was about lateral entry.

MR. CHAIRMAN: You can write to him.

DR. FAUZIA KHAN: Sir, on the principle of parity, I believe, EWS must be given age relaxation. It should be considered. Sir, I have another question. As we all know, one year has literally been deleted from our lives during the Covid pandemic. Hence, I would like to address this question through you: Can the Government consider giving all candidates, whose age limit was due to end in 2019, a relaxation of one year as a policy for employment in all the Departments?

**श्री सभापति :** सभी वर्गों के लिए एक साल बढ़ाने के बारे में सवाल है।

**श्री कृष्ण पाल :** सभापति महोदय, मैं माननीय सदस्य को बताना चाहता हूँ कि इस तरह का कोई प्रस्ताव अभी विचाराधीन नहीं है।

**श्री सभापति:** प्रश्न संख्या 97. ...**(व्यवधान)**...

**श्री नीरज शेखर :** सभापति महोदय, सबसे पहले मैं एक अनुरोध करना चाहता हूँ। मेरा एक आग्रह है कि हम लोग, जो गैलरी में बैठ रहे हैं, उनको कभी टी.वी. पर दिखाया नहीं जाता है। सर, मैं चाहता हूँ कि राज्य सभा टी.वी. के लोग हम लोगों को भी टी.वी. पर दिखाते रहें।

श्री सभापति : नीरज शेखर जी को हमेशा टी.वी. पर दिखाते रहें। केवल नीरज शेखर ही नहीं, जो भी लोग गैलरी में बैठते हैं, उनको और प्रमुखता से दिखाते रहना चाहिए। कारण यह है कि वे वहाँ बैठ रहे हैं। But they should not play to the gallery. Q. No.97.

### **Employment generation in rural areas**

\* 97. SHRI NEERAJ SHEKHAR: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) the details of employment generation in rural areas during the period 2019-20 and 2020-21 to till date, year-wise and State-wise;
- (b) the details of employment generation in rural areas in organised and unorganised sectors during 2020-21 to till date, sector-wise and State-wise; and
- (c) the details of new employment provided to women work force in rural areas during the last three years in organised and unorganised sectors during 2020-21 to till date, sector-wise and State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) A Statement is laid on the Table of the House.

### **Statement**

(a) to (c) As per the results of Periodic Labour Force Survey (PLFS) conducted by National Sample Survey Office, Ministry of Statistics and Programme Implementation during 2017-18, 2018-19, the estimated Worker Population Ratio (WPR) for the persons aged 15 years and above on usual status (principal status + subsidiary

status) basis including Organised and Unorganised sector to the extent available in the country is given at **Annexure-I**.

Employment generation coupled with improving employability is the priority of the Government. Government has taken various steps for generating employment in the country like encouraging various projects involving substantial investment and increasing public expenditure on schemes like Prime Minister's Employment Generation Programme (PMEGP), run by Ministry of Micro, Small & Medium Enterprises, Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Pt. Deen Dayal Upadhyaya Grameen Kaushalya Yojana (DDU-GKY), Deendayal Antyodaya Yojana-National Rural Livelihoods Mission (DAY-NRLM), run by Ministry of Rural Development and Pradhan Mantri Mudra Yojana (PMMY), run by Ministry of Finance.

The Mahatma Gandhi National Rural Employment Guarantee Scheme (Mahatma Gandhi NREGS), is a demand driven wage employment programme. A rural household, adult members of which agree to unskilled manual work, is entitled for hundred days of wage employment. The State wise details of Persons, Persondays and women share of the total Persondays over the last three years is provided in the **Annexure-II**.

#### **Annexure-I**

**Worker Population Ratio (WPR) (in percent) according to usual status (ps+ss) for each State/UT age groups: 15 years and above**

Sl. No.	State/UTs	PLFS*			
		Rural (2017-18)		Rural (2018-19)	
		Male	Female	Male	Female
1	Andhra Pradesh	75.9	47.3	73.6	45.5
2	Arunachal Pradesh	67.2	13.8	62.3	15.4
3	Assam	75.0	10.6	73.4	11.7
4	Bihar	64.0	3.8	66.0	4.0
5	Chhattisgarh	77.5	52.8	74.5	52.6
6	Delhi	78.3	3.1	71.8	14.4
7	Goa	69.0	25.1	68.2	23.0
8	Gujarat	74.4	21.6	77.5	25.0

9	Haryana	67.2	13.2	67.2	12.8
10	Himachal Pradesh	71.2	50.0	72.1	59.4
11	Jammu & Kashmir	73.8	30.5	75.7	35.3
12	Jharkhand	70.1	15.1	74.5	23.3
13	Karnataka	77.2	27.2	74.2	27.2
14	Kerala	67.0	20.8	67.6	26.4
15	Madhya Pradesh	78.0	34.9	78.4	31.6
16	Maharashtra	72.8	36.7	71.2	37.3
17	Manipur	65.3	18.7	68.4	21.7
18	Meghalaya	78.3	55.5	76.6	55.0
19	Mizoram	73.1	25.9	70.3	26.5
20	Nagaland	53.1	10.5	59.9	19.3
21	Orissa	73.6	18.9	74.6	24.2
22	Punjab	67.7	12.5	66.6	17.3
23	Rajasthan	69.7	30.4	70.4	35.9
24	Sikkim	74.2	45.8	70.9	54.0
25	Tamil Nadu	71.6	36.7	71.6	41.5
26	Telangana	68.3	37.3	66.2	45.4
27	Tripura	71.1	10.3	72.5	11.3
28	Uttarakhand	64.5	18.8	67.6	18.1
29	Uttar Pradesh	71.0	14.0	70.4	14.6
30	West Bengal	77.7	19.5	79.9	20.6
31	Andaman & Nicobar Islands	76.5	17.8	74.1	20.6
32	Chandigarh	73.6	14.4	81.5	20.9
33	Dadra & Nagar Haveli	85.2	55.7	84.7	65.3
34	Daman & Diu	71.9	25.5	76.9	8.4
35	Lakshadweep	72.8	10.1	46.3	6.2
36	Puducherry	63.3	6.6	75.5	37.4
	All-India	72.0	23.7	72.2	25.5

Source: \* Periodic Labour Force Survey (PLFS), July 2017- June 2018, July 2018- June 2019, M/o Statistics & Programme Implementation.

## Annexure-II

## State/UT-wise details of employment Provided under MNREGS

MGNREGS Employment days (State wise)										
S. No.	States	Employment provided 2018- 19			Employment provided 2019- 20			Employment provided 2020-21 (as on 5-2-2021)		
		Persons	Person days	Women Person days out of Total (%)	Persons	Person days	Women Person days out of Total (%)	Persons	Person days	Women Person days out of Total (%)
1	ANDHRA PRADESH	6911313	246563858	59.90	6500572	200206597	60.05	7784757	225231901	56.45
2	ARUNACHAL PRADESH	169364	6869807	38.69	182962	8606724	40.47	226725	9433036	41.45
3	ASSAM	2460433	53284278	41.08	2772946	62355437	41.77	2955818	67108644	43.6
4	BIHAR	3382403	123357276	51.76	3862036	141726940	55.85	5139588	181915836	55.01
5	CHHATTISGARH	4568868	138601609	50.05	4544212	136174946	50.07	5397841	125409965	49.76
6	GOA	1161	14959	71.05	1751	33984	75.59	4182	91036	75.41
7	GUJARAT	1516992	41961258	44.53	1326244	35370531	45.13	1802699	41168476	46.43

8	HARYANA	326861	7789655	50.05	364019	9119346	50.59	609629	15619750	48.73
9	HIMACHAL PRADESH	736077	28519910	63.26	716133	25918786	62.75	819337	29940165	61.23
10	JAMMU AND KASHMIR	981268	36815318	29.98	921708	31360663	32.92	826145	26291676	30.28
11	JHARKHAND	1623544	53659437	39.22	1763181	64200915	41.31	2878894	97905253	42.12
12	KARNATAKA	3934472	104491744	48.59	4109491	111874302	49.12	5225723	124149404	49.02
13	KERALA	1708184	97525767	90.41	1654129	80229699	89.8	1767945	81441020	90.57
14	LADAKH	0	0	-	37035	1903192	60.65	35891	1915689	61.67
15	MADHYA PRADESH	6674355	202942430	36.54	6172018	193101785	38.11	9675961	295819942	40.52
16	MAHARASHTRA	3276123	84596966	44.87	2746239	62962555	43.41	2555801	51016598	42.17
17	MANIPUR	570353	11739107	47.41	590406	23411314	48.99	583556	28701777	51.42
18	MEGHALAYA	679527	34215249	50.15	715056	37022263	50.51	676218	29074359	50.89
19	MIZORAM	202682	18121863	37.95	209111	19296475	50.71	222326	18993189	56.44
20	NAGALAND	416884	13285447	31.56	425990	13848291	35.63	413361	15777907	36.91
21	ODISHA	3366809	82997509	41.99	3733930	111442115	43.3	5746579	177235816	44.52
22	PUNJAB	824317	20449052	60.73	908175	23526002	58.79	1076826	30698784	56.62
23	RAJASTHAN	7537391	294245591	66.07	8059260	328889663	67.33	10263774	381620379	65.47
24	SIKKIM	72178	3355302	50.93	67519	2947425	51.07	72856	3096510	50.58
25	TAMIL NADU	6524708	257696479	85.40	6488785	248510107	86.3	7609470	276497341	85.08
26	TELANGANA	4252199	117729172	62.80	4074689	107114099	61.5	5238639	138226277	58.1
27	TRIPURA	739389	25308683	46.19	784282	34402174	47.03	802490	37279884	47.48

28	UTTAR PRADESH	6150632	212124840	35.28	6453980	244442401	34.28	10973838	348994067	32.83
29	UTTARAKHAND	638361	22166658	55.15	661268	20625210	56.62	828067	24404676	54.67
30	WEST BENGAL	7442105	338252830	48.12	7968916	272305088	47.86	11189362	368113872	45.07
31	ANDAMAN AND NICOBAR	7080	193908	63.58	6924	220617	59.43	9028	219239	54.51
32	DADRA & NAGAR HAVELI	0	0	0	0	0	0	0	0	0
33	DAMAN & DIU	0	0	0	0	0	0	0	0	0
34	LAKSHADWEEP	259	10161	37.42	124	4337	96.86	70	1935	94.83
35	PUDUCHERRY	35931	664451	87.65	43092	765131	86.78	53343	1052766	86.81
	Total	7773222 3	267955057 4	54.59	78866183	2653919114	54.78	103466739	3254447169	52.74

Source: M/o Rural Development

**श्री नीरज शेखर :** सभापति महोदय ,मैं आपके माध्यम से माननीय मंत्री जी से आग्रह करना चाहता हूँ कि कृषि और एमएसएमई सेक्टर में रोजगार सृजन की अपार संभावनाएं हैं। ग्रामीण क्षेत्रों में सबसे ज्यादा रोजगार कृषि और एमएसएमई सेक्टर द्वारा प्रदान किया जा रहा है। मैं माननीय मंत्री जी से पूछना चाहता हूँ कि सरकार द्वारा कृषि और एमएसएमई सेक्टर में रोजगार सृजन हेतु कौन-सी योजनाएं चलाई जा रही हैं और 21-2020 में अब तक कितने रोजगार इन दोनों सेक्टरों से सृजित हुए हैं?

**श्री संतोष कुमार गंगवार :** सभापति महोदय ,माननीय सदस्य ने देश की समस्या को ध्यान में रखते हुए अच्छा सुझाव दिया है। मैं आपको बताना चाहता हूँ कि सरकार और हमारे प्रधान मंत्री जी भी इस ओर बहुत चिंतित हैं कि ग्रामीण क्षेत्रों में रोजगार के अवसर कैसे बढ़ाए जाएं ? रोजगार सृजन के लिए हम लोगों ने बहुत-सी योजनाएं प्रारंभ की हुई हैं और उनके हिसाब से हम लोग काम कर रहे हैं। मैं आपके माध्यम से यहां पर बताना चाहूंगा कि प्रत्यक्ष और अप्रत्यक्ष ,दोनों रूपों से हम रोजगार पैदा करने का काम कर रहे हैं। जैसे 'पीएमईजीपी' , 'दीन दयाल उपाध्याय ग्रामीण कौशल्य योजना' , 'दीन दयाल अंत्योदय योजना 'और' मनरेगा 'इत्यादि। इसके अतिरिक्त युवाओं में कौशल विकास के लिए हम' प्रधान मंत्री कौशल विकास योजना 'भी चला रहे हैं , जिसका उद्देश्य यह है कि हम 2016 से 2020 तक एक करोड़ से अधिक लोगों को स्किल की ट्रेनिंग देने का काम करेंगे।

**श्री नीरज शेखर :** वर्ष 22-2021 में ग्रामीण क्षेत्रों में कितने रोजगार सृजन करने का लक्ष्य सरकार ने निर्धारित किया है और महिलाओं को ग्रामीण क्षेत्रों में संगठित और असंगठित क्षेत्रों में अधिक रोजगार सुनिश्चित करने हेतु कौन-से कदम 22-2021 में उठाए जाएंगे?

**श्री संतोष कुमार गंगवार:** सर ,माननीय सदस्य जी कह रहे हैं कि इस दौर में वैश्विक महामारी के बाद भी माननीय प्रधान मंत्री जी के नेतृत्व में सरकार ने' आत्मनिर्भर भारत पैकेज 'की जो घोषणा की थी ,उसके अंतर्गत करीब 27 लाख करोड़ रुपये का प्रत्यक्ष ,अप्रत्यक्ष सहयोग दिया गया था। मैं यहां पर यह बताना चाहूंगा कि खास तौर से' प्रधानमंत्री मुद्रा योजना ,'जो स्वरोजगार की दिशा में बहुत ही महत्वपूर्ण कदम है ,उसमें 10 लाख रुपये से अधिक की collateral-free loan देने की बात है। इस योजना के अंतर्गत 16-2015 से लेकर अब तक 24.48 करोड़ खातों में करीब 12 लाख करोड़ रुपये का ऋण दिया गया है। मैं यह इसलिए बता रहा हूँ कि इन 24 करोड़ खातों में से 70 परसेंट खाते महिलाओं के हैं ,जिनमें 15.75 लाख करोड़ से अधिक की राशि लोन के रूप में दी गई है और हम लगातार इसकी समीक्षा करने का काम कर रहे हैं।

DR. VIKAS MAHATME: Sir, we know that in unorganized or informal sector, employment is very large. It is more than ninety per cent. So, to increase the output of the service sector as well as industry and for the benefit of rural employees, it is



very necessary that this should be shifted to organized sector. So, my question is: Does the Government want to follow this shifting of unorganized sector to organized sector? Is there any policy of the Government for this?

**श्री संतोष कुमार गंगवार:** यह बात सही है कि हमारे देश में संगठित और असंगठित क्षेत्र के मजदूरों में असंगठित क्षेत्र की संख्या 40 करोड़ के आस-पास है और संगठित क्षेत्र की 10 करोड़ के आस-पास है। हम इसमें योजनाओं के माध्यम से परिवर्तन करने का काम कर रहे हैं। मैं आपके माध्यम से बताना चाहूंगा कि कोविड के वर्ष को भी हमने एक पॉजिटिव दिशा में लेने का काम किया है और आदरणीय प्रधान मंत्री जी के नेतृत्व में पहली बार ऐसा हुआ है कि इस 21-2020 में लोग असंगठित क्षेत्र से संगठित क्षेत्र में स्थानांतरित हुए हैं।

**श्री सभापति:** एल्फोंस जी, आपने कहा कि मार्शलस आपकी ओर नहीं देखते हैं। मैंने कल ही आपका नाम लिया था और आपने सप्लीमेंटरी पूछा था। परंपरा यह है कि ऑफिसर या किसी के बारे में सीधे व्याख्या नहीं करनी है। अगर कुछ प्रॉब्लम हो, तो आप मुझे बताएं। मैं जरूर उसको address करूंगा, because वे लोग बोल नहीं सकते हैं और फिर भी मेरे सामने यह होता है, इसलिए मैं आपको कल की ही याद दिला रहा हूँ।

**प्रो. राम गोपाल यादव:** सभापति महोदय, मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि कोरोना के पीरियड में 20-2019, और 21-2020 में unorganized sectors में बड़े पैमाने पर जो labourers थे, वे घर बैठ गए और unemployed हो गए। वे जहां काम कर रहे थे, वे कल-कारखाने, वे फैक्ट्रीज लगभग बंद हो गईं और वहां पर छंटनी हो गई। क्या आपने यह अनुमान लगाया है कि इनकी संख्या कितनी है और इनको फिर से कब काम मिल सकता है?

**श्री संतोष कुमार गंगवार:** सर, मैं आपके माध्यम से बताना चाहूंगा कि वास्तव में यह एक चिंता का विषय है और हम लोगों ने जो जानकारी ली है, देश के अंदर दूसरे राज्यों से अपने गृह राज्यों में आने का काम, हम कह सकते हैं कि करीब एक करोड़ मजदूरों ने किया है। इनमें से अधिकांश वापस भी लौट गए हैं और स्थान पा रहे हैं। आपकी चिंता दुरुस्त है और हम इसमें प्रक्रिया अपना रहे हैं। मैं आपको फिर बताना चाहूंगा कि अभी तक, आजादी से बाद से लेकर, केवल प्रत्यक्ष रोजगार जो मिलते थे, जो organised labour थी, उनकी संख्या 10 करोड़ के आस-पास थी और असंगठित मजदूर, उनकी संख्या 40 करोड़ के आस-पास है। हम प्रधान मंत्री जी को धन्यवाद देंगे कि उन्होंने इसको कैसे पॉजिटिवनेस में बदलने का काम किया है कि इन 40 करोड़ की भी हम चिंता कर रहे हैं। हम यह भी देख रहे हैं कि इनको कैसे पॉजिटिव दिशा में ले जाने का काम करें और इनको एक सही ढंग से ऐसे अवसर मिलें कि इनको एक स्थायी नौकरी मिल सके।

SHRI ANIL DESAI: Sir, the Minister has provided the Periodic Labour Force Survey right from July 2017 and male-female percentage of employment given under different

heads has been shown. If you see the all-India level figures, it is one-third employment for females.

**श्री सभापति:** प्लीज़। इधर-उधर से कोई आवाज़ आ रही है।

SHRI ANIL DESAI: One-third employment is given to females compared to employment provided to males. Sir, through you, may I know from the Minister: Is there any attempt done by the Government on its part to see that more employment for females is generated?

**श्री संतोष कुमार गंगवार:** सर ,में यह बताना चाहूंगा कि यह फिगर ग्रामीण क्षेत्र से संबंधित है। ग्रामीण क्षेत्र में रोजगार के अवसर महिलाओं में कम नज़र आते हैं। अगर आप ध्यान दें तो पिछली रिपोर्ट के हिसाब से एक-डेढ़ परसेंट की बढ़ोतरी हुई है। अब हमने लेबर कोड्स के माध्यम से सर्वे करने का काम बदल दिया है। अभी तक एक वर्ष में सर्वे की रिपोर्ट आती थी ,अब वह तीन महीने में कैसे आए ,इसके हिसाब से हम काम कर रहे हैं। मैं आपके माध्यम से यहां बताना चाहूंगा कि महिला कामगारों के लिए अनुकूल माहौल कैसे बने ,इसके संबंध में बहुत से कदम सरकार ने बीते वर्षों में उठाए हैं और खास तौर से जैसे मातृत्व अवकाश ,जो 12 सप्ताह का था ,उसे बढ़ाकर 26 सप्ताह कर दिया और वह भी सवेतन किया है। इसके साथ ही अगर ऐसे 50 से अधिक कर्मचारी किसी प्रतिष्ठान में हैं ,तो वहां पर crèche की सुविधा भी दी जाएगी। इन सारी बातों की ओर हम लोग ध्यान दे रहे हैं। रात्रि की पाली में महिला कामगारों को पहली बार आदरणीय प्रधान मंत्री जी के नेतृत्व में कारखाना अधिनियम के अंतर्गत राज्यों में काम करने का परामर्श दिया गया है। खान में भी पहली बार ऐसा हुआ है कि खानों के अंदर महिला कर्मचारी काम कर सकती हैं ,यह निर्णय आदरणीय प्रधान मंत्री जी के नेतृत्व में लिया गया है।

MR. CHAIRMAN: Q.No.98.

### **Bengaluru metro project**

\* 98. SHRI G.C. CHANDRASHEKHAR: Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:

- (a) whether it is a fact that the construction of Bengaluru Metro lanes is delayed;
- (b) if so, the increase in the expenditure compared to the estimation; and
- (c) the amount spent from the time of initiation of the project till date?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI HARDEEP SINGH PURI): (a) to (c) A Statement is laid on the table of the House.

### Statement

(a) to (c) Yes Sir. Bangalore Metro Rail Corporation Limited (BMRCL) has informed that there is no significant increase in expenditure on works and system components of the Bengaluru Metro Phase-2 project. The land acquisition cost is likely to increase by Rs. 4,290 crore, which is funded entirely by Government of Karnataka. Till December 2020, an amount of Rs. 15,597 crore, including cost of land acquisition has been spent in implementation of Bengaluru Metro Phase-2 project.

SHRI G.C. CHANDRASHEKHAR: Sir, Bengaluru is one of the worst traffic cities in the world today. To control the traffic, in 2018-19, the Central Government announced the Suburban Railway Project. But till today, the project has not started as the Central Government has not released the fund. Now, the people are looking for an option. As Bengaluru city has so much traffic, the metro rail is very important. I want to know about the share of Centre and State to the Bangalore Metro Project in budgetary allocation of 2021-22. When is the expenditure expected to be released?

SHRI HARDEEP SINGH PURI: Sir, I think, the hon. Member is referring to Phase-II of the Bengaluru Metro Rail Project, which was approved in 2014. Out of that, a 6.3 kilometres Phase-II from *Yelachenahalli to Silk Institute* was made operational on 14<sup>th</sup> January. ...(*Interruptions*)...

MR. CHAIRMAN: Please you sit down.

SHRI HARDEEP SINGH PURI: In so far as the other sections are concerned, there are four extensions to the existing lines and two new lines. The total length of Phase-II is 72.1 kilometres with 61 stations, 41 elevated and 12 underground. Sir, the delay here in Phase-II is not on account of non-release of funds. I would like to correct that impression. In fact, the Government of India has already released Rs. 8,445.63 crores for Phase-II project so far. In the form of equity, Rs. 3,286.96 crores was equity; subordinate debt, was Rs. 1,412.65 crores and pass-through assistance, was Rs.3,746.2 crores.

Now, the delay is on account of the following two factors: the State Government has to acquire the land and the availability of forest land in two parts. There were some 4,266 trees; almost 45 per cent are held up. A high-powered Committee has been appointed.

Sir, there is another prominent land acquisition dispute which is a PIL that is pending. And the Central Government is ready to provide the fund. Funds are allocated; but still land issue is there. And we would be releasing for 2021-22 also.

SHRI G.C. CHANDRASHEKHAR: Sir, there is one more important issue. The people of Karnataka find it very difficult to read the signboards, important notices, instructions in Namma Metro because they are not using our local language. Since Kannada is also one of the official languages of the country, what is the problem to use the local language? It is because people can understand what information is there.

MR. CHAIRMAN: It is good.

SHRI HARDEEP SINGH PURI: Sir, I am personally not aware of what signage is being used. I remember there was a controversy recently where some language was used and the surface was defaced, etc. But I would look into it and I would discuss it with the hon. Member.

MR. CHAIRMAN: My advice to the hon. Minister is that in all the metros there should also be a local language. Like in Namma Bengaluru, there was this issue. The national language and others is okay but local language also should be there because mostly local people are travelling. Now, Dr. Hanumanthaiah.

DR. L. HANUMANTHAIAH: Sir, my question is this. Reaching Bengaluru Airport from Bengaluru City is far away and very difficult. People are facing a lot of problems. Has the Government taken up the metro line to Airport from Bengaluru City on priority? And if so, when will you complete it?

SHRI HARDEEP SINGH PURI: Sir, I think the hon. Member is referring to Phase-2A and Phase-2B. Both these lines, and one of them, I know, connects to the airport, have been sent for financial approval.

MR. CHAIRMAN: Yes, Shri K.C. Ramamurthy.

SHRI K.C. RAMAMURTHY: Yes, Sir, from the Lok Sabha.

MR. CHAIRMAN: Yes, all Bengalurians, please.

SHRI K.C. RAMAMURTHY: Mr. Chairman, Sir, the hon. Minister is aware of the continuous....

MR. CHAIRMAN: Yes, Ramamurthyji from Lok Sabha.

SHRI K.C. RAMAMURTHY: Sir, I am in Lok Sabha.

MR. CHAIRMAN: By the time metro moved, the time is over. Now, Question Hour is over.

*[Answers to Starred and Unstarred Questions (Both in English and Hindi) are available as Part-I to this Debate, published electronically on the Rajya Sabha website under the link <https://rajyasabha.nic.in/Debates/OfficialDebatesDateWise> ]*

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## GOVERNMENT BILL

### The Major Port Authorities Bill, 2020

MR. CHAIRMAN: Now, we are going to the Major Port Authorities Bill, 2020. Please adhere to the time, and meanwhile, I will discuss whether there is a possibility of extension of time for the Budget Discussion and all. Now, the Minister, Shri Mansukh Mandaviya, to move a motion.

THE MINISTER OF STATE OF THE MINISTRY OF PORTS, SHIPPING AND WATERWAYS; AND THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI MANSUKH MANDAVIYA): Sir, I move:

“That the Bill to provide for regulation, operation and planning of Major Ports in India and to vest the administration, control and management of such ports upon

the Boards of Major Port Authorities and for matters connected therewith or incidental thereto, as passed by Lok Sabha, be taken into consideration.”

MR. CHAIRMAN: Right. Motion moved.

SHRI JAIRAM RAMESH (Karnataka): Sir, how long is... (*Interruptions*)...

MR. CHAIRMAN: I am just coming to it. Now, the first speaker is Shri Shaktisinh Gohil. Before we go to him, I would like to tell that the BAC has allotted two hours for this Bill. So, keep that in mind and try to complete, even early, so that you get time for the Budget also. Meanwhile, we will discuss with the Minister of Parliamentary Affairs about the suggestion that has been made. Now, Shri Shaktisinh Gohil, you have got nineteen... ...(*Interruptions*)...

SHRI JAIRAM RAMESH: Sir, what about the suggestion to go beyond 2'o clock?

MR. CHAIRMAN: You have not heard me. I have said that I have to discuss it.

**श्री शक्तिसिंह गोहिल** (गुजरात): सभापति महोदय..(**व्यवधान**)..

**श्री सभापति** : शक्तिसिंह गोहिल जी, माननीय मंत्री जी बोलना चाहते हैं।

SHRI MANSUKH MANDAVIYA: Sir, I would like to explain.

MR. CHAIRMAN: Yes, please explain. Let him make a brief statement and, then, Shri Gohil.

**श्री मनसुख मांडविया**: सभापति जी, मैं "The Major Port Authorities Bill, 2020" इसलिए लेकर आया हूँ, क्योंकि पोर्ट सेक्टर एक ऐसा सेक्टर है - वैसे सभी सेक्टरों में समय-समय पर बदलाव करना आवश्यक होता है, इसीलिए पोर्ट सेक्टर और पोर्ट को रेग्युलेट करने के लिए 1908 में अंग्रेज़ गवर्नमेंट ने एक पोर्ट एक्ट कोलकाता में लागू किया था। उसके बाद धीरे-धीरे, समय बीतने के साथ, आज़ादी के बाद 1963 में पोर्ट ट्रस्ट एक्ट का implementation हुआ था। जब पोर्ट ट्रस्ट एक्ट का implementation हुआ, तब देश में केवल मेजर पोर्ट्स ही थे, अन्य पोर्ट्स थे ही नहीं, मतलब सर्विस बेस्ड पोर्ट्स थे। ऐसी स्थिति में उस वक्त जो बिल था और पोर्ट ट्रस्ट एक्ट था, उसमें 1963 के बाद यह लगा कि बदलते समय में वर्तमान समय की स्थिति के साथ उसका कैसे comparison करें?

महोदय, एक प्रश्न था कि दुनिया में पोर्ट सेक्टर में जो प्रैक्टिस है, उस प्रैक्टिस का इंडिया में implementation कैसे करें? इंडिया में जो पोर्ट्स हैं, वे माइनर पोर्ट्स हैं और मेजर पोर्ट्स हैं। आज इनके बीच में भी competition हो रहा है। Competition को compete करने के लिए हम मेजर पोर्ट्स को कैसे सक्षम बनाएं? इन सभी स्थितियों को देखते हुए यह भी प्रश्न था कि digital technology का कैसे maximum से maximum use करें और Ease of Doing Business कैसे बढ़ाएं? आज जब प्राइवेट पोर्ट के सामने मेजर पोर्ट को compete करना है, तब ऐसी स्थिति में मेजर पोर्ट के पास जो लोकल अथॉरिटी है या जो लोकल पोर्ट एडमिनिस्ट्रेशन है, उसको कैसे सशक्त करें, जिससे वह अपने decisions स्वयं ले सके और other ports के साथ competition करके अपने business को बनाए रख सके। इन सभी उद्देश्यों को सिद्ध करने के लिए मैं यह "The Major Port Authorities Bill, 2020" लेकर आया हूँ।

*The question was proposed.*

**श्री सभापति :** मंत्री जी आपका धन्यवाद, आपने संक्षिप्त में बताया, इस हिसाब से यह उद्देश्यपूर्ण है। पहले वक्ता श्री शक्तिसिंह गोहिल हैं, उनके बाद श्री सुरेश प्रभु और फिर श्री सुखेन्दु शेखर राय बोलेंगे। कृपया सभी लोग टाइम को ध्यान में रखकर अपनी बात कहें।

**श्री शक्तिसिंह गोहिल:** माननीय सभापति महोदय, जब भी कोई कानून बनता है, तो उसका effect far-reaching होता है। कभी हाउस में बोल दिया, कोई क्वेश्चन आँवर हो गया, इन सब से उसका इतना impact नहीं पड़ता, जितना कानून का पड़ता है। मैं यह जरूर कहना चाहता हूँ कि माननीय मंत्री जी जिस बिल को लेकर आए हैं, उसकी drafting में, बिल को तैयार करने में जो कमजोरियाँ रह गई हैं, मैं उन्हें आपके जरिये माननीय मंत्री जी और इस गृह के सामने रखना चाहता हूँ।

*(उपसभापति महोदय पीठासीन हुए)*

मुझे लगता है कि एयरपोर्ट अथॉरिटी विधेयक की तैयारी करते वक्त या तो जो draft तैयार करने में गम्भीरता होनी चाहिए, जो seriousness, जो thinking होनी चाहिए, जो तैयारियाँ होनी चाहिए, उनमें काफी कमजोरियाँ रही हैं, या फिर हम जान-बूझ कर कुछ ऐसा करना चाहते हैं, जिससे नाम तो हम दे देंगे कि compete करना है, पर compete नहीं करना है, compromise करना है, किसी न किसी को दे देना है। क्या इसके लिए हमने यह कमजोरी छोड़ी है? जिस तरह से सारे एयरपोर्ट्स के लिए एक दोस्त का नाम चल रहा है, क्या हम ये पोर्ट्स भी किसी एक दोस्त के नाम पर करने के लिए, मेहनत करके इसे लेकर तो नहीं आए हैं? पहले एयरपोर्ट्स दोस्त के नाम हो गए, अब सारे बंदरगाह, 12 बंदरगाह हैं, उन्हें भी दोस्त के नाम करने के लिए तो इसे लेकर नहीं आए हैं?

उपसभापति महोदय, मैं आपके जरिए draft में जो कमियाँ हैं, पहले उन्हें सामने रखना चाहता हूँ। इसके Clause 3 में इन्होंने कहा है कि एक बोर्ड बनेगा, जिस बोर्ड में 13 सदस्य होंगे।

Out of these 13 members, seven members are private members. आप 13 में से 7 private members रखते हैं और फिर कहते हैं कि हम निजीकरण नहीं कर रहे हैं। आपकी बात पर विश्वास कहाँ से आएगा! आपने बोर्ड के मेम्बर्स निजीकरण के लिए रखे। आपने प्रावधान किया, पर कहीं पर भी उसकी qualification, उसकी expertise, उसका experience, यह नहीं रखा। इससे होगा यह कि 14 में से 7, मतलब more than 50 per cent are private members and no proper qualification. फिर उन्हें रखने की qualification क्या होगी? "Yes, boss", "Yes, Minister" करने वाले लोग वहाँ आ जाएँगे। अगर आपको private से compete करना है, तो आपके पोर्ट्स में experts को लाने के लिए आपके कानून में प्रावधान होना चाहिए। आपने कानून में वह प्रावधान नहीं रखा है।

माननीय उपसभापति महोदय, चेयरमैन और वाइस-चेयरमैन, जिनके पास पूरा अधिकार होगा, जो इस बोर्ड को चलाएँगे, पूरी सत्ता जिनमें निहित हो रही है, उनका चयन कौन करेगा? उनका चयन करने के लिए आपने कहा है कि एक ऐसी Selection Committee होगी, जो आपको चेयरमैन और वाइस-चेयरमैन का suggestion देगी। अब इन महत्व की दो जगहों को select करने वाली जो Selection Committee है, उसका constitution ही unclear है। आपकी Selection Committee के constitution में कहीं पर भी clarity नहीं है कि वह कमिटी कैसी होगी।

माननीय उपसभापति महोदय, इसमें जो representation दिया गया है, वह proper नहीं है। ये जो 12 major ports हैं, अगर इन major ports के हाथ-पाँव और आत्मा कोई है, तो वे वहाँ मजदूरी करने वाले, वहाँ काम करने वाले कामगार हैं। आपने उनको proper representation नहीं दिया है। आपने कहा है कि वहाँ पर जो employees हैं, उनके दो लोग रहेंगे, जबकि आप business community के कितने लोग रख रहे हैं! Why this disproportionate representation? माननीय उपसभापति महोदय, जिन्होंने ये 12 बंदरगाह खड़े किए हैं, उन कामगारों की आवाज़ बुलन्द रखना, मुझे लगता है कि बहुत ज़रूरी था। यहां इस बोर्ड के जो मेम्बर्स होंगे, उनके लिए सरकार ने इसमें एक क्लॉज़ डाली है, 'The restriction period for those who are on the Board.' इस क्लॉज़ के अनुसार, बोर्ड के मेम्बर का कार्यकाल खत्म होने के बाद वह फिर से employee बन कर न आ सके, इसके लिए restriction रखी गयी है, लेकिन कितने समय को restriction रखी गयी है? Just for one year. इसमें सिर्फ एक साल की restriction रखा गया है, यानी आज अगर मैं बोर्ड का मेम्बर हूँ.... ये तो साहब, बड़े-बड़े मगरमच्छ हैं। किसी को कुछ फायदा करवा दिया और एक साल के बाद जिसको मैंने फायदा करवाया है, उसी कम्पनी का मैं बड़ा मैनेजर बन गया और ज़िन्दगी भर वहाँ मज़े करता रहूँगा। क्या यह एक साल की restriction आपको ठीक लगती है?

माननीय उपसभापति महोदय, दूसरा, port related use and non-port related use में एक clarity होनी चाहिए। मैंने पूरा बिल देखा है, लेकिन port related use and non-port related use में कोई clarity नहीं है। हमने ये जो 12 महा-बंदरगाह खड़े किए हैं, 12 major ports खड़े किए हैं, ये किसी एक सरकार की मिल्कियत नहीं हैं, ये इस देश की प्रॉपर्टी हैं, national property हैं। इनको संभालना हम सब की जिम्मेवारी है। सरकारें आएंगी, सरकारें जाएंगी, दोस्तों को फायदा होगा या नहीं होगा, यह मत सोचिए। हमें इस देश की सम्पदा को संभाल कर रखना है, इसकी



चिन्ता हमें करनी होगी। जब कोई कानून ऐसा आए, तो उस कानून में आप इतनी खिड़कियां रख दोगे, जहां से बड़े-बड़े लोग आकर आपको थोड़ा-बहुत फायदा तो दे देंगे, लेकिन आपका बंदरगाह, कल आपका नहीं रहेगा। आज जब हम एयरपोर्ट जाते हैं, तो पहले जहां इस देश की या इस शहर की महान हस्तियों का नाम रहता था, वही एयरपोर्ट आज आपके दोस्त के नाम हो गया है। इन 12 बंदरगाहों की हालत भी इसी तरह की हो जाएगी। अगर हम इस कानून को ठीक से लाना चाहते हैं, तो इसके ड्राफ्ट को आपको ठीक करना होगा, इसलिए आप इस बिल को Standing Committee को भेजिए। पहले भी यह बिल Standing Committee में गया था, लेकिन Standing Committee से वापस आने से पहले ही लोक सभा भंग हो गई थी, इसलिए उस Standing Committee की जो recommendations थीं, वे आपने नहीं मानी हैं। आप यह मत समझिए कि मुझे यह बात पता नहीं थी कि पहले भी यह Standing Committee में गया था। मैं सोच-समझ कर बोलता हूं। उसके lapse होने के बाद अब जब आप यह बिल लेकर आए हैं, तो क्या यह आपकी जिम्मेवारी नहीं थी? माननीय उपसभापति महोदय, इन्होंने बैठे-बैठे comment किया था, तो मैंने थोड़ा सा डायरेक्ट जवाब दिया है।

महोदय, आपके माध्यम से मैं यह कहना चाहता हूं कि उसी Standing Committee ने आपको कुछ सिफारिशें भी की थीं। उन्हीं सिफारिशों में Standing Committee ने यह भी कहा था कि port related use and non-port related use, इनको ठीक से define किया जाए। क्या आपकी जिम्मेवारी नहीं है कि उसकी रिक्मंडेशंस को आप सुनते? Standing Committee ने कहा कि आप इसमें एक क्लॉज रखते हैं, but, your Objects and Reasons and one Clause in the Bill travelling totally in a different direction. एक तरफ आप कहते हैं कि हम स्वायत्तता दे रहे हैं, लेकिन फिर इसी कानून में आप एक क्लॉज रखते हैं कि सरकार आपको डायरेक्शन देगी!

माननीय उपसभापति महोदय, गुजरात का एक मॉडल पहले था, वह महात्मा गाँधी जी वाला मॉडल था। वह मॉडल बहुत अच्छा रहा और पूरी दुनिया ने उस मॉडल को एडॉप्ट किया। लेकिन 2002 के बाद भी एक गुजरात मॉडल आया है, यह उसी मॉडल की एक कॉपी है। इसमें क्या होता है कि अलग से कुछ कर दो, एक क्लॉज में सरकार के पास पावर रख दो, Comptroller and Auditor General की limitations कर दो और फिर मनमानी करते रहो। अगर कल को कुछ होता है, तो कह दो कि मैंने कहा था, यह तो उस बोर्ड ने किया था, उसको तो मैंने स्वायत्त बना दिया था, ये अधिकार तो उसके थे। ये उसी मॉडल को आज यहां implement करने जा रहे हैं, इसी बात में मेरा विरोध है। उपसभापति महोदय, माननीय मंत्री जी मेरे राज्य के हैं, मेरे डिस्ट्रिक्ट के भी हैं। मैं उनकी ज्यादा तारीफ नहीं करूंगा, क्योंकि यदि मैं तारीफ करूंगा तो उधर से उनका पत्ता कट जाएगा। वहां यहां जैसा नहीं है कि इंटरनल डेमोक्रेसी है, कोई तारीफ भी कर दे तो भी उसका वही सम्मान और खुशी होती है, वैसा नहीं है। इसलिए मैं मनसुख भाई जी की ज्यादा तारीफ नहीं करूंगा। वे मेरे अच्छे दोस्त हैं, मेरे उनके साथ पारिवारिक रिश्ते रहे हैं। ..(व्यवधान)...

**श्री उपसभापति:** आप इधर देखकर बात कीजिए।

**श्री शक्तिसिंह गोहिल:** माननीय उपसभापति महोदय का चेहरा इतना शालीन है, मैं उन्हीं को देखकर बात करता हूँ, परन्तु जब कोई रोक-टोक होती है तो मैं भी एक ह्यूमन बीइंग हूँ, उधर ध्यान तो जाएगा। मैं आपके ज़रिये माननीय मंत्री जी से कहना चाहता हूँ कि आप यदि विकास की बात करते हो, आप अगर डेवलपमेन्ट की बात करते हो तो एशिया का सबसे बड़ा शिप ब्रेकिंग यार्ड गुजरात के भावनगर डिस्ट्रिक्ट, अलंग में पड़ता है। हालांकि माननीय मंत्री जी ध्यान दे रहे हैं, परन्तु मैं कहता हूँ कि आप वहां थोड़ी पावर, अपना गुजरात कनेक्शन जो यूज करना है, वह यूज करके कहिये कि अलंग शिप ब्रेकिंग यार्ड को अगर आपको डेवलप करना है तो आप जो कानून 2019 में लेकर आए हैं, आज तक उसका इम्प्लिमेंटेशन नहीं हुआ है, आप इसे कर दीजिए। बाहर से रीरोलिंग के लिए जो स्क्रेप आता है, उसके ऊपर ड्यूटी ज़ीरो कर दें और दूसरी ओर जो अलंग में जाता है, जिसे तोड़ने में मज़दूर को मज़दूरी मिलती है, जहां से ट्रांसपोर्टर को काम मिलता है, छोटे-मोटे बहुत लोग वहां से जुड़े हुए हैं - सिर्फ शिप ब्रेकिंग का सवाल नहीं है, बहुत लोगों को वहां से रोज़ी मिलती है - उसके ऊपर आपने अढ़ाई परसेन्ट कस्टम ड्यूटी रखी है, तो ज़ीरो और अढ़ाई दोनों के बीच में कॉम्पिटिशन कैसे रहेगा? अगर आपने इम्पोर्टेड स्क्रेप पर कस्टम ड्यूटी ज़ीरो की है तो शिप ब्रेकिंग में शिप के ऊपर भी कस्टम ड्यूटी आपको ज़ीरो करनी होगी।

आप कहते हैं कि बोर्ड बनाने से बहुत फायदा हो जाएगा, कॉम्पिटिशन आ जाएगा। मैं आपके ज़रिये माननीय मंत्री जी को कहना चाहता हूँ कि वही अलंग शिप ब्रेकिंग यार्ड आज एक बोर्ड के अंडर है। उसके साथ काम करने वाले लोगों से आप जाकर पूछिये कि इस बोर्ड से आप कितने खुश हो - इसके बजाय सरकार से पाला होता तो ज्यादा अच्छा होता - ऐसा वहां के लोग कहेंगे।

उपसभापति जी, जिन 12 बंदरगाहों की हम बात कर रहे हैं, हमारा दुनिया का 16वें नम्बर का बड़ा देश है, जिसके पास बहुत बड़ा समुद्र तट है। परन्तु इसके साथ-साथ हमें यह समझना होगा कि जब हम इस तरह के कानून लाकर कि जहां मेरे जैसे नहीं बल्कि एक्सपर्ट लोगों को भी दहशत है कि यह कानून सिर्फ दोस्तों को बंदरगाह में बैकडोर एन्ट्री के लिए है और आज के आपके 12 मेजर पोर्ट्स कल उन्हीं दोस्तों के नाम हो जाने की चिंता सबको हो रही है तो मैं यह कहना चाहता हूँ कि देश का सबसे बड़ा समुद्र तट दुनिया के 16वें नम्बर के बड़े देश भारत में पड़ता है, परन्तु हमें यह भी नहीं भूलना चाहिए कि हमारे बॉर्डर पर पाकिस्तान भी पड़ता है। 1,607 किलोमीटर का समुद्र तट गुजरात का है, यहां पाकिस्तान से लगी हुई सीमा है। 12 बंदरगाहों में आने वाला कांडला पोर्ट भी इस कानून के ज़रिये इसी में आ जायेगा। यदि आप वहां ऐसा बोर्ड बना रहे हैं, जहां 14 में से 7 मेम्बर्स प्राइवेट मेम्बर्स हैं, जहां कानून में ही बहुत सारी क्षतियां रही हैं, जहां बहुत सीधे तरीके से दिखता है कि यह कल बैकडोर एन्ट्री करके प्राइवेटाइज़ेशन की ओर जाएगा तो दिक्कत क्या होगी? दुश्मन देश सामने है। आप 12 बड़े बंदरगाहों में से, जिनमें पाकिस्तान की सरहद वाला कांडला पोर्ट भी आता है, उसे आप कमज़ोर करेंगे, आप ऐसे कानून के ज़रिये उसे उन हाथों में दे देंगे, जो ताकतें देश की सुरक्षा की ज्यादा चिंता नहीं कर पायेंगी। आपका मेम्बर होगा, माइनॉरिटी मेम्बर बोर्ड में क्या करेगा? Decision will be taken by majority, and you will not be enjoying majority. आपका सुरक्षा का एक

रिप्रेजेन्टेटिव, आपका रेलवे का एक रिप्रेजेन्टेटिव, आपका स्टेट का एक रिप्रेजेन्टेटिव, वे अकेले-अकेले क्या करेंगे? इतने सालों तक ये जो 12 बन्दरगाह हमारे हाथ में रहे हैं, इसका क्रेडिट अगर किसी को जाता है, तो ऐसे ही गृह में बैठने वाले, लोक सभा और राज्य सभा में बैठने वाले, हमारे से पहले बैठने वाले बहुत ही बुद्धिमान सांसदों को जाता है। उन्होंने जो कानून पारित किया था, वह आपको पुराना लगता है, आपको उसमें सेक्संस ज्यादा लगते हैं, लेकिन अगर दोनों को साथ-साथ रख कर कोई भी आदमी पढ़ेगा तो उसे लगेगा कि आपके इस कानून के ड्राफ्ट से कहीं बेहतर कानून आज का मौजूदा कानून है। हाँ, शायद उसमें यह कमी जरूर दिखेगी कि उस कानून के तहत किसी दोस्त को कुछ दे देना आसान नहीं है। अगर उसी के लिए यह कानून ला रहे हैं, तो उसका तो कोई मतलब नहीं है।

मैं यह भी कहना चाहता हूँ कि इस कानून को लाते वक्त अगर कम से कम माननीय मंत्री जी और सरकार - गुजरात में जहाँ पर सबसे बड़ा दरिया किनारा है, Comptroller and Auditor General ने उसका ऑडिट करते हुए एक exclusive report file की है, उसको भी अगर अच्छी मंशा के साथ देखा गया होता, माननीय उपसभापति महोदय, तो मुझे लगता है कि यह कानून कभी भी नहीं आता। The CAG is a Constitutional independent authority और उसने यह लिखा कि आपके जो बन्दरगाह हैं, उनके privatization की वजह से प्राइवेट पोर्ट की जेट्टियों पर आपकी सुरक्षा के जहाज, आपकी सुरक्षा की बोट्स वहीं से ट्रैवलिंग में जायेंगी, दुश्मन को पता चलेगा और इसीलिए इसकी भी चिन्ता होनी चाहिए।

महोदय, मैं आपके ज़रिए आखिर में मंत्री जी से गुजारिश करूँगा कि आप इसको फिर से ड्राफ्ट करने के लिए भेजिए। भले ही लोक सभा पहले भंग होने से कमेटी के पास जो कानून गया था, उसकी सिफारिशें आपने नहीं मानी हों, लेकिन आज आप उसको देख लीजिए, फिर से ड्राफ्ट ठीक कीजिए। Front door, back door, window, कहीं से भी प्राइवेट आदमी घुसे, इसकी बहुत सम्भावनाएँ हैं। आप उन खिड़कियों को बन्द कीजिए। किसी दोस्त के नाम पर बन्दरगाह न बन जाये, उसकी चिन्ता करते हुए अच्छे ड्राफ्ट के साथ आप आइए, तो हम भी उसका समर्थन करेंगे। हम सिर्फ विरोध करने के लिए यहाँ नहीं बैठे हैं। कांग्रेस पार्टी का इतिहास रहा है कि राष्ट्र के हित में कुछ होता है तो हम समर्थन भी देते हैं, धन्यवाद।

**श्री सुरेश प्रभु** (आंध्र प्रदेश): सर, मैं मंत्री जी को इसलिए धन्यवाद देना चाहता हूँ कि यह बिल सिर्फ एक कानून में परिवर्तित करने के लिए हमारे सामने नहीं है, लेकिन इसके ज़रिए देश की अर्थव्यवस्था में बढ़ोतरी लाने के लिए और उसे सक्षम बनाने के लिए भी इसकी बहुत बड़ी सहायता होगी। हम सब जानते हैं कि 7,600 किलोमीटर से ज्यादा हमारे पास देश की कोस्टलाइन है। इतनी बड़ी कोस्टलाइन होने के बावजूद भी दुर्भाग्य से - अभी 2 साल के बाद हमारे देश की स्वतंत्रता के 75 साल पूरे होंगे - लेकिन देश के बन्दरगाहों में जितना विकास होना चाहिए था, उतना नहीं हुआ। जैसा हमारे प्रधान मंत्री जी कहते हैं कि सिर्फ बन्दरगाहों का ही विकास नहीं होना चाहिए, port-led development होना चाहिए, यानी बन्दरगाहों का विकास तो होगा ही, लेकिन उसके कंधे पर बैठते हुए पूरे देश का विकास भी उसके सहारे हो सकता है, वह करने के

लिए बन्दरगाहों का विकास करना जरूरी है। इसीलिए यह बिल लाने के बाद आपने एक परिवर्तन करने के लिए जो एक प्रावधान किया है, उसके लिए मैं धन्यवाद देता हूँ।

वैसे तो मेरे मित्र शक्तिसिंह जी ने कहा कि वे मंत्री जी की तारीफ नहीं करेंगे, लेकिन मैं तारीफ करना चाहता हूँ। मैं आंकड़ों के द्वारा तारीफ करना चाहता हूँ। हमारे देश में पोर्ट के मामले में turnaround time की एक बहुत बड़ी समस्या थी। 2014-15 में जो turnaround time 96 घंटे था, पिछले साल वह 61 घंटे हो गया। जो per day ship output 12,458 टन था, वह बढ़ कर 16,433 टन तक आ गया। आपने e-port बनाने की एक नई पहल शुरू की है। इसके साथ ही आप इसके माध्यम से जो पूरे accounting standard को बदलने का प्रयास कर रहे हैं, इससे पूरी तरह से पारदर्शिता आएगी और देश की अर्थव्यवस्था में भी बढ़ोतरी होगी।

सर, यह हम सब जानते हैं कि पोर्ट की तरफ जो ध्यान देने की जरूरत थी, दुर्भाग्य से वह नहीं हुआ। हमारे देश में सबसे लंबी कोस्टलाइन गुजरात में है और हमारे माननीय प्रधान मंत्री जी और माननीय मंत्री जी वहाँ से ही आते हैं, इसलिए स्वाभाविक तौर पर पोर्ट के ऊपर ध्यान दिया जा रहा है।

मैं आपके माध्यम से माननीय मंत्री जी से यह कहना चाहता हूँ कि इस कानून में जो प्रावधान हैं, वे बहुत ही जरूरी प्रावधान हैं। इस बिल में जो प्रावधान हैं, वे अब कानून में परिवर्तित होंगे। बात यह है कि दिल्ली में एक भी पोर्ट नहीं है, लेकिन अगर port management को दिल्ली से डायरेक्शन दिया जाएगा कि गुजरात का पोर्ट, महाराष्ट्र का पोर्ट, तमिलनाडु का पोर्ट कैसे चले, तो कैसे होगा? इस बिल के माध्यम से उसमें autonomy देते हुए port management को पूरी तरह से professionalise किया जाएगा। इसका मतलब यह है कि मंत्री जी अपना अधिकार छोड़ते हुए port management को दे रहे हैं। इस तरह से जब autonomy आएगी, professionalism आएगा, तो स्वाभाविक है कि पोर्ट का विकास कैसे हो, वह port management के लोग तय करेंगे। इसमें इस तरह का भी प्रावधान है कि वे इसको कैसे manage करेंगे। इसमें nominate करने के लिए जो व्यवस्था की गई है, वह भी पूरी तरह से पारदर्शी है। इसलिए मैं यह मानता हूँ कि यूपीए सरकार ने corporatize करने के लिए 1999 से जिस काम की शुरुआत की थी, उसमें समय के साथ जो बदलाव की आवश्यकता थी, वह नहीं हुआ, लेकिन इसको करने के लिए आपने जो काम किया है, उसके लिए मैं आपको धन्यवाद देना चाहता हूँ।

इसके साथ ही tariff किस तरह से तय हो, Ease of Doing Business किस तरह से आए - अब ये सभी अधिकार port management को मिलेंगे। आप इसको इस तरह से समझिए कि पूरी तरह से केन्द्रित कारोबार को विकेन्द्रित करने का एक काम इस बिल के द्वारा होगा। यह एक public property है, इसलिए इसको अच्छी तरह से मैनेज करने के लिए एक व्यवस्था भी बनाई जा रही है। इसके लिए मैं माननीय मंत्री जी को बहुत-बहुत बधाई देना चाहता हूँ।

माननीय मंत्री जी, आज हमें और कुछ कदम उठाने की आवश्यकता है। देश में कुछ ऐसे ports हैं, जो minor port कहलाते हैं। कुछ major ports हैं, जिनमें किस तरह से व्यवस्था की जाए, उसके लिए यह बिल है, लेकिन दुर्भाग्य से minor ports कभी major ports हुए ही नहीं। वैसे तो प्रकृति की ऐसी व्यवस्था होती है कि minor कभी न कभी major हो ही जाता है, लेकिन हमारे minor ports मेजर बने ही नहीं। मैं लोक सभा में जहाँ से चार बार चुन कर आया था, यानी कोंकण

की व्यवस्था आपको बताना चाहता हूँ। आज महाराष्ट्र में 720 किलोमीटर लंबी coastline है, लेकिन दुर्भाग्य से वहाँ पर बहुत सारे पोर्ट्स का विकास नहीं हुआ है। चूँकि minor ports की जिम्मेदारी राज्यों के कंधों पर है, यह सही है, लेकिन राज्य सरकारें जो काम नहीं कर सकती हैं, उनके लिए भी आप मदद कीजिए। उनकी सहायता करके minor ports का भी विकास कीजिए, ताकि पूरे देश में पोर्ट्स का विकास हो।

सर, अटल बिहारी वाजपेयी के समय में एक 'सागरमाला परियोजना' बनाई गई थी, मैं उस सरकार में था, मैंने भी उसमें कुछ योगदान दिया था। मैंने देखा था कि 'सागरमाला परियोजना' का concept यह था कि सिर्फ पोर्ट का ही विकास नहीं हो, बल्कि पोर्ट के साथ-साथ hinterland का भी विकास हो, जो आज मोदी जी ने कहा है port led development. मैं यह चाहता हूँ कि port led development के अंतर्गत minor ports भी आने चाहिए।

सर, मैं इस सदन में आंध्र प्रदेश राज्य को represent करता हूँ। 2014 में जो Andhra Pradesh Reorganisation Act पारित हुआ, उसमें यह लिखा है कि Dugarajapatnam Port को major port के तहत develop किया जाएगा। दुर्भाग्य से वह अभी तक नहीं हुआ है। उसकी वजह यह रही कि उसकी feasibility के ऊपर कुछ लोगों को संदेह था। उसकी feasibility लाने के लिए राज्य सरकार को एक प्रस्ताव भेजा गया है। शायद राज्य सरकार किसी और काम में बिज़ी रही होगी, इसलिए उसको इसके लिए समय नहीं मिल पाया होगा।

#### 11.00 A.M.

लेकिन मैं मानता हूँ कि आंध्र प्रदेश के विकास के लिए एक मेजर पोर्ट का डेवलपमेंट होना बहुत जरूरी है। आंध्र प्रदेश जैसा राज्य, जो आज विभाजित होने के बाद सही मायने में कठिन समय से गुज़र रहा है, Port से उसके ऊपर बहुत बड़ा positive impact आएगा, वहाँ पर लोगों को employment मिलेगा और पोर्ट के कारण वहाँ पर कारोबार भी बढ़ेगा। वैसे देखा जाए तो कुछ समय से हमारे देश में अलग-अलग निजी कंपनियों ने भी पोर्ट डेवलप किए हैं, लेकिन उनका लाभ देश को ही हुआ। सर, हमारी अर्थव्यवस्था बढ़नी चाहिए, यह तो सभी का उद्देश्य होना चाहिए। हम पाँच-दस ट्रिलियन तक जरूर पहुँचेंगे, लेकिन कब पहुँचेंगे, यह इस बात पर निर्भर करता है कि हम विकास के लिए इन्फ्रास्ट्रक्चर में किस तरह से ग्रोथ करेंगे। इन्फ्रास्ट्रक्चर में ग्रोथ के लिए पोर्ट का एक अहम महत्व होगा। इसमें निजी क्षेत्र के लोगों ने भी जो योगदान दिया है, उसे भी याद रखना चाहिए।

सर, मैं एक बात और कहना चाहता हूँ कि आजकल मल्टीमॉडल ट्रांसपोर्ट एक रियेलिटी हो गई है। आप मल्टीमॉडल के बिना लॉजिस्टिक्स को नहीं चला सकते हैं। चाहे रेल हो, रोड्स हों, पोर्ट्स हों, सी पोर्ट्स हों, इन सभी को मिलकर काम करने की जरूरत है। मैं प्रधान मंत्री जी को धन्यवाद देता हूँ, क्योंकि जब मैं देश का कॉमर्स मिनिस्टर था, उस समय पहली बार लॉजिस्टिक का एक डिपार्टमेंट तो नहीं, लॉजिस्टिक का एक डिविज़न बनाते हुए उसको कॉमर्स मिनिस्ट्री के साथ जोड़ दिया था। हम लोगों ने उस समय लॉजिस्टिक का एक प्लान भी बनाया था। मंत्री जी, मैं आपसे विनती करूँगा कि मल्टीमॉडल ट्रांसपोर्टेशन को भी पोर्ट डेवलपमेंट के साथ जोड़ दीजिए।

यदि पोर्ट डेवलपमेंट होगा -- क्योंकि पोर्ट को भी कार्गो चाहिए - अगर कार्गो नहीं आएगा, तो पोर्ट कैसे डेवलप होगा? Either imported cargo or exported cargo, जब यह पोर्ट में आएगा, तब ही पोर्ट का विकास होगा, लेकिन दोनों लाने के लिए जो feeding points हैं, वे आपके पास मल्टीमॉडल से ही आएंगे, तो मल्टीमॉडल ट्रांसपोर्ट डेवलप करने के लिए, मल्टीमॉडल हब बनाने के लिए हमें पोर्ट पर ज्यादा से ज्यादा ध्यान देने की जरूरत है। हमें इस बात का बहुत आनंद है कि आज अलग-अलग पोर्ट्स को डेवलप करने का काम भी चल रहा है। सर, आप देखिए कि कोलंबो हमसे ज्यादा दूर नहीं है, लेकिन वहाँ से सबसे ज्यादा trans-shipment होता है, हालांकि उन्हें उसके लोकेशन का एडवांटेज भी जरूर मिला है। यदि हम अपने east coast और west coast, दोनों पर मौजूद सभी पोर्ट्स का विकास करेंगे और जिस तरह से आपने बिल में लिखा है, उसी तरह से उसके मैनेजमेंट का एक मॉडल भी बनाएंगे, तो मैं मानता हूँ कि यह एक कारण बनेगा, जिसके तहत लोगों को नए रोजगार के अवसर मिलेंगे। आज हम हमारे इम्पोर्ट और एक्सपोर्ट को एक ट्रिलियन डॉलर से ऊपर भी ले जाना चाहते हैं, international trade को बढ़ोतरी देना चाहते हैं। जब हमारे देश की पूरे विश्व में सबसे ज्यादा जीडीपी थी, वह 22-23 प्रतिशत से भी ज्यादा थी, उस समय भी हमारा maritime trade, international trade बढ़ा था। Maritime trade की वजह से ही इंटरनेशनल ट्रेड बढ़ेगा और maritime trade बढ़ाने के लिए पोर्ट्स बढ़ाने की जरूरत है। आज के बिल के कारण हमें विकास की जो एक नई दिशा मिलेगी, उसके लिए मैं आपको और प्रधान मंत्री जी को बहुत-बहुत धन्यवाद देना चाहता हूँ और यह उम्मीद रखता हूँ कि यह बिल सभी लोग एकमत से इसलिए पास करेंगे, क्योंकि मैं नहीं समझता हूँ कि विकास का विरोध करने के लिए कोई भी यहाँ सदन में रह सकता है। विकास करने के लिए पोर्ट का विकास करना जरूरी है और पोर्ट का विकास करने के लिए इस बिल की इसलिए जरूरत है, क्योंकि प्रोफेशनल तरीके से, मैनेजमेंट की तरफ से ही पोर्ट का विकास होगा। मैं इस बिल को पूरी तरह से समर्थन देता हूँ और इस बिल को लाने के लिए भी सरकार और मंत्री जी को दोबारा धन्यवाद देता हूँ, जय हिन्द।

SHRI SUKHENDU SEKHAR RAY (West Bengal): Sir, over the past few years, the Government has been vigorously pursuing disinvestment, corporatisation and privatisation of the Government Trusts, public sector undertakings including banks and insurance companies. The Bill seeks to replace the Major Port Trust of 1963 with Major Ports Authority as part of the so-called structural reform. By adopting this strategy, this Government has essentially become a seller's Government. It has adopted a policy of selling all public sector undertakings, public properties, whatever the nation is having even today. What they are following in this matter, in this Bill, is nothing but a retraction of the Singapore model. Singapore did the same thing. When there was hue and cry that there cannot be privatization of ports, it adopted a policy of so-called corporatization. Thereafter, it ultimately privatized its ports. So, corporatization is the first step. The next in the offing is privatization. This is an eyewash and Parliament is taken for a ride! As already mentioned by the hon.

Member from Congress Party, Shri Shaktisinh Gohil, there are some recommendations given by the Standing Committee. Although the earlier Bill lapsed, while drafting this Bill, the recommendations of the Standing Committee ought to have been considered by the Government and the same should have been reflected in the Bill. It has not been done. I am sorry to say that.

The interests of the State Governments where ports are situated have also been compromised. It is detrimental to the interests of the State Governments. How? I will give one example. Sir, in India, thousands of acres of land was handed over by the concerned State Governments for building ports and now the State Government authorities have no say in the matter of any change in land use or, for that matter, sale of land. There are so many provisions. I don't have time to go through the Bill, clause-by-clause. Otherwise, I would have established how the powers and interests of the State Governments have been compromised. Now, the State Governments have no say even if any construction, such as supermarkets, malls or anything, is done on those lands. Sir, States cannot do anything, because PPP model comes into effect through this Bill. What is PPP? I can explain it elaborately what has been done. But, there is no time. So, the State Government shall have no say on any change of land use and sale of such lands in future.

Sir, if you look at Clause 22, Sub-Clause (2) and the proviso thereto and Clause 22, Sub-Clause (3), we will find that the new port authority shall be 'स्वयंभू' or shall be a self-created authority to the exclusion of the State Government authorities. Sir, there is a Bengali proverb which says, 'परे धाने पोदारी'. So, land has been given by State Governments, like Gujarat, West Bengal, Tamil Nadu, Odisha and other States, but they are now earning one's bread by the sweat of others brow. Why that land should not be given back to the State Government concerned? Or, if land is sold out, then, on *pro rata* basis, the share of the sale proceeds must come into the kitty of State Governments. Sir, I will take one to two minutes more.

What was the recommendation made by the Parliamentary Standing Committee? I would like to quote a few lines with your kind permission. It says, 'Retaining Section 111 of the original Act in the new Bill may be intentional to use it at appropriate time by the Government and may endanger the very interest of major ports, particularly when the on-going policy of privatization is aggressively pursued by the Central Government.' This is the Report of 2017. I also wish to quote a few concluding lines. It says, 'There are some clauses which give the impression that the proposed Bill provides the Government more teeth to allow private players in the ports sector which may, in future, take full control over the port activities. The Committee

recommends that the Ministry, in the first instance, should remove fears of the stakeholders on the issue of privatization of ports and ensure that the administrative, managerial and financial control of ports will remain with the port management.’ But, here, Sir, the PPP model will function.

Lastly, I quote what the hon. Finance Minister said in her Budget Speech in para 64 at page 13. It says, ‘Major Ports will be moving from managing their operational services on their own to a model where a private partner will manage it for them.’ Therefore, the apprehension of the Standing Committee is writ large in the Budget Speech of the hon. Finance Minister. Therefore, on behalf of AITC, I strongly oppose this Bill. Thank you.

SHRI SUBHASH CHANDRA SINGH (Odisha): Mr. Deputy Chairman, Sir, the purpose of the Major Port Authorities Bill, 2020 is decentralization, expansion, and competition. India is the sixteenth largest maritime country in the world. We have a coastline of about 7,517 kms. This accounts for about 70 per cent of our trading activities.

On behalf of the Biju Janata Dal, we support this Bill. But, I would like to say something about the Paradip Port Trust. We have completed sixty years. But, there is no infrastructure development. I would like the hon. Minister to kindly look into this aspect. Its profit is more than Rs. 700 crores per year. But, there is no Master Plan. Casual workers and the contractual workers are facing serious crisis. They do not have any regular employment. This is very unfortunate. There is a hospital in Paradip, which is managed by the Paradip Port Trust. There has been no development for about 30 years. Where has the profit gone? What about the workers' interest? All these points must be considered by the hon. Minister.

Then, there is no mention for what purpose the CSR Fund will be utilized. In the new Bill, there is a great confusion about the CSR Fund. It says, "Corporate Social Responsibility and development of infrastructure by Board authorities is being introduced". सर, 60 साल बीत गए, मैं पूछता हूँ कि सीएसआर फंड कहां गया? पारादीप पोर्ट को इतना प्रॉफिट हुआ है, लेकिन वहां infrastructure develop नहीं हुआ। आप वहां रोड़ज़, हॉस्पिटल्स, स्कूल्स, इन सबकी condition देखिए, infrastructure में CSR fund का कुछ भी उपयोग नहीं हो पाया है। पोर्ट डिपार्टमेंट क्या कर रहा था? Hon. Minister may look into this aspect also.

Then, it says that a major new berth and modernisation work will be taken up in Paradip for Rs. 3,500 crores. That was the plan and programme which had to be



completed by December. But, it was not completed till December. It is being lingered on further and further.

What were the views of the Standing Committee on the major ports? I quote, "The Committee would like the Ministry to exercise concern... (*Interruptions*)..."

MR. DEPUTY CHAIRMAN: Your time is over. Subhash Chandraji, your time is over.

SHRI SUBHASH CHANDRA SINGH: While implementing the PPP model in the Ports, the healthy competition should have been ensured because private entities were monopolizing the market. ... (*Interruptions*)... The Paradip Port should be named in the name of Late Shri Biju Patnaik, who is a national figure. With these words, I support this Bill on behalf of the Biju Janata Dal.

MR. DEPUTY CHAIRMAN: Now, Shri P. Wilson. You have three minutes.

SHRI P. WILSON (Tamil Nadu): Mr. Deputy Chairman, Sir, from the words 'Major Port Trust' in the new Bill, the word 'Trust' has been taken away. Probably, the Government wants to say, "Don't trust us in the port sector". This Bill has been brought, I am sorry to say, in Adani's interests in the port sector. India has been sold to the private corporates. Whatever assets had been created by the Congress Government are now being sold to the private sector.

There are three infirmities in the Bill. One, it reduces the State Government's say in the development of the ports. Two, the subject of List II, Entry 18, regarding colonization and Master Plan has been hijacked so far as Clause 25 of the Bill is concerned. The Bill says the Board's Master Plan will supersede the State's Master Plan. Therefore, the existing peaceful co-existence between the development and harmonious living has been taken away. Number three is Clause 56. This Clause speaks about an adjudicatory board. The adjudicatory board is going to perform the functions of a tariff authority for the major ports. Also, it is going to hear all other disputes. But its composition consists of one retired Judge of the Supreme court, one retired Secretary of the Government of India and one retired Chief Secretary of the State Government. These two members, namely, the Secretaries do not have the expertise at all. In the field of maritime and shipping, you need experts. You are going to take the functions of tariff authority for major ports. Therefore, technical persons have to be there in this Board. Only they can solve the disputes. Only they can understand the problems of the shipping industry. Then only, they can give the

verdict. Therefore, as far as the composition is concerned, I would only request the hon. Minister that apart from the Supreme Court Judge, the two other members be replaced with technical persons. As far as ports in Tamil Nadu are concerned, it has become like a bus stand. For every ten kilometers, we have another port. Why are these private ports developed in Tamil Nadu? I would only say that mushrooming of private ports....

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI P. WILSON: I am concluding, Sir. Now, there are three problems in Tamil Nadu. So far as Chennai is concerned, the Maduravoyal elevated corridor project is not completed yet. Why are you not completing the Maduravoyal elevated corridor project?

Number two, Chennai port is not developed as a hub port. It is still reduced because they wanted to sell even the Chennai port to the private sector.

Number three, they are not looking into the Sethusamudhram Shipping Canal Project. That is a very important project. Only when you bring up the Sethusamudhram Shipping Canal Project, Mr. Minister....

MR. DEPUTY CHAIRMAN: Thank you, Wilsonji.

SHRI P. WILSON: Yes, Sir. I am concluding. Give me only one minute. ...(*Interruptions*)..

MR. DEPUTY CHAIRMAN: Already, your time is over.

SHRI P. WILSON: Sir, you intervened when it was the second minute. So, please allow me to conclude. ...(*Interruptions*)..

MR. DEPUTY CHAIRMAN: Please, your time is already over. ...(*Interruptions*). The time is limited. ...(*Interruptions*).. I am going to call the other Member.

SHRI P. WILSON: Please allow me to complete, Sir. ..(*Interruptions*).. Therefore, what is the fancy in allowing more number of private ports? And, it will become like a bus stand! The Adani Kattupalli Port expansion is affecting the flora and fauna and the local people are agitating. ...(*Interruptions*)..

MR. DEPUTY CHAIRMAN: Thank you. Now, Dr. Banda Prakash. ..(*Interruptions*).. Whatever you speak will go on record. ....(*Interruptions*)..

SHRI P. WILSON: Sir, please give be one minute. ...(*Interruptions*)..

MR. DEPUTY CHAIRMAN: Mr. Wilson, you have already taken more time. Time is not in my hands. ...(*Interruptions*)..

SHRI P. WILSON: Sir, please give be one minute. ...(*Interruptions*)..

MR. DEPUTY CHAIRMAN: No, please. ...(*Interruptions*).. Dr. Banda Prakash. ..(*Interruptions*).. मेरे पास वह समय है, जो माननीय चेयरमैन साहब ने कहा था और आप सबने भी सहमति दी थी कि इसको साढ़े बारह बजे तक खत्म करना है। ...(**व्यवधान**)...I don't have time. Please, please. Sorry. ...(*Interruptions*).. Mr. Banda Prakash, please speak. ...(*Interruptions*).. Only what you speak will go on record. ...(*Interruptions*)..

SHRI P. WILSON: \* ...(*Interruptions*)..

MR. DEPUTY CHAIRMAN: Dr. Banda Prakash, please. ...(*Interruptions*).. आपकी बात ही रिकॉर्ड पर आ रही है, ...(**व्यवधान**)... आपकी बात आ रही है। ...(**व्यवधान**)...

SHRI P. WILSON: \*

MR. DEPUTY CHAIRMAN: Mr. Wilson, you have taken two more minutes; sorry. ...(*Interruptions*).. Nothing is going on record except what Mr. Banda Prakash is speaking.

DR. BANDA PRAKASH (Telangana): Mr. Deputy Chairman, Sir, the Major Port Authorities Bill, 2020, was introduced in Lok Sabha....(*Interruptions*).. It seeks to bring so many changes in the present Act relating to the Major Port Trusts. ...(*Interruptions*).. Particularly, we have to think about the basic responsibility of the Major Port Authorities, that is, projects are taken up through a concession contract by the Board. It is the PPP mode by which they want to operate the Major Port Trust. They are constituting an authority to operate each Board. The sub-clause 3(f), in

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\* Not recorded.

Chapter II says, “two Members representing the interests of the employees of the Major Port Authority;” It is not that there are only employees, workers are also there. There are so many workers working in the Port Trusts in the country. Without having representation of workers in the Authority, workers will not get justice for implementation of minimum wages, the ESI, the PF, etc. They are already violated by the Major Port Trusts in the country. Already, it has been reported a number of times and also raised in the House. Therefore, I request the hon. Minister that a representative of workers should be there on the Authority.

Secondly, the TMC Member also said that the hon. Finance Minister spoke about the activities of the Major Port Trusts. Major ports will be moving from managing their operational services on their own to a model where a private partner will manage it for them. Sir, we are constituting new boards to operate all their activities. Are they inefficient to operate it on their own? Are they again recommending for private sector people for this?

Sir, therefore, I request that the Government should not privatize this Port Trust. There is an apprehension. Already, the Government of India is putting on sale the Shipping Corporation of India which is running in profit. The way it is going towards privatization and selling of all the port trusts, I request the Government to withdraw that stand. Thank you, Sir.

SHRI AYODHYA RAMI REDDY (Andhra Pradesh): Sir, I rise to speak on the Major Port Authorities Bill which is a very welcome move; and from YSR Congress Party, we support this Bill.

As you are aware, more than 95 per cent of the country's trade by volume and 70 per cent by value moves through maritime transport. This is a very important sector, and this Bill, the 1963 Act Amendment and the new Bill that has come as the Major Port Authorities Bill, 2020, is a very welcoming move in terms of infrastructure that needs to be expanded. It tries to bring in a balance between the major ports and minor ports. Major ports to become more effective in facing competition, which today is in a very bad shape, and also there is the Government of India's proposal, the initiatives, to integrate that with Sagarmala. So, the entire integrated development around ports, I think, is a very, very welcoming move.

Sir, this Bill was introduced with the ideas of bringing in PPPs, which is again, from our point of view, on the core operational issues. It is going to be very supportive. The application of the Bill goes for all the major ports, and also there is an

Authority, the Board that is being introduced. This Authority's Board is going to support in taking up decisions at the local level.

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

SHRI AYODHYA RAMI REDDY: Then the composition of the Board is going to be fantastic. Fixing of rates is good. The CSR support is also at the local level which is going to help. There is also an adjudicatory board, and with all these things, we welcome this.

MR. DEPUTY CHAIRMAN: Your time is over. Please conclude.

SHRI AYODHYA RAMI REDDY: Only one minute, Sir.

MR. DEPUTY CHAIRMAN: No, no; no one minute.

SHRI AYODHYA RAMI REDDY: Sir, as per the State Bifurcation Act, the Government of India is responsible to develop a major port in Andhra Pradesh. At Dugarajapatnam we have proposed it, and we would request you to take this forward and ...

MR. DEPUTY CHAIRMAN: Please conclude, now.

SHRI AYODHYA RAMI REDDY: Our Chief Minister, Shri Jaganmohan Reddy, is proposing to build four ports with Rs. 12,000 crore investment to increase the port-handling from 100 tonnes to 400 tonnes.

MR. DEPUTY CHAIRMAN: Thank you. Your time is over.

SHRI AYODHYA RAMI REDDY: We request the Government of India's support in this regard. Thank you.

**प्रो. राम गोपाल यादव** (उत्तर प्रदेश) : श्रीमन्, माननीय मंत्री जी ने शुरू में ही कहा था कि समय और परिस्थितियों के साथ-साथ इन पोर्ट्स को डेवलेप करने और उनमें improvement करने की जरूरत है। उन्होंने बिल्कुल ठीक कहा था, ऐसा करने की जरूरत है। किसी भी व्यक्ति की मंशा, उसकी या सरकार की कहिए, कार्य करने के तौर-तरीकों से समझी जा सकती है। अभी दो साल

पहले बनारस हवाई अड्डे को 800 करोड़ रुपये लगाकर बढ़िया renovate किया गया। अब उसकी बोली लगाई जा रही है कि वह कितने का बिकेगा। माननीय मंत्री जी स्टेट एक्सचेंजर से पैसा लगाकर इनको डेवलप करके तैयार कर रहे हैं कि कुछ नए ग्राहक मिलें और उनको बेच दिया जाए - मंशा तो यही है। Law is never away from common sense. कॉमन सेंस यह कहती है कि आपका जो काम करने का तरीका है, वह यही है। यह गवर्नमेंट सारी जनसंपदा को धीरे-धीरे बेचने का काम कर रही है। इनका काम करने का तरीका - ये कह रहे हैं कि हमारा मकान पुराना हो गया, मैं renovate कर रहा हूँ और renovate करने के बाद अपना पैसा लगाकर फिर बेच दूँगे। आप देखना, आज नहीं तो कल आप बेचेंगे जरूर, मेरी आशंका कभी गलत साबित नहीं होगी, लेकिन मेरा आपको एक सुझाव है कि बेचने से पहले इसकी संपत्ति का evaluation जरूर करना लेना। यह मत करना कि इन पोर्ट्स को, देश की संपत्ति को आप कौड़ी के मोल निजी हाथों में दे दें। इन्हीं शब्दों के साथ मैं इस बिल का विरोध करता हूँ।

**श्री राम चन्द्र प्रसाद सिंह (बिहार):** उपसभापति महोदय, मैं इस बिल का समर्थन करता हूँ और इस पर मेरे तीन सुझाव हैं। पोर्ट पर यह जो कमेटी बनाई जाएगी, उसमें एक-एक representative उस स्टेट का होना है, जहां ये मेजर पोर्ट्स हैं। मेरा अनुरोध होगा कि ऐसे स्टेट्स जो land-locked हैं, जिनका access पोर्ट पर नहीं है, इस बोर्ड में उनका भी representation होना चाहिए।

हमारा दूसरा प्रस्ताव यह है कि जो हमारे land-locked States हैं और हमारा जो पोर्ट है, यह एक्सपोर्ट और इम्पोर्ट का एक बहुत बड़ा hub होता है, हमारे जितने northern States हैं - बिहार है, यूपी है, झारखंड है, जितने भी ये स्टेट्स हैं, उनका अपना कोई पोर्ट नहीं है और आपको याद होगा कि बहुत सारे स्टेट्स, जहां मिनरल रिसोर्सिज नहीं थे, पावर प्लांट के लिए कोल नहीं था, वहां पर भी allot किए गए थे। मेरा अनुरोध है कि एक पॉलिसी बनाई जाए कि जो land-locked स्टेट्स हैं, जिनके अपने पोर्ट्स नहीं हैं, चूंकि इतना बड़ा हमारा कोस्टल एरिया है, उनको भी वहां पर अपना पोर्ट बनाने की व्यवस्था होनी चाहिए।

मेरा तीसरा सुझाव है कि Adjudicatory Board में जो रखा गया है कि एक मेम्बर सुप्रीम कोर्ट के रिटायर्ड जज या स्टेट के चीफ जस्टिस होंगे। हमारे बहुत सारे tribunals हैं, उनमें लोग नहीं मिल पाते हैं, तो मेरा अनुरोध है कि जहां आप सुप्रीम कोर्ट के जज को रख रहे हैं, स्टेट के चीफ जस्टिस को रख रहे हैं, अगर उसमें हाई कोर्ट के जज को भी रख देंगे, तो उपलब्धता ज्यादा रहेगी। इसी के साथ मैं इस बिल का समर्थन करता हूँ।

**SHRI ELAMARAM KAREEM (Kerala):** Sir, first of all, I would like to register my strong opposition to this Bill. The proposed Major Port Authorities Bill, 2020 is nothing but an attempt to covert the ports into corporate entities. It would make them an easy target of acquisition by corporates or multi-national companies at throwaway prices, including its huge lands and other assets. This land is acquired by the State Governments and given to the Port Trusts.

Sir, with 'Port Trusts' becoming 'Port Authorities', the ports would be transformed into 'landlord' models, making it easier to outsource all the core activities of the ports. Assets would also be sold out. The Bill does not have any clear provisions for the protection of employees and retirees. It has provisions allowing persons, as per Government's wish, to become Authority Board members as union representatives, bypassing the recognized trade unions, which is very serious, and the Government should step back from such a move.

Sir, Clause 53 of the Bill makes it easy for the Port Authority to become a company and thereby allows complete privatization through an Executive Order, with excessive power vested in the Central Government through it. The proposed Bill is only an interim arrangement and would definitely lead to conversion of the Ports into Authorities at a later stage and ultimately, privatizing the organization. Clauses 33 and 53(i) and (ii) of the Bill have provisions for this. Since the Major Port Trust Act, 1963 is a unique enactment already in place, there is no justification in repealing this Act and introducing the Major Port Authorities Bill, 2020. Whereas it is inevitable to give more functional autonomy and financial power to the Port Trusts, suitable and appropriate amendments can be made in the relevant clauses of the MPT Act, 1963. But the Government carried on with this new Bill through which it can enable the privatisation easily. National safety and security would be under threat if the proposed Bill becomes an Act in the present form. The Parliamentary Standing Committee says, "The Committee notes that the Government intends to attract investors in the ports. However, the ports like Cochin, Visakhapatnam, Mumbai and Goa are handling defence cargo. If the private operators are given authority to handle such confidential cargo, there may be chances of leakage of the details to anti-national elements."

[THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN) *in the Chair.*]

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Hon. Member, you have to wind up.

SHRI ELAMARAM KAREEM: Yes. That is very serious. All the time, the ruling party is speaking about the national safety. But here, they are compromising with national safety. As all other legislations of this Government, this Bill is also an instrument to appease the corporates.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Kareemji, you will have to conclude, please.

SHRI ELAMARAM KAREEM: Yes, I am concluding. Privatisation of public assets is the sole aim of this Government. The Union Budget presented last week is also a move in this direction. In this Bill also, it is evident that the intention of the Government is for privatisation and selling of assets to corporate and multinational companies.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Kareemji, I am sorry; I will have to call the next Member now.

SHRI ELAMARAM KAREEM: So, I oppose this Bill.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Thank you, Kareemji. इसके बाद प्रो. मनोज कुमार झा जी।

PROF. MANOJ KUMAR JHA (Bihar): Thank you very much, hon. Vice-Chairman, Madam. मिनिस्टर साहब का नाम बहुत अच्छा है, लेकिन वे सुख किसको पहुंचा रहे हैं, यह सब जानते हैं। Anyway. On a lighter note and not-so -lighter note, I wish to say, यह सरकार बहुत पारदर्शी सरकार है। इनके बिल को देखकर पता चल जाता है कि पीछे कौन है, तो यह अपने आप में एक अद्भुत कला है कि बिल पढ़ते ही पता चल जाए कि आगे लाभार्थी कौन होने वाले हैं, तो इससे बड़ी पारदर्शिता का उदाहरण तो मैं नहीं समझता। मुबारक हो।

SHRI JAIRAM RAMESH: From airport to port.

PROF. MANOJ KUMAR JHA: Yes, from airport to port. नहीं-नहीं, उससे और इंटरेस्टिंग चीज़ है, आप 1963 के ऐक्ट को आगे लेकर आए हैं, उसमें एक ही चीज़ निगल गए - उसका नाम है ट्रस्ट। भरोसा ही खत्म। Anyway. हम सबको भूलना नहीं चाहिए कि हिन्दुस्तान की गुलामी समुद्र के रास्ते से ही शुरू हुई थी और किसी को इस बात का मुग़ालता नहीं रहे, जिसको मैं हमेशा कहता हूँ कि आप हमेशा के लिए हैं। एक विज्ञापन आता था - "हीरा है सदा के लिए।" Diamond is forever. No ideology, no political establishment here is forever. So, whenever you make legislation, look at the larger issue. Don't look at contemporary media channels. Look at the pages of history as to how you shall be recorded in the pages of history. Madam, this is my first observation or the first one-and-a-half observation.



Now, I come to constitution and composition of Board. My colleagues Shaktisinhji, Wilsonji and everybody have spoken about it. In fact, ironically what I find in all establishments is the same thing. Hon. Minister, why do you not look at the possibility of representatives of labour unions? I have been noticing for the last 15-20 years that the word 'labour' is so much demonized and denigrated as if they don't contribute. Their contribution is probably no less ...(*Interruptions*)... मैडम, बस एक-दो मिनट और समय दे दीजिए, बाकी तो जो इनको करना होगा, वह कर ही बैठेंगे।

**उपसभाध्यक्ष (श्रीमती वंदना चव्हाण):** आप एक मिनट में समाप्त करिए।

PROF. MANOJ KUMAR JHA: Look at Clause 3 -- the representation in the Board. There is only one representation from the State out of 13 members probably. It also reduces the partnership of the State Government. ये आपके cooperative federalism or federal structure के प्रति सम्मान की मैं लगातार जो गाथा देख रहा हूं, उससे मुझे शंका उत्पन्न होती है। Clause 25 ...(*Interruptions*)...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Hon. Member, your allotted time is over. ...(*Interruptions*)...

PROF. MANOJ KUMAR JHA: Only 40 seconds. आप वहां पर बैठी हुई हैं, तो और सुकून है।

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Please wind up.

PROF. MANOJ KUMAR JHA: It has the capacity to supersede the Master Plan. Again, federal part! Clause 56, no experts are there. When you rely too much on bureaucrats, it happens. Why didn't you think of two separate statutory bodies separately for east and west coasts, hon. Minister, whose name sounds so good? Finally, in ten seconds, let's always look at the possibility of what you are going to achieve through this. Is it only individual gain at the cost of public good? Thank you.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Now, Dr. Fauzia Khan. You have two-and-a-half minutes.

**डा. फौजिया खान (महाराष्ट्र) :** धन्यवाद उपसभाध्यक्ष महोदया।

*"आदतन तुम ने कर दिए वादे,  
आदतन हम ने एतबार किया।  
हमने अकसर तुम्हारी राहों में रुककर  
अपना ही इंतज़ार किया।"*

You promise; the nation believes. Madam, our ports act as a channel between our nation and the world. They are the gateways for land-to-land trading. This link from the hinterland to the sea is supposed to be one of the cheapest ways to enhance trade and economic activity. Under the new Bill, the Port Authority shall now have the power to fix tariffs which will act as reference tariffs for the purpose of bidding for the PPP projects. The PPP operators, on the other hand, will be free to fix tariffs as per the market conditions. The Bill should address the ratio for the profit or the revenue sharing on the tariffs fixed by the PPP operators so that continuous revenue benefit is assured to the Government as well.

Approval from the Central Government must be obtained when the Board decides to go in for a PPP contract, especially regarding what kind of PPP model is being considered.

An important issue, that is constantly being discussed, is the deliberate disintegration of the federal structure. A similar example lies in this Bill. The Board of each major Port had been earlier allowed to generate its own specific master plan for any development or infrastructure around its boundaries. However, it seems, as per sub-clauses (2) and (3) of Clause 22, Clause 25 and sub-clause (2) of Clause 26, it takes away the involvement of the State Government in the creation of the master plan. Considering the very little representation given to the States in the Board...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Hon. Member, you have to wind up, please.

DR. FAUZIA KHAN: Just give me a minute, Madam. From each House of Parliament, both from the Ruling party and the Opposition, Members should be included in the Board. There is a major speculation whether the intent of the Bill is to privatise. It would be advisable to talk to the stakeholders and address their concerns. This may also involve security risks, and security concerns in the PPP-

operated projects must be addressed. मैडम, एक पुराना गीत याद आ रहा है। I will conclude with that.

*"यहाँ तो हर चीज़ बिकती है, कहो जी क्या-क्या खरीदोगे?"*

देश टुकड़े-टुकड़े बिक रहा है। हवा बेच दी, जमीन बेच दी, तेल बेच दिया और अब समन्दर भी बेचने जा रहे हैं। Before I conclude, सरकार को सिर्फ एक बात ध्यान में रखनी चाहिए कि it takes a generation of tireless effort to build up assets, but it takes a moment to blow it up. We must really desist ourselves from this tendency. Thank you, Madam.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Now, Shri Kanakamedala Ravindra Kumar. You have two-and-a-half minutes.

SHRI KANAKAMEDALA RAVINDRA KUMAR (Andhra Pradesh): Madam, principally the Bill adopts certain approach, the first step is relating to the Board, representing the Centre and also the States, giving a greater autonomy to the Board to make master plans etc.. But the problem is that in implementation of the Bill, as mentioned in sub-clauses (2) and (3) of Clause 22, Clause 25 and sub-clause (2) of Clause 26, it literally takes away the involvement of the State Government. The Central Government and the Board can get absolute powers to deal with the development of the project. With regard to the Vishakapatnam Port, traffic share has been consistently declining, from 2014-15. No infrastructure has been developed. Private ports like Krishnapatnam and others have been taken over by Adanis and other companies. India's rank has declined from 35 to 44 in the year 2018 as per the Report of the World Bank Logistics Performance Index. Average output per day has also reduced from 16,500 to 16,100 tonnes. It is high time to develop the Visakhapatnam Port by creating infrastructure and allocating funds for the development of the port by giving train connectivity and further development of the Visakhapatnam airport.

Sir, there is another problem. The Visakhapatnam Port handles 75 per cent of India's dangerous chemicals cargo which includes Ammonium Nitrate etc. Sir, 40,000 tonnes of Ammonium Nitrate is waiting to enter into the port, which is 13 times of the quantity which exploded in Beirut. I have already made request that instead of developing private airports, the Central Government should give appropriate powers to the State Governments while considering the Sections 22, 23 and 25 and in the Adjudicating Board also, the State should be given priority. Thank you.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Thank you hon. Member for concluding within the allotted time. Next speaker is Shri Anil Desai.

SHRI ANIL DESAI (Maharashtra): Madam, the Major Port Authorities Bill, 2020 has been brought to replace the Major Port Trusts Act, 1963. The Government claims that this legislation would be the biggest structural reform in the port sector which aims to align the major ports with global standards. Madam, let me mention the salient features of the Bill. The number of Board Members stand to reduce from earlier 17 - 19 to 11 - 14. It has been mentioned that there will be seven private members and there won't be any proper representation of the employees. Secondly, the Board is empowered to use the land, assets, property and funds as deemed fit for the port. The Board has been given full freedom to create a Master Plan independently unbound by the State or the local Government regulations. The Board is also empowered to make rules and regulations for development, operation and planning of the port smoothly. The Board can raise loans from the banks without prior approval except in cases where loan exceeds fifty per cent of the capital reserves of the port.

Madam, if we go by the salient features of this Bill, there is apprehension that the autonomy granted in the Bill will make the major port a private entity and corporate sector will play their way to the detriment of the overall health of the major ports which are national assets. Today, major ports are regulated under the laws which ensure employment to the youth of the country whereby major ports address the unemployment issue. By privatising the ports, the employment opportunities of OBCs, SCs and STs and even general category employees will be grossly affected. This fear has already caused discontent against the legislation amongst the employees of the port.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Please conclude.

SHRI ANIL DESAI: I am concluding. There is only one point more. Power given to the board to use land, assets, property and funds as deemed fit for the port may defeat the very purpose, if not checked by evolving a scrutiny mechanism through Government agency. Lastly, to create a Master Plan independently unbound by State or local Government regulations will certainly raise issues as the concerned major ports will become independent planning authority in the city where the municipal corporations exist. In case of Mumbai in my State, I am saying this. Mumbai

Corporation of the city provides all the basic amenities like water, electricity, roads and we should not forget that all the lands were given to the ports by the States. The obvious clash between these two authorities will create hurdles in the city's development. So, in my view, the Board should adhere to the rules and regulations of the State and local Government. I would urge upon the hon. Minister, through you, Madam, to consider my suggestions and make amendments in the Bill. Thank you.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Thank you, Desai ji. Now, Shri Binoy Viswam.

SHRI BINOY VISWAM (Kerala): Madam, behind this Bill, there is an unseen hand and there is an unseen brain. That brain and that hand decide the fate of this Bill. I say, with great respect and love to the Minister; personally I love him very much. I should say that he is innocent and helpless. This Bill talks a lot about autonomy. Autonomy, in fact, is being hypothecated to Adani and company. The whole of India, all the ports, all the airports, all the property, land, everything is more and more given to one company, that is, Adani and company. In this way, our land will become a land of Adani and for that this Bill is intended. That is why we oppose this Bill. We can only oppose it. The States' rights are very badly affected by this Bill. The States give everything but now the States are mere spectators.

Now I come to the workers. You ask the workers of the BMS. In their hearts, they will feel annoyed by this Bill. They have given their blood, their sweat to the ports. I can tell you about the Kochi port. As of December, 2020, the Kochi Port marked 10.55 per cent growth. They have dealt with 2.30 billion tons of cargo load.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Viswam ji, you have to conclude please.

SHRI BINOY VISWAM: Those workers are also forgotten. So, I very strongly say that in this form a patriotic Indian can only oppose this Bill. I oppose it.

**श्री नारायण दास गुप्ता** (राष्ट्रीय राजधानी क्षेत्र, दिल्ली) : माननीय उपसभाध्यक्ष महोदया, आपने मुझे इस बिल पर बोलने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद। मैं बताना चाहता हूँ कि पिछले कुछ समय से इस हाउस में हम देख रहे हैं कि जिस तरह से बिल लाए जाते हैं, वे किसी न किसी के स्वार्थ को ध्यान में रख कर लाए जाते हैं। अभी मेरे पूर्ववक्ता, माननीय

सदस्य ने कहा कि जो 'The Major Port Trusts Bill' था, उसी को अब 'The Major Port Authorities Bill' में कन्वर्ट कर दिया गया है। मैं जानना चाहता हूँ कि इसमें से 'Trusts' शब्द को क्यों हटा दिया गया? जो explanatory memorandum दिया गया, उसमें कहीं भी इसका जिक्र नहीं है कि यह शब्द क्यों हटाया गया है। जो मैं समझता हूँ, इसमें एक क्लॉज़ 5(1)(d) है, जिसको disqualification के लिए दिया गया है कि अगर यहां office of profit होगा, तो उसमें Board Members नहीं जा सकते हैं। हमारे पार्लियामेंट में, disqualification for Board के लिए office of profit पहले ही defined है, लेकिन Trust को उसमें exemption दे दी गई है। मेरे कहने का तात्पर्य यह है, उस बोर्ड में Member of Parliament भी सदस्य बन सकता है, लेकिन यहां 'Trust' शब्द को इसलिए हटाया गया है, ताकि उस exemption की वजह से कोई Member of Parliament उसका सदस्य नहीं बन जाए। मेरी रिक्वेस्ट है कि जब office of profit defined ही है, तो उसको exemption में डाला जाए और पार्लियामेंट के मेम्बर्स को भी बोर्ड का मेम्बर बनने का मौका दिया जाए।

इसमें क्लॉज़ 59-60 में एक प्रावधान दिया गया है कि Disputes Resolution Board बनाया जाएगा। इससे सम्बन्धित जितने court cases हैं, court में जाने के बजाय, उनको आप यहां फाइल कर सकते हैं। अगर उनके decision को आप नहीं मानते हैं, तो Supreme Court में जा सकते हैं। हालांकि यह बड़ा अच्छा प्रावधान है, लेकिन इसमें मैं थोड़ा संशोधन चाहूंगा। As per the original Act जो pending cases हैं, उन cases को भी इसमें लाने का प्रावधान किया जाए। साथ ही जितने cases दूसरे courts में pending हैं, वे भी यहां पर shift किए जाएं, ताकि उनका redressal बहुत शीघ्र हो सके।

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Hon. Member, you will have to start concluding.

**श्री नारायण दास गुप्ता :** फाइनेली मैं यह कहूंगा कि जिस मंशा से यह बिल लाया गया है, वह कुछ चिन्हित आदमियों को benefit देने के लिए लाया गया है। इस बिल का विरोध करते हुए मैं यह कहना चाहता हूँ कि हम इस बिल से सहमत नहीं हैं।

**श्री रामजी (उत्तर प्रदेश):** उपसभाध्यक्ष महोदया, आपने मुझे बोलने का अवसर दिया, इसके लिए मैं आपको धन्यवाद देता हूँ। इसके साथ ही मैं अपनी पार्टी की मुखिया, माननीया बहन कुमारी मायावती जी का आभार व्यक्त करना चाहता हूँ - जिन्होंने मुझे इस बिल पर बोलने के लिए अधिकृत किया है।

महोदया, इस बिल को लाने के पीछे जो aim बताया गया कि decentralisation of decision-making और दूसरा infusion of professionalism in governance of Major Ports. मैं समझता हूँ कि इस बिल को गलत ढंग से लाया गया है, इसका मकसद कुछ और है। इसमें अगर इन्होंने यह किया होता कि 'infusion of professionalism' की जगह 'infusion of businessmen

in the governance of Major Ports' तब तो बात बनती थी, लेकिन इन्होंने इस बात को रखा हुआ है।

मैं आपसे कहना चाहता हूँ कि जिस तरह से यह बिल आज पास होने के बाद 90 दिनों के अन्दर बोर्ड का गठन करेगा और बोर्ड के गठन के बाद अध्यक्ष और उपाध्यक्ष बनाये जाएंगे। फिर उसमें अलग-अलग डिपार्टमेन्ट्स से कई सारे लोगों को मेम्बर बनाया जाएगा, लेकिन एक बात इसमें नहीं रखी गई है कि इन पोर्ट्स में लाखों एससी, एसटी के कर्मचारी हैं, उन एससी, एसटी कर्मचारियों का शोषण होता है, उनका मानसिक, आर्थिक और शारीरिक शोषण भी होता है। उनका कहीं सस्पेंशन होता है, कहीं सी.आर. खराब की जाती है, कहीं बेवजह ट्रांसफर होता है, लेकिन उनकी आवाज़ को उठाने और उनकी बात को रखने के लिए कोई ऐसा प्रावधान नहीं है।

मैं आपके माध्यम से सरकार से कहना चाहता हूँ कि ऐसे प्रावधानों की भी जरूरत है कि जहां एससी, एसटी के लोग भी अपनी आवाज़ को रख सकें। इसमें आपने जो एक प्वाइंट रखा हुआ है कि महापत्तन प्राधिकरण के कर्मचारियों के हित का प्रतिनिधित्व करने वाला प्रावधान हो। इस प्रावधान में मैं चाहता हूँ कि एससी, एसटी के मेम्बरान भी होने चाहिए। क्योंकि जिस तरह से आप पूरे देश में अर्थव्यवस्था के नाम पर हर चीज़ को बेच रहे हैं, वह अच्छी बात नहीं है। यदि घर में दो बेटे होते हैं और दोनों में से कोई एक ऐसा बेटा होता है, जो अपनी पूरी प्रॉपर्टी को बेचता रहता है और दूसरा बेटा ऐसा होता है, जो प्रॉपर्टी को कमाकर बनाता रहता है, तो हर घर में उस बेटे को तवज़्जो मिलती है, जो कि प्रॉपर्टी को बनाता है न कि बेचता है।

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Hon. Member, please conclude.

**श्री रामजी:** महोदय, इसलिए मैं आपके माध्यम से चाहता हूँ कि आप इस सिस्टम में एससी, एसटी के हित का इनके इम्प्लाइज़ भी ध्यान रखें, क्योंकि पूरे देश में इनका शोषण होता है। इस बात का ध्यान रखा जाए, धन्यवाद।

SHRI G.K. VASAN (Tamil Nadu): Madam, the aim of this Bill is to give more autonomy and flexibility to the Major Ports in their operations. The most important part in this Bill, I would say, is the provision to abolish TAMP and empower the Port Authority to fix tariff. This is a good step in the right direction. At the same time, I would like to add a word of caution. In the world of cut-throat market competition, it should not be at the revenue cost of the Port itself. The Adjudicatory Board, which is proposed in the Bill, should be adequately empowered to protect the interests of the Port Authorities. I come from Tamil Nadu. We have the second largest coastline in the country and three Major Ports.

SHRI JAIRAM RAMESH: Madam, he had opposed the Bill when he was the Minister.

SHRI G.K. VASAN: I have spoken and written to the Minister regarding an important port, V.O. Chidambaranar Port, which has to be converted into the hub port for handling container cargo. The VOC Port is on the international shipping line with Colombo and Singapore. It has a lot of potential to attract business. Regarding Chennai Port, the Maduravoyal Elevated Corridor has to be seriously considered. Regarding Kamarajar Port, which is one of the fast developing ports in the country, I request the Minister of Shipping to give more development activities to the Kamarajar Port.

To conclude, Madam, overall this Bill gives powers to the Major Ports to manage their assets, to bring in investments and to function freely. I am sure capacity augmentation projects, modernisation projects and projects relating to mechanism undertaken by the Major Ports will lead to greater revenue to the Ports themselves and ultimately contribute to economic development of the country. Thank you, Madam, for giving me this opportunity to participate in the debate on the Major Port Authorities Bill.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): I wish to tell the hon. Members that names for speaking on a particular legislation have to come at least half-an-hour before the discussion starts. Thambiduraiji, you have just given your name. The Chair has allowed you. However, next time, please keep this in mind that it must come before the debate starts. Now, Dr. M. Thambidurai.

DR. M. THAMBIDURAI (Tamil Nadu): Madam, I take note of your observation. I gave my name late. I am sorry for that.

The Bill aims to empower the major ports mentioned in the Bill including Chennai. My objection, first of all, is why this Bill is providing to reduce the number from 17-19 to 11-14. Generally, you increase the number and encourage members to participate more to get their opinions but here, the number is reduced. My other major objection is about federalism. The State Government has land rights but you are diluting that to use its land, property, assets and funds as it may deem fit for the benefit of the major ports and to create a master plan independent of any local or State Government regulation or whatever authority. We have a federal structure and you are taking away the power. The land is owned by the State Governments and they are providing other facilities. Without consulting the State Governments, if you



are doing that kind of a thing, it is against the federal setup. I am objecting to this point. This is what I want to say. Thank you very much.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Now, we have the last speaker. Shri Jugalsinh Mathurji Lokhandwala.

**श्री जुगलसिंह माथुरजी लोखंडवाला** (गुजरात): माननीया उपसभाध्यक्ष महोदया, मैं the Major Port Authorities Bill, 2020 के सपोर्ट में बोलने के लिए खड़ा हुआ हूँ। मैं माननीय प्रधान मंत्री जी को और माननीय मंत्री मनसुख मांडविया जी को यह विधेयक लाने के लिए बहुत-बहुत बधाई देता हूँ। भारत ऐसा 16वाँ देश है, जिसका समुद्री तट तकरीबन 7,517 किलोमीटर का है। जिस तरह से पुराने ज़माने में उसका development था और इस ज़माने में अभी हमारे समय में जो development हो रहा है, ...(व्यवधान)... हाँ, रमेश जी, मैं बोल रहा हूँ। ...(व्यवधान)... मैं बता रहा हूँ। आगे आ रहा हूँ। ...(व्यवधान)...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Please address the Chair.

SHRI JUGALSINH MATHURJI LOKHANDWALA: Sure. माननीय उपसभाध्यक्ष महोदया, मैं यह कहना चाहता हूँ कि 1963 में जो कानून बनाये गये थे, उसमें 134 कानून थे, उनको घटा कर 76 कानून जो बनाये गये हैं, उनके साथ कई ऐसे प्रावधान दिये गये हैं, जो पोर्ट्स को व्यापार के लिए, प्रवासन के लिए, डेवलप करने के लिए हैं। वे ज्यादा से ज्यादा लोगों के काम में आयेंगे और उनकी जो re-income है, वह राज्य सरकार और केन्द्र सरकार को मिलने वाली है।

मेरे पहले के वक्ता बहुत अच्छी बात कह रहे थे। वे हमारे गुजरात से भी आते हैं और वरिष्ठ धाराशास्त्री भी हैं। उन्होंने गुजरात की बात की, उन्होंने पंडित दीनदयाल कांडला पोर्ट की बात बतायी, परन्तु उनसे एक और बात जोड़नी रह गयी कि करीब-करीब थोड़े साल पहले हमारे भावनगर से घोघा - जो घोघा का हमारा जेटी है, वहाँ से सूरत के हजीरा के लिए एक फैरी जो चालू हुई है, उससे कारगो, ट्रक लोडिंग, बस लोडिंग, कार लोडिंग, टू-व्हीलर्स लोडिंग करके एक क्षेत्र से दूसरे क्षेत्र को ज्वाइन करते हैं। जिस तरह माननीय प्रधान मंत्री जी ने अनावरण करके उसको चालू किया है, मुझे याद है कि 2012-13 में जब वे गुजरात के मुख्य मंत्री थे, उस टाइम उन्होंने उसका शिलान्यास किया था, परन्तु कानूनों की दिक्कतों की वजह से करीब-करीब 2017 में यह काम चालू हुआ था। उसके चालू होने के बाद रो-रो फैरी की उपलब्धता से कितना फायदा वहाँ के लोगों को, वहाँ की जनता को, वहाँ के प्रशासन को, कई लोगों को हुआ है, वह वह मेरे वरिष्ठ माननीय सदस्य, श्री शक्तिसिंह गोहिल जी को मालूम है, परन्तु उन्होंने नहीं बताया।

## 12.00 Noon

सड़क के माध्यम से भावनगर से सूरत की दूरी 380 से 400 किलोमीटर है, लेकिन आज रो-रो फैरी के माध्यम से समुद्री रास्ते से यह 80 से 90 किलोमीटर ही है। इस तरह से fuel भी बचता है और पर्यटक को भी इसका लाभ मिलता है। उसमें truck, bus, car और two-wheeler की भी loading होती है। इस तरह से इसमें समय भी बचता है। पहले वहाँ जाने में आठ से दस घंटे का समय लगता था और इतना ही समय आने में लगता था, लेकिन आज वहाँ जाने में सिर्फ चार घंटे का समय लगता है। अब अगर कोई व्यक्ति सुबह जाए, तो शाम तक वापस आ सकता है। आज वहाँ इस तरह की सुविधा हो गई है।

माननीय प्रधान मंत्री, नरेन्द्र मोदी जी और मनसुख मांडविया जी ने पोर्ट को डेवलप करने की बात को ध्यान में रखते हुए 12 पोर्ट्स को डेवलप करने के लिए ये जो प्रावधान किए हैं, इसके लिए मैं उनको बहुत-बहुत धन्यवाद देता हूँ। इसमें मैंने यह भी देखा कि बाकी पोर्ट्स के डेवलपमेंट के लिए privatization की बात हो रही है, PPP की बात हो रही है। इसको लेकर हमारे काफी माननीय सदस्यों को आपत्ति है, लेकिन हमें पोर्ट को डेवलप करना है, उसको आगे ले जाना है, तो इसके लिए उसको स्वतंत्रता देनी होगी। अगर हम उसको स्वतंत्रता नहीं देंगे, उसको डेवलप नहीं करेंगे, तो वह आगे नहीं बढ़ पाएगा और हमारे देश की अर्थव्यवस्था में उसका योगदान नहीं बढ़ सकेगा। आज पोर्ट के माध्यम से 90 से 95 परसेंट business होता है और 70 से 75 परसेंट रेवेन्यू मिलता है। Privatization होने से वह उसका मालिक नहीं हो जाएगा, बल्कि इसमें केन्द्र और राज्य सरकार का ही मालिकाना हक रहेगा। जो अधिनियम लाए गए हैं, अगर उनको बारीकी से पढ़ा जाए, ध्यान से अध्ययन किया जाए, तो यह मालूम पड़ेगा कि इसमें इस तरह की व्यवस्था पोर्ट को डेवलप करने के लिए रखी गई है, न कि मालिकाना हक देने के लिए। हमारे जितने भी वरिष्ठ सांसद हैं, उनसे मैं यह निवेदन करूँगा कि वे इसको बारीकी से पढ़ें। यह बात ठीक है कि कमियाँ निकालनी चाहिए। चूँकि अलग-अलग पार्टीज हैं, इसलिए आपकी पार्टी की तरफ से आपको यह कहा होगा कि आप इसमें कमियाँ निकालिए, लेकिन जो अच्छी बात है और जो देश के हित में है, उसके बारे में भी बोलना चाहिए। मैं पुराने ज़माने की बात बताना चाहूँगा। यहाँ पर हमारे सौराष्ट्र के बहुत सारे सांसद हैं। पुराने ज़माने में गुजरात में लोथल नाम का एक पोर्ट था और यह विश्व का पुराना पोर्ट था। आज भी उसके अवशेष कई जगहों पर हैं। उस समय बाहर से जो शिप्स आते थे या भारत में जो शिप्स थे, उनमें किस तरह से loading की जाती थी, किस तरह से उनके माध्यम से माल की ढुलाई होती थी, किस तरह उनके माध्यम से मजदूरों को काम मिलता था, किस तरह से जहाज बनाए जाते थे, किस तरह से जहाजों की मरम्मत की जाती थी - यह सब उस बंदरगाह पर होता था। इसी तरह से सारे देश में पोर्ट चालू होने चाहिए। सारे देश में पोर्ट का डेवलपमेंट होना चाहिए। जिस तरह से भारत का डेवलपमेंट हो रहा है, जिस तरह से माननीय प्रधान मंत्री जी सोच रहे हैं कि भारत को जिस तरह से पुराने जमाने में सोने की चिड़िया कहा जाता था, उसी तरह से फिर से हमारे भारत का एक अलग स्थान बने। इसके लिए हर क्षेत्र के माध्यम से, चाहे वह रोड के माध्यम से हो, समुद्र के माध्यम से हो या हवाई मार्ग के माध्यम से हो, कुछ न कुछ डेवलपमेंट होना चाहिए।

मैं इससे भी पुराने ज़माने में ले जाना चाहता हूँ। मैंने एक किताब में पढ़ा था, जो चाणक्य जी ने लिखी थी। जहाजों का किस तरह से रख रखाव करना चाहिए, उसका कैप्टन, जिसको उस जमाने में नावाध्यक्ष कहते थे, वह कैसा होना चाहिए - इन सब बातों के बारे में उन्होंने लिखा था। हमारे भारतीयों को समुद्री मार्ग के बारे में जो ज्ञान था, जब वे समुद्री मार्ग से चलते थे, तो वे किस तरह से समुद्री मार्ग से पूरे world के अंदर व्यापार करने, धंधा करने के लिए जाते थे। और कई अलग-अलग जगहों पर अपने भारत की वस्तुएं, चाहे सिल्क हो, गरम मसाले हों, कॉफी हो, साथ ही डायमंड, ज्वेलरी इत्यादि वस्तुएं हों, वे दूसरे देशों में बेचने के लिए जाते थे। उस ज़माने में जो रोडमैप था, मेरे कहने का मतलब है कि उस ज़माने में वे समुद्री मार्ग का चयन कैसे करते थे? मैं आपको बताना चाहता हूँ कि इस संबंध में उस ज़माने की एक बहुत interesting बात चाणक्य जी की किताब में लिखी हुई है।

(उपसभापति महोदय पीठासीन हुए)

सर, उस समय जहाज के अंदर एक बड़ा सा बर्तन रहता था और उसमें किसी प्रकार का कोई तेल रखा जाता था। उसके अंदर एक magnetic fish भी रखी जाती थी और उसी से रास्ता मालूम पड़ता था कि वेस्ट, ईस्ट, नॉर्थ किस तरफ हैं। यह सब उस floating fish से मालूम पड़ता था। आज हमें टेक्नोलॉजी के माध्यम से, चाहे navigation हो या इसके अलावा काफी सारी साधनों के माध्यम से जानकारी मिलती है कि हमें कहाँ जाना है, किस तरफ जाना है, पर मैं आज से करीबन 2000-3000 साल पहले की बात कर रहा हूँ, उस ज़माने में हमारी एडवांस्ड टेक्नोलॉजी थी और उस टेक्नोलॉजी की वजह से हम लोग भारत के अंदर शिप्स का निर्माण भी करते थे, शिप्स की मरम्मत भी करते थे। इसके साथ-साथ, इस तरह के शिप्स भी बनाते थे, जो व्यापार के लिए भी काम आते थे और टूरिज्म और प्रवास के लिए भी काम आते थे। उस ज़माने में जब कई बार लड़ाई वगैरह होती थी, तब लड़ाई के लिए जो जहाज बनाया जाता था, उसका भी एक अलग ढांचा रहता था। उस ज़माने में हमारी इस तरह की टेक्नोलॉजी डेवलप हुई थी। मैं आपको बताना चाहता हूँ कि इस पोर्ट बिल के अंदर इन सब बातों का ध्यान रखा गया है। यह बिल माननीय मंत्री मनसुख मांडविया जी लाए हैं, इसके अधिनियमों में बहुत सारी ऐसी सुविधाएं रखी गई हैं, जिससे आने वाले वक्त में भारत को बहुत सारी सुविधाएं मिलने वाली हैं।

सर, मैं अपनी बात खत्म करने से पहले एक और बात बताता हूँ। यह मैंने एक और किताब में पढ़ा था, जिसमें Jews के एक राजा का जिक्र था। उस ज़माने में जब हमारे भारत के व्यापारी हमारी वस्तुएं बेचने के लिए जाते थे, तो वहाँ पर आभूषण, डायमंड वगैरह के साथ-साथ गरम मसाले हों, कॉफी हो, कई प्रकार की दवाइयाँ हों... सर, मैं एक मिनट में खत्म कर देता हूँ।

**श्री उपसभापति :** माननीय जुगलसिंह जी, आप जल्द खत्म करें। आपका समय खत्म हो रहा है।

**श्री जुगलसिंह माथुरजी लोखंडवाला :** सर, उस ज़माने में जो वस्तुएं बेचने जाते थे, यह बहुत interesting बात है, उन दूर के देशों के जो राजा-महाराजा वगैरह थे, वे व्यापारियों से हमारे

भारत का आज का राष्ट्रीय पक्षी मोर अपनी रानियों को तोहफे में देने के लिए मँगवाते थे। इससे हमारे उनके साथ संबंध बनते थे।

**श्री उपसभापति :** माननीय जुगलसिंह जी, खत्म करें। कृपया खत्म करें।

**श्री जुगलसिंह माथुरजी लोखंडवाला :** महोदय, मैं आपके माध्यम से माननीय मनसुख मांडविया जी को बहुत-बहुत बधाई देता हूँ और आभार व्यक्त करता हूँ।

**श्री मनसुख मांडविया:** सर, आज सदन में The Major Port Authorities Bill, 2020 पर कुल मिलाकर 26 माननीय सदस्यों ने अपने विषय रखे। आदरणीय शक्तिसिंह गोहिल, सुरेश प्रभु जी, सुखेन्दु शेखर राय जी, सुभाष चन्द्र सिंह जी, पी. विल्सन जी, प्रकाश बांडा जी, राम गोपाल यादव जी, राम चन्द्र प्रसाद सिंह जी, इलामारम करीम जी, मनोज कुमार झा जी, डा. फौजिया खान जी, कनकमेदला रवींद्र कुमार जी, अनिल देसाई जी, बिनोय विस्वम जी, नारायण दास गुप्ता जी, सम्माननीय रामजी, एम. थंबीदुरई जी और हमारे पूर्व शिपिंग मिनिस्टर वासन जी और जुगलसिंह माथुरजी लोखंडवाला जी - इन सभी लोगों ने सदन में अपने विचार विस्तार से रखे हैं। माननीय डिप्टी चेयरमैन साहब, जिस तरह से हाउस में कई सम्माननीय सदस्यों ने अपने विषय रखते हुए - कोई भी देशभक्त होता, तो वह इस बिल का विरोध करता, इस बिल से देश लुट जाएगा, इस बिल से सारा पोर्ट सेक्टर खत्म हो जाएगा, इन पोर्ट्स में मज़दूरों का हित नहीं रहेगा - ऐसी कई टिप्पणियाँ की हैं, तो मेरी विनती है कि मुझे इसका विस्तार से रिप्लाय देने की opportunity मिले।

सर, मैं सदन को सबसे पहले यह बताना चाहता हूँ कि यह बिल किसी भी पोर्ट के privatization के लिए नहीं है, बल्कि प्राइवेट पोर्ट्स से competition कर, उनके सामने हमारे पोर्ट्स टिक सकें, उसके लिए यह बिल लाया गया है। इसमें पोर्ट की कोई भी चीज़ प्राइवेट सेक्टर को देने या बेचने की बात नहीं है। कई माननीय सदस्यों ने अपनी बात कहते हुए काफी philosophical बातें कीं। मेरे मन में था कि उस पर political comment कम करूँ, लेकिन मैं पूछना चाहता हूँ कि क्या केरल गवर्नमेंट ने अपना पोर्ट डेवलप करने के लिए किसी प्राइवेट एंटीटी को नहीं दिया है, क्या तमिलनाडु ने नहीं दिया है, क्या आंध्र प्रदेश ने नहीं दिया है, क्या महाराष्ट्र ने नहीं दिया है? क्या ये सब नरेन्द्र मोदी के समय में हुआ है?

जब Major Port Trusts Act, 1963 आया था, तो उस वक्त service-based ports थे, प्राइवेट पोर्ट्स नहीं थे, जिसके कारण competition नहीं था। सन् 1995 से देश में PPP model का implementation हुआ, तब हमारी सरकार नहीं थी। फिर इसी PPP model पर कई पोर्ट्स में तथा कई सार्वजनिक सेक्टरों में PPP operators आए। अगर PPP operator और पोर्ट के बीच कोई dispute हो, तो उसे resolve करने के लिए कोई system create करना चाहिए या नहीं करना चाहिए? हम इस Port Authority Bill में ये प्रावधान लेकर आए हैं, ताकि पोर्ट्स स्वायत्त बनें, पोर्ट्स अपने decisions स्वयं ले सकें। यहाँ कई माननीय सदस्यों ने बताया कि 10-10 किलोमीटर पर पोर्ट्स बन गए हैं। मैं बताना चाहता हूँ कि जब एक private port ने अपना टैरिफ कम कर दिया और मेरा major port, जिसमें tariff ज्यादा है, अगर उसको उस private

port की comparison में अपना टैरिफ कम करना है, तो उसके लिए उसे मंत्री तक आना पड़ता है। वह मिनिस्टर तक न आए, वह वहीं स्वयं decision ले ले, टैरिफ कम करके उसके साथ competition करे और competition करके वह टिक पाए, उसके लिए हमने इस बिल में प्रावधान किया है। इसमें किसी जगह पर आसमान नहीं टूट पड़ा है। मैं इस पोर्ट बिल के माध्यम से ऐसा कोई प्रावधान लेकर नहीं आया हूँ।

माननीय डिप्टी चेयरमैन साहब, दो तरह की बात नहीं चलेगी। एक तरफ वे कहते हैं कि मज़दूर का कल्याण होना चाहिए और दूसरी तरफ वे सोचते हैं कि शायद वे ही मज़दूर के लिए कुछ करते रहते होंगे, किसी और ने कुछ किया ही नहीं होगा। जब हम मज़दूर की बात करते हैं, तो वर्ष 2014 से पहले क्या स्थिति थी? जब गडकरी जी मेरे सीनियर मंत्री हुआ करते थे और मैं जूनियर मंत्री था, उस वक्त कोलकाता से पोर्ट का एक labour union गडकरी जी से मिलने आया था, जिसके बाद वह मुझसे मिला। उस वक्त वे रिक्वेस्ट कर रहे थे कि हमारा पोर्ट बंद होने की संभावना है, आप पोर्ट को बचा लीजिए, उस पोर्ट को बंद मत कीजिए। वह पोर्ट किस मॉडल पर चलता था? ऐसी स्थिति क्यों आ गई थी? उस पोर्ट के 25,000 pensioners हैं, जिन्होंने उस पोर्ट को बनाने के लिए मेहनत की और उस पोर्ट में काम करके अपनी जिन्दगी व्यतीत की। वे बोल रहे थे कि हमें पेंशन नहीं मिलेगी, हमारे परिवार का क्या होगा? वहाँ के जो employees थे, वे यहाँ आकर हमें बता रहे थे कि पोर्ट बंद मत कीजिए। सर, हमने इसी PPP model से उसको redevelop करने की शुरुआत की।

सर, मुझे यह बताते हुए खुशी हो रही है कि जब एक साल पहले कोलकाता पोर्ट के 150 साल हुए और उस अवसर पर वहाँ सम्माननीय प्रधान मंत्री जी उपस्थित हुए थे, उस वक्त हमने सभी pensioners की liability खत्म कर दी। हमने LIC में पैसा जमा करवा दिया और पोर्ट के सभी employees तथा पेंशनर्स की liability सुनिश्चित कर दी। जो घाटे में चलने वाला कोलकाता पोर्ट था, श्यामाप्रसाद मुखर्जी पोर्ट था, आज वह पोर्ट profitable हो गया, यह सब reform के माध्यम से हो रहा है। क्या हमें हर सेक्टर में reform नहीं करने चाहिए? एक ओर कहते हैं कि डेवलपमेंट होना चाहिए, दूसरी ओर कोई भी डेवलपमेंट की बात आए, तो कहते हैं कि प्राइवेटाइज़ेशन हो रहा है। मुझे लगता है कि प्राइवेटाइज़ेशन और डेवलपमेंट के बीच में जो भेद है, उसको बिना समझे यहां कुछ भी बोल देना उचित नहीं है। वासन जी ने विस्तार से अपनी बात रखी, वे पूर्व में मंत्री रहे होंगे, उनको पता है कि पोर्ट को autonomy देनी चाहिए, उनको पता है कि पोर्ट के डेवलपमेंट का वही रास्ता होना चाहिए। वे मेरी पार्टी से नहीं हैं, लेकिन उन्होंने कहा कि यह होना चाहिए। इस तरह से जब देश के डेवलपमेंट के संदर्भ में विचार किया जाता है तो हमें comprehensive सोचने की आवश्यकता होती है। ठीक है, आपको कमेंट करना है तो आप कमेंट भी कीजिए, लेकिन माननीय शक्तिसिंह जी ने अपनी बात रखते हुए कहा कि उसमें 7 प्राइवेट मेम्बर्स होंगे।

महोदय, यह बिल वर्ष 1999 से चल रहा है, उसके बाद कई बार आया, कई बार गया, वर्ष 2016 में यह फिर से स्टैंडिंग कमेटी में गया और स्टैंडिंग कमेटी ने जो भी सिफारिशें की हैं, उनमें से ज्यादातर सिफारिशों को हमने मान लिया है। हमने पब्लिक कंसल्टेशन भी किया, स्टेकहोल्डर्स कंसल्टेशन भी किया है और ऐसे ही नहीं किया है, हम सब पोर्ट गए, कमेटी पोर्ट गई, वहां जाकर

लेबरर्स के साथ भी कंसल्टेशन किया। आज यहां बात हुई कि लेबर ट्रस्टी का क्या होगा? सर, पहले यह होता था कि लेबर ट्रस्टी के नाम से - हो सकता है वह 20 साल पहले लेबर रहा हो, आज वह बिज़नेसमैन बन गया या कोई दूसरा काम करता हो, लेकिन वह लेबर ट्रस्टी के नाम से ट्रस्ट में आ जाता था, पोर्ट में आ जाता था और लेबरर्स के साथ उसका कुछ लेना-देना नहीं था। हमने इस बिल में यह प्रावधान रखा है कि जो लेबर आज continuous है, वही उसका मेम्बर बनेगा। उसके नाम से राजनीति करने वाले लोग नहीं आएंगे, यह भी हमने प्रबंध किया। शक्ति सिंह जी, आपने कहा कि उसमें एक्सपर्ट लोग भी होने चाहिए। मुझे यह बताते हुए खुशी हो रही है कि हम दो ऐसे मेम्बर्स लेना चाहते हैं, जो एक्सपर्ट हों, इस क्षेत्र में उनका कोई experience हो, उनका कोई contribution भी हो। हम ऐसे एक्सपर्ट लोगों को भी लाएंगे।

दूसरा यह कि स्टेट गवर्नमेंट का प्रतिनिधित्व कभी खत्म नहीं होगा। मोदी गवर्नमेंट federal structure को मानती है। सभी स्टेट गवर्नमेंट्स से एक डायरेक्टर उसमें रहेगा, जो डिपार्टमेंट्स उसमें संलग्न हैं, उनके भी मेम्बर्स उसमें रहेंगे।

महोदय, सबसे महत्वपूर्ण चीज़ यह है कि इस बिल में प्राइवेटाइज़ेशन का कुछ लेना-देना नहीं है। इस बिल में एक भी ऐसा शब्द नहीं है और अरुण जेटली जी ने भी कहा था कि पोर्ट का प्राइवेटाइज़ेशन नहीं होगा, नितिन गडकरी जी ने भी कहा था कि पोर्ट को हम प्राइवेट नहीं करेंगे और इस फ्लोर पर तीसरे Ports Shipping and Waterways के मिनिस्टर के रूप में मैं भी बोल रहा हूँ कि हम कभी पोर्ट का प्राइवेटाइज़ेशन नहीं करेंगे।

महोदय, तीसरा यह कि हम अपनी liability और responsibility को follow करते हैं। आज हमारा एक भी पोर्ट operational loss में नहीं है, 6 साल पहले 6 पोर्ट्स operational loss में चले गए थे। आज मेरे पास 75,000 पेंशनर्स की liability है। कोलकाता और हल्दिया उसके best example हैं। जब हम पीपीपी मॉडल पर आगे बढ़ते हैं तो कई बार बात होती है कि लेबरर्स का क्या होगा, उसमें काम करने वाले कामगारों का क्या होगा? सर, पोर्ट के लेबरर्स या पोर्ट के कामगार, भारत सरकार के कामगार हैं। यह हमारी liability है कि उनकी stability बनी रहे, उनको salary मिलती रहे और उनको pension भी मिलती रहे। हमने कई पीपीपी मॉडल पर काम किया, आप हमें बताइए कि एक भी लेबर को हमने छोड़ा हो या उनको सैलरी न दी हो, यह कभी नहीं हुआ। ऐसा नहीं होने देना है। हम पीपीपी मोड में जाकर इन्कम क्रिएट करके उनको सैलरी दे रहे हैं। कई ऐसे लेबरर्स हैं, जिनके पास आज एक भी काम नहीं है, एक-एक पोर्ट पर सौ-सौ, हजार-हजार लेबरर्स हैं, उनके पास काम नहीं है, लेकिन हमने एक भी लेबर को नहीं छोड़ा है। हमने उसकी liability पर कोई जिम्मेदारी नहीं आने दी है। यह भारत सरकार का commitment है, लेकिन new development नए तरीके से होना चाहिए। New development करके क्या हमें दुनिया के साथ competition नहीं करना है, क्या हमें Ease of Doing Business नहीं बढ़ाना है?

**श्री उपसभापति :** माननीय मंत्री जी, एक सेकंड, हम लोगों को साढ़े बारह बजे से बजट डिस्कशन आरंभ करना है, इसलिए आप अपना जवाब briefly दें, प्लीज़।

**श्री मनसुख मांडविया :** सर, मैं इसलिए विशेष रूप में बता रहा हूँ कि दो बातें नहीं चलेंगी, labour की बात भी करना और यदि labour के हित की बात आती है, तो उसके खिलाफ बोलना, अपने स्टेट में privatization करना और भारत सरकार PPP mode से development की दिशा में आगे बढ़े, तो उसको किसी की मित्र सरकार बोल देना। माननीय नरेन्द्र मोदी देश की 130 करोड़ जनता के मित्र हैं, वे किसी एक व्यक्ति के मित्र नहीं हो सकते हैं। मैं पूछना चाहता हूँ कि उस ज़माने में कौन मित्र थे, जब पोर्ट लूटा जा रहा था? मैं फ्लोर पर किसी का नाम नहीं बोलना चाहता हूँ, लेकिन dredging चलती रहती थी, समुद्र कहां पर खोदा, किसको पता, लेकिन payment हो जाती थी। हमने इसमें पूरी जिम्मेदारी से काम करना शुरू किया है। मैं एक-एक विषय पर विस्तार से बोल सकता हूँ। यहां पर एक माननीय सदस्य ने अच्छा बताया है कि इसी समुद्र के रूट से देश को गुलाम करने वाले लोग आए थे। यह हिन्दुस्तान का ऐसा ही रूट है। हमारी यह maritime stream नई नहीं है, यह पांच हजार साल पुरानी है। Indus Civilization की सभ्यता के सबसे बड़े नगर Dholavira और Lothal, विश्व के पुराने शहर भी हिन्दुस्तान में हैं। यही हिन्दुस्तान है, हमारे East Coast से जैसे लोग आए थे, वैसे ही Pacific Island countries or Eastern countries में यही मगध साम्राज्य था, यही कौटिल्य साम्राज्य था, यही शैल्य साम्राज्य था, यही पांडियन साम्राज्य था, जिन्होंने दूर-सुदूर Indian Ocean में और Indian Ocean से बाहर जाकर अपनी सत्ता चलाई थी। यही हमारा गौरवशाली इतिहास है, जरा उसको भी याद करिए। आजादी के बाद maritime sector में हमारी शक्ति कभी कम नहीं थी। सर, maritime sector जिस तरह से उपेक्षित रहा है- यहां अंग्रेज़ लोग क्यों आए थे, उन्होंने कलकत्ता में पोर्ट क्यों बनाया? वह इसलिए बनाया कि उसको वहां Indian waterways मिलते थे - एक Ganga inland waterway मिलता था और दूसरा Brahmaputra inland waterway मिलता था। आजादी के बाद ये waterways नहीं रहे। आज हमने वाराणसी से एक हजार चार सौ किलोमीटर हल्दिया, हल्दिया से दो सौ किलोमीटर सुन्दरबन और सुन्दरबन से Yamuna River बंगलादेश में protocol route के माध्यम से 800 किलोमीटर और 980 किलोमीटर Assam में, कुल मिलाकर चार हजार किलोमीटर Indian waterways आज के दिन हमने develop कर दिया है, यह operational होने लगा है और आने वाले दिनों में उसका रिज़ल्ट आने वाला है। यही पोर्ट सेक्टर में भी किया है, पिछले 6 सालों में प्रॉफिट बढ़ाकर डबल कर दिया है। हमने प्रॉफिट बढ़ा दिया है, liability कम कर दी है, modernization के लिए 300 प्रोजेक्ट्स आज ongoing हैं। इन 300 प्रोजेक्ट्स के माध्यम से समुद्र तट का इस्तेमाल हम क्या RORO ROPAX के लिए नहीं कर सकते हैं? एक जगह से दूसरी जगह पर हमारा cargo transport हो और pollution कम हो, pollution का solution हो, उसके लिए RORO ROPAX ferry आने वाले दिनों में शुरू की जाएगी। हमने postal cargo को बढ़ाया है। जो पहले 50 मिलियन टन होता था, अब वह 78 मिलियन टन होने लगा है। हमने कई चीजों में ऐसा काम किया है।

महोदय, मैं अंत में आपको केवल इतना ही बताऊंगा, Ease of Doing Business में हम 2014 में 134 थे, आज हम 63 पर हैं- यह हमारा development है, यह हमारा result है। पहले 555 मिलियन टन cargo handling major port से होती थी। आज 704 मिलियन टन Cargo Indian major port से होता है, इसका draft develop करना आवश्यक है। इंडिया में

पहले draft नहीं था, capesize vessel इंडिया में नहीं आ सकता था, आज capesize vessel आया। पहले average draft 12 मीटर था, हमने उसको बढ़ाकर 14 मीटर कर दिया है। यह आगे और भी बढ़ रहा है। हमारा turnaround time 44 hours था, आज बढ़कर यह 36 hours हो चुका है। पहले average berth-day out 12,468 था, उसको 16,433 कर दिया है, cargo handling भी बढ़ गयी है, financial performance हमने डबल कर दी है।

**श्री उपसभापति :** कृपया समाप्त करें।

**श्री मनसुख मांडविया :** देश में cruise call बढ़ने लगी है, maritime sector बदल रहा है और इस बदले टाइम में मेरा सदन से आग्रह है कि माननीय सदस्य इस बिल का समर्थन करें और development में अपना सहयोग दें, धन्यवाद।

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to provide for regulation, operation and planning of Major Ports in India and to vest the administration, control and management of such ports upon the Boards of Major Port Authorities and for matters connected therewith or incidental thereto, as passed by Lok Sabha, be taken into consideration."

*The motion was adopted.*

MR. DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill. In Clause 2, there is one Amendment (No.11) by the hon. Minister.

### **Clause 2 —Definition**

SHRI MANSUKH MANDAVIYA: Sir, I move:

11. That at page 3, line 4, **for** the words "expression "notify"", the words "expression" notify" and "notified"" be ***substituted***.

*The question was put and the motion was adopted.*

*Clause 2, as amended, was added to the Bill.*

*Clause 3 was added to the Bill.*

MR. DEPUTY CHAIRMAN: In clause 4, there is one Amendment (No.9) by Shri Binoy Viswam. Are you moving it?



**Clause 4 —Qualifications of Chairperson, Deputy Chairperson and Members of Board**

SHRI BINOY VISWAM: Sir, I move:

9. That at page 4, *for* line 35 to 39, the following be *substituted*, namely:-

“(3) The Members referred to in clauses (f) of sub-section (1) of section 3 shall be elected from amongst the serving employees of the Board of Major Port Authority.”

*The question was put and the motion was negatived.*

*Clause 4 was added to the Bill.*

*Clauses 5 to 8 were added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 9, there is one Amendment (No.10) by Shri Binoy Viswam. Are you moving it?

**Clause 9- Removal from office of Chairperson, Deputy Chairperson and Members**

SHRI BINOY VISWAM: Sir, I move:

10. That at page 6, lines 13 and 14 be *deleted*.

*The question was put and the motion was negatived.*

*Clause 9 was added to the Bill.*

*Clauses 10 to 21 were added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 22, there is one Amendment (No. 3) by Shri Elamaram Kareem. Are you moving it?

**Clause 22 — Usage of port assets by Board**

SHRI ELAMARAM KAREEM: Sir, I move:

3. That at page 9, *after* line 21, the following be *inserted*, namely:-

“Provided further that no contract for acquisition or sale of immovable property or for the lease of such property for a term not exceeding forty years and for any purpose other than the purpose specified in this section for a term exceeding twenty

years shall be made unless it has been previously approved by the Central Government.”

*The question was put and the motion was negatived.*

*Clause 22 was added to the Bill.*

*Clauses 23 to 32 were added to the Bill.*

MR. DEPUTY CHAIRMAN: In clause 33, there are three Amendments; Amendments (Nos.4 to 6) by Shri Elamaram Kareem. Are you moving your Amendments?

**Clause 33 —Power to raise loans and issue securities**

SHRI ELAMARAM KAREEM: Sir, I move:

4. That at page 13, line 14, **for** the words “scheduled bank”, the words “nationalized bank” be ***substituted***.
5. That at page 13, line 15, **for** the words “financial institution in any country outside India”, the words “financial institution within India” be ***substituted***.
6. That at page 13, lines 20 to 28 be ***deleted***.

*The question was put and the motion was negatived.*

*Clause 33 was added to the Bill.*

*Clauses 34 to 41 were added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 42, there is one Amendment (No.7) by Shri Elamaram Kareem. Are you moving?

**Clause 42 - General accounts of Board**

SHRI ELAMARAM KAREEM: Sir, I move:

7. That at page 15, line 26, the words "or any Scheduled Bank" be ***deleted***.

*The question was put and the motion was negatived.*

*Clause 42 was added to the Bill.*

*Clauses 43 to 52 were added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 53, there is one Amendment (No.8) by Shri Elamaram Kareem. Are you moving?

**Clause 53 - Power of Central Government to issue directions**

SHRI ELAMARAM KAREEM: Sir, I move:

8. That at page 18, clause 53 be *deleted*.

*The question was put and the motion was negatived.*

*Clause 53 was added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 54, there is one Amendment (No.12) by the Minister.

**Clause 54 - Constitution of Adjudicatory Board**

SHRI MANSUKH MANDAVIYA: Sir, I move:

12. That at page 19, line 24, *for* the words "shall be in Mumbai," the words "shall be at such a place as may be notified by the Central Government" be *substituted*.

*The question was put and the motion was adopted.*

*Clause 54, as amended, was added to the Bill.*

*Clauses 55 to 76 were added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 1, there is one Amendment (No.2) by the Minister.

**Clause 1 - Short title, commencement and application**

SHRI MANSUKH MANDAVIYA: Sir, I move:

1. That at page 1, line 5, *for* the word "2020", the word "2021" be *substituted*.

*The question was put and the motion was adopted.*

*Clause 1, as amended, was added to the Bill.*

MR. DEPUTY CHAIRMAN: In the Enacting Formula, there is one Amendment (No.1) by the Minister.

### **Enacting Formula**

SHRI MANSUKH MANDAVIYA: Sir, I move:

1. That at page 1, line 1, **for** the word "Seventy-first", the word "Seventy-second" be ***substituted***.

*The question was put and the motion was adopted.*

*The Enacting Formula, as amended, was added to the Bill.*

*The Title was added to the Bill.*

MR. DEPUTY CHAIRMAN: Now, the Minister to move that the Bill, as amended, be passed.

SHRI MANSUKH MANDAVIYA: Sir, I move:

"That the Bill, as amended, be passed."

*...(Interruptions)...*

SHRI ELAMARAM KAREEM: Sir, we want division. *...(Interruptions)...*

SHRI BINOY VISWAM: We have a right. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: They have a right to demand. *...(Interruptions)...* Please sit down. प्लीज़, आप अपनी-अपनी सीटों पर बैठे रहिए। Let the lobbies be cleared. *...(Interruptions)...*

SHRI JAIRAM RAMESH: Sir, the Members should sit in their allotted places. *...(Interruptions)....*

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS; AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. MURALEEDHARAN): In this Session all the Members have not been allocated seats individually. Seats have been allocated to the parties. So, nobody can be insisted to sit on their particular seat. Only parties have been allocated seats except the Leader of the House and the Prime Minister, the Prime Minister who is not a Member of the House. ...(*Interruptions*)...

**श्री उपसभापति:** कृपया अपनी-अपनी जगह पर बैठे रहिए।

SHRI V. MURALEEDHARAN: So, the Chamber of the Lok Sabha, the Galleries of the Rajya Sabha and this Chamber are all part of the House. So this may be considered.

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, Members should sit in their respective seats, not anywhere else.

PROF. MANOJ KUMAR JHA: Sir, I have a very small observation. ...(*Interruptions*)... Democracy is not about numbers. ...(*Interruptions*)...

**श्री उपसभापति:** मनोज झा जी, आप बैठ जाइए। ...(**व्यवधान**)...

**श्री नीरज शेखर** (उत्तर प्रदेश): सर, ऐसे में डिविज़न कैसे हो पाएगा? ...(**व्यवधान**)....

**श्री उपसभापति:** आप सबसे आग्रह है कि आप सब अपनी-अपनी सीटों पर बैठे रहिए। ...(**व्यवधान**)....

**श्री नीरज शेखर:** सर, लोक सभा में भी सदस्य बैठे हैं। ...(**व्यवधान**)...

MR. DEPUTY CHAIRMAN: Please sit down. ...(*Interruptions*).... कोई बात रिकॉर्ड पर नहीं जाएगी। ...(**व्यवधान**)... डिविज़न के लिए lobbies must be cleared and the process should start. आप सभी अपनी-अपनी सीटों पर शांति से बैठे रहिए। ...(**व्यवधान**)... आप सभी वोटिंग प्रक्रिया के नियमों का पालन करिए। ...(**व्यवधान**)... कृपया, अपनी-अपनी सीटों पर बैठे रहिए। ...(**व्यवधान**)...

Now, as the Minister has already moved,

The question is:

"That the Bill, as amended, be passed."

*The House divided.*

**श्री उपसभापति** : माननीय सदस्यगण, कृपया आपस में बात न करें।...**(व्यवधान)**... प्लीज़...**(व्यवधान)**... The result of the Division is:

Ayes	:	84
Noes	:	44

**Ayes : 84**

Acharya, Shri Prasanna  
 Alphons, Shri K.J.  
 Amin, Shri Narhari  
 Athawale, Shri Ramdas  
 Baishya, Shri Birendra Prasad  
 Bajpai, Dr. Ashok  
 Balasubramoniyam, Shri S.R.  
 Bansal, Shri Naresh  
 Chandrasegharan, Shri N.  
 Dubey, Shri Hardwar  
 Fayaz, Mir Mohammad  
 Gautam, Shri Dushyant  
 Geeta alias Chandraprabha, Shrimati  
 Gehlot, Shri Rajendra  
 Gehlot, Shri Thaawarchand  
 Gokulakrishnan, Shri N.  
 Goswami, Ms. Indu Bala  
 Goyal, Shri Piyush  
 Islam, Shri Syed Zafar  
 Jaishankar, Shri S.  
 Jangra, Shri Ram Chander  
 Javadekar, Shri Prakash  
 Kadadi, Shri Iranna  
 Kalita, Shri Bhubaneswar  
 Kanakamedala Ravindra Kumar, Shri

Karad, Dr. Bhagwat  
Kardam, Shrimati Kanta  
Khan, Shri Muzibulla  
Koragappa, Shri Narayana  
Kumar, Shri Sujeet  
Leishemba, Shri Maharaja Sanajaoba  
Lokhandwala, Shri Jugalsinh Mathurji  
Mahatme, Dr. Vikas  
Mandaviya, Shri Mansukh  
Manhas, Shri Shamsheer Singh  
Mansingh, Dr. Sonal  
Modi, Shri Sushil Kumar  
Mohammedjan, Shri A.  
Mohapatra, Dr. Raghunath  
Muraleedharan, Shri V.  
Nagar, Shri Surendra Singh  
Navaneethakrishnan, Shri A.  
Nirmala Sitharaman, Shrimati  
Nishad, Shri Jaiprakash  
Patnaik, Dr. Amar  
Patra, Dr. Sasmit  
Pilli, Shri Subhas Chandra Bose  
Poddar, Shri Mahesh  
Prabhu, Shri Suresh  
Pradhan, Shri Dharmendra  
Prakash, Shri Deepak  
Puri, Shri Hardeep Singh  
Rajbhar, Shri Sakaldeep  
Ram Shakal, Shri  
Ramamurthy, Shri K.C.  
Rane, Shri Narayan  
Rao, Shri G.V.L. Narasimha  
Reddy, Shri Ayodhya Rami  
Rupala, Shri Parshottam  
Sahasrabuddhe, Dr. Vinay P.  
Shekhar, Shri Neeraj

Shukla, Shri Shiv Pratap  
 Singh, Shri Ajay Pratap  
 Singh, Shri Ram Chandra Prasad  
 Singh, Shri Subhash Chandra  
 Sinha, Shri Rakesh  
 Soni, Shri Kailash  
 Subhash Chandra, Dr.  
 Suresh Gopi, Shri  
 Tasa, Shri Kamakhya Prasad  
 Tendulkar, Shri Vinay Dinu  
 Thakur, Shri Ram Nath  
 Thakur, Shri Vivek  
 Thambidurai, Dr. M.  
 Tomar, Shri Vijay Pal Singh  
 Trivedi, Dr. Sudhanshu  
 Vaishnaw, Shri Ashwini  
 Vasan, Shri G.K.  
 Vats (Retd.), Lt.Gen. (Dr.) D. P.  
 Vemireddy, Shri Prabhakar Reddy  
 Verma, Shri B.L.  
 Verma, Shri Ramkumar  
 Yadav, Shri Bhupender  
 Yadav, Shri Harnath Singh

**Noes : 44**

Abdul Wahab, Shri  
 Antony, Shri A.K.  
 Azad, Shri Ghulam Nabi  
 Bachchan, Shrimati Jaya  
 Baidya, Shrimati Jharna Das  
 Biswas, Shri Abir Ranjan  
 Chandrashekhar, Shri G.C.  
 Chavan, Shrimati Vandana  
 Chidambaram, Shri P.  
 Dangji, Shri Neeraj



Elango, Shri N.R.  
Elangovan, Shri T.K.S.  
Gohil, Shri Shaktisinh  
Gujral, Shri Naresh  
Gupta, Shri Narain Dass  
Hanumanthaiah, Dr. L.  
Haque, Shri Md. Nadimul  
Hooda, Shri Deepender Singh  
Jha, Prof. Manoj Kumar  
Kareem, Shri Elamaram  
Ketkar, Shri Kumar  
Kharge, Shri Mallikarjun  
Netam, Shrimati Phulo Devi  
Nishad, Shri Vishambhar Prasad  
Ramesh, Shri Jairam  
Ranjan, Shri Bikash  
Selvarasu, Shri Anthiyur P.  
Sen, Dr. Santanu  
Sen, Ms. Dola  
Shanmugam, Shri M.  
Sibal, Shri Kapil  
Singh, Shri A. D.  
Singh, Shri Akhilesh Prasad  
Singh, Shri Digvijaya  
Singh, Shri Sanjay  
Siva, Shri Tiruchi  
Tamta, Shri Pradeep  
Venugopal, Shri K.C.  
Verma, Shrimati Chhaya  
Viswam, Shri Binoy  
Wilson, Shri P.  
Yadav, Ch. Sukhram Singh  
Yadav, Prof. Ram Gopal  
Yajnik, Dr. Ameer

*The motion was adopted.*

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## THE UNION BUDGET, 2021-22

MR. DEPUTY CHAIRMAN: Let the lobbies be opened. Now, the Union Budget, 2021-22 — General discussion. Shri Kapil Sibal.

**श्री कपिल सिब्बल** (उत्तर प्रदेश) : माननीय उपसभापति महोदय, सबसे पहले तो मैं वित्त मंत्री जी को मुबारकबाद देना चाहता हूँ कि उन्होंने अपना तीसरा बजट पेश किया है।...**(व्यवधान)**... उनके भाषण में भारत की ...**(व्यवधान)**...

**श्री उपसभापति** : माननीय सदस्य, आप कृपया शांति से अपनी-अपनी जगह पर बैठें।...**(व्यवधान)**... कृपया आप सब अपनी-अपनी जगह पर बैठें, लॉबी में खड़े होकर बात न करें। माननीय मंत्री जी, प्लीज़।...**(व्यवधान)**...

**श्री कपिल सिब्बल** : जैसा मैंने कहा कि मैं सबसे पहले माननीय वित्त मंत्री जी को मुबारकबाद देना चाहता हूँ कि उन्होंने अपना तीसरा बजट पेश किया है। बजट की शुरुआत में ही मंत्री जी ने भारत की आत्मनिर्भरता की बात की। ऐसा कोई नागरिक नहीं होगा, ऐसा कोई सदस्य नहीं होगा, जो यह नहीं चाहता हो कि भारत आत्मनिर्भर हो। हम सभी ऐसा चाहते हैं, यह हमारा सपना है, लेकिन हिंदुस्तान में जो हालात हैं, हिंदुस्तान की जो आर्थिक स्थिति है, उससे कई सवाल उठते हैं कि क्या वाकई में हम उस दिशा में जा रहे हैं, क्या इस देश का किसान आत्मनिर्भर है? ये सवाल उठते हैं कि क्या हमारे दलित भाई आत्मनिर्भर हैं, क्या हमारे अल्पसंख्यक भाई-बहिन आत्मनिर्भर हैं, क्या हमारा एमएसएमई सेक्टर आत्मनिर्भर है, क्या छोटे-छोटे उद्योग, व्यापारी आत्मनिर्भर हैं? आपको इन सवालों का जवाब देना होगा। मैं प्रधान मंत्री जी का भाषण सुन रहा था। उन्होंने कहा कि हिंदुस्तान के 86 प्रतिशत किसानों की जो होलिंग है, जो ज़मीन है, वह 5 एकड़ से कम है। जो ऐसे 86 प्रतिशत किसान हैं, क्या वे आत्मनिर्भर हैं? क्या इसीलिए किसान दिल्ली के बॉर्डर पर शांतिपूर्वक आंदोलन कर रहे हैं, क्योंकि वे आत्मनिर्भर हैं? आपको इन सवालों के जवाब देने होंगे। भाषण तो हो सकता है, wordsmith भी हो सकते हैं, लेकिन हिंदुस्तान की ज़मीनी असलियत क्या है, यह आपको समझना होगा। गरीब आदमी सोचता होगा कि मेरा छोटा-सा घर है, छोटी-सी दुनिया, मुझे तू उड़ना सिखा दे, नामुमकिन को मुमकिन बना दे। वह ऐसी उड़ान चाहता है, जिससे वह आत्मनिर्भर हो। सर, पहली बात तो यह थी। मैं आपको कुछ आंकड़े बताऊंगा, जिससे साफ़ ज़ाहिर होगा कि यह एक खोखलापन है।

महोदय, दूसरी बात, जो मैं आज आपके सामने रखना चाहता हूँ, वह है, the Budget is a very contextual exercise. It is in the context of the situation prevailing just before the Budget how economy grew?

After all, you have been in power from 2014. No more excuses. Congress was in power for sixty years; you have been there for six years. And, so, your report card will have to be looked into. Let us see some facts and figures just before COVID

happened. Why I say that the Budget is a contextual exercise because, just before the COVID, there are certain economic indicators that tell you how badly this economy was managed. And, then, COVID came and what is the result of COVID on the economy? I will give some of that data also. But, let me start by giving you as to what was the state of the economy just before the COVID.

Sir, industrial investment growth rate in NDA's time was 6 per cent. मैं पुरानी बात कर रहा हूँ, in UPA-I's time, it was 25 per cent; in UPA-II, it was 3 per cent; and BJP, 2 per cent. Credit and bank loans real growth per year in NDA's time was 13 per cent; in UPA-I, it was 20 per cent; in UPA-II, it was 6 per cent; and, BJP, 4 per cent. Average growth rate of exports during NDA were 16 per cent; in UPA-I, it was 24 per cent; in UPA-II, it was 18 per cent; and, BJP, 3 per cent. Average growth rate of imports in NDA's time was 15 per cent; in UPA-I it was 31 per cent; in UPA-II, it was 16 per cent; and, BJP, 4 per cent.

#### 1.00 P.M.

'Sales of corporate sector', real growth -- NDA: 11 per cent; UPA-1: 17 per cent; UPA-2: 7 per cent; BJP: 3 per cent. 'Corporate profits' (as percentage of GDP) -- NDA: 0.7 per cent; UPA-1: 2.7 per cent; UPA-2: 2.1 per cent; BJP: 1.4 per cent.

[THE VICE-CHAIRMAN( SHRI BHUBANESWAR KALITA) *in the Chair.*]

मैं आपसे सवाल पूछना चाहता हूँ कि अगर ये कोविड से पहले के आंकड़े हैं तो कोविड के बाद हिन्दुस्तान की जनता का क्या हाल हुआ होगा, क्या वह कभी आत्मनिर्भर बन सकते हैं? This only shows that for the last five years, you have mismanaged this economy. In fact, in every Budget, the twin objectives are growth and equity. Some people prefer growth; others prefer growth plus equity. And I will demonstrate to you how in this Budget you have only preferred growth. You have forgotten about the people of India. You have no heart as far as poor persons are concerned, who want education, who want primary health centres for healthcare. The MSME sectors have lost 35 per cent. Thirty-five per cent of all MSMEs have wound up. What have you done for them?

Now, let me give you another scenario as to what has happened during the pandemic and what is the state of the economy during the pandemic in 2020-21. 'Production of coal' : minus 15 per cent; 'Production of cement' : minus 38 per cent; 'Consumption of Steel' : minus 56 per cent; 'Total Telephone subscribers' :

minus 2 per cent; 'Commercial Vehicle Sales' : minus 84 per cent; 'Cargo handled at major sea ports' : minus 19.8 per cent; 'Cargo handled at airports' : minus 57.2 per cent. And these are figures from the Ministry of Statistics and Programme Implementation. These are not our figures. 'Passengers handled at airports' : minus 94.1 per cent; 'Railways net tonne kilometers' : minus 26.7 per cent. This is 'आत्म निर्भरता' for you. How does this Government justify what it has done? How has it handled the economy? What has it done for the poor? What are the allocations made for the poor? The problem is that there is what is called jugglery of data. You are perpetuating a rigged economic system, and I will demonstrate that. You are establishing an oligarchic economic order, and I will establish that. Just one data you should know. In 2018, one per cent of the people of this country held 58 per cent of the wealth of this country and in 2019, this ratio increased to 73 per cent. In one year! This is a classic case of crony capitalism. यह जो आप पोर्ट्स की बात कर रहे हैं, एयरपोर्ट्स की बात कर रहे हैं, ये जो आप बातें कर रहे हैं, ये पोर्ट्स किसको जा रहे हैं, हमारे देश की सम्पत्ति कहां जा रही है, कौन ले रहा है, कौन खरीद रहा है? आप उसका साथ दे रहे हैं। असलियत तो यह है, Madam Minister, that there are four-five big boys in this country who own almost all assets in this country, and one very big boy is everywhere. ...(*Interruptions*)... No; I will not name anybody. He is everywhere -- Ports, Airports, city gas distribution centres, Railways; everywhere. I mean, I see his footprint everywhere. असलियत तो यह है कि जिस जहाज़ में आप जाते थे, उसको एयरपोर्ट तो आपको देना होगा। वह तो जरूरी है न? 6-7 एयरपोर्ट्स उनको दे दिये। नीति आयोग ने विरोध किया, फाइनेंस मिनिस्ट्री ने विरोध किया, उसको overrule कर दिया। ये बातें देश के सामने आनी चाहिए।

मैं आपको एक और बात बताना चाहता हूँ। वह यह है कि आपने अपने बजट में कहा और आपने यह कहना चाहा कि देखो, हम कितना अच्छा काम कर रहे हैं; "I spent, spent, spent"; as if you have money to spend! You should have said, 'my economic management is so bad that I have to borrow, borrow, borrow'. Let me tell you some basic facts of the economy. According to your Budget documents, 53 per cent of revenue would come from taxes and 47 per cent of revenue would come from non-tax sources. Why is it that you had a deficit of 9.5 per cent in 2021? That is because your revenue earnings have gone down. Your total tax receipts have declined by 23 per cent. As for tax collection, your target was Rs. 24.2 lakh crore; there is a shortfall of Rs. 5.24 lakh crore. Your corporate tax collection has a shortfall of Rs. 2.34 lakh crore. Your income tax collection has a shortfall of Rs. 1.8 lakh crore. That is the shortfall of your revenues. So, where is this question of 'spent, spent, spent'? You didn't have the money. So, what did you do? You borrowed, you

borrowed, and you borrowed, because there was no choice. I don't blame you. There was no choice. And now you are saying that in 2021-22, the budgeted increase of Central tax revenue is going to be 14.9 per cent, up to Rs. 17.9 lakh crore, which is still below the Budget Estimates of 2021. Further, all this projection is against the backdrop of an expected increase in nominal GDP of 14.4 per cent, or real GDP of 11 per cent, which, in fact, has plunged to minus 7.7 per cent in 2020-2021. तो यह सवाल उठता है कि आप revenues increase कैसे करेंगे? जो आंकड़े आप बता रहे हैं कि अब आपका GDP nominal rate 14 प्रतिशत होगा, वह तो बाद की बात है। कब होगा, कैसे होगा, वह तो वक्त बतायेगा। प्रॉब्लम यह है कि आपने पिछले साल, क्योंकि आपके पास पैसा तो था नहीं और है नहीं, आपने सोचा कि जब हमारे disinvestment targets हम meet करेंगे, तब हमें पैसा मिल जायेगा। So, your disinvestment target for 2020-2021 was Rs.2,10,000 crore. What did you achieve -- Rs. 32,000 crore, which is 15 per cent? This year, your disinvestment target is Rs. 1,75,000 crore. That is how you say that next year the fiscal deficit would come down to 6.8 per cent. But how would you achieve this target of Rs. 1,75,000 crore considering your present track record. How will you achieve it?

Sir, the fact of the matter is they have jettisoned the real people of this country who were crying for help. People are hungry for employment. किसी भी सेक्टर में देख लीजिए, लोगों के पास रोजगार नहीं है। मैं आपको रोजगार के कुछ आंकड़े देना चाहता हूँ। उसके बारे में तो आपने अपने बजट स्पीच में कुछ कहा भी नहीं, रोजगार का, बेरोजगारी का तो नाम ही नहीं लिया। आपके Economic Survey, Volume-1 में भी रोजगार का कोई जिक्र ही नहीं है, क्योंकि आपको क्या परवाह है, आपके लोगों को रोजगार मिल रहा है, देश की जनता को नहीं मिल रहा है। The Centre for Monitoring of Indian Economy, CMIE, said that 120 million people lost jobs during the lockdown. I ask you, what have you done for those 120 million in your Budget? In December, 2020, the employment was 14.7 million, below pre-Covid levels. In January, 2021, it was still 9.8 million, below Covid levels. Twenty-one million jobs were lost by salaried employees. Twenty-one million jobs! तभी हम देख रहे थे कि लोग सैकड़ों किलोमीटर चलते जा रहे थे, कोई साइकिल से जा रहा था, कोई पैदल चल रहा था। वे लोग घर पहुँचना चाहते थे, क्योंकि यहाँ उनका घर छूट गया था और आपने इतना भी प्रयास नहीं किया कि उनके जख्मों पर कुछ मरहम लगा दें! आप उनको भूल गए। आपको केवल उद्योगपति याद रहे। आपको याद है न कि आप ही ने उनका टैक्स 25 प्रतिशत कर दिया था और जो नई इंडस्ट्री लग रही थी, उसका 15 प्रतिशत किया था। आप उनका तो बड़ा ख्याल रखते हैं और जो पीड़ित जनता है, उसको भूल जाते हैं। हिन्दुस्तान का जो labour force participation rate है, वह 40 प्रतिशत है और global 66 प्रतिशत है। यहाँ female labour force participation rate 23 प्रतिशत है, बंगलादेश में 30 प्रतिशत, इंडोनेशिया में 39 प्रतिशत और थाईलैंड में 45 प्रतिशत है। आपने 'मनरेगा' में भी 35 परसेंट ऐलोकेशन कम कर दिया। आपने यह

क्यों किया? वही तो ग्रामीण लोगों के लिए एक साधन है, जिसके माध्यम से उनको रोजगार मिलता है। आप textile parks बनाने जा रहे हैं, infrastructure बनाने जा रहे हैं, लेकिन ये कब बनेंगे? आपको मालूम है न कि इन चीजों में वक्त लगता है। आपके 6 साल तो हो गए और इतने वक्त में भी आप ज्यादा कुछ कर नहीं पाए। वे आंकड़े तो मैंने आपको बता दिए। जब infrastructure बनता है, तो उसकी project report बनती है, उसका land acquisition होता है, उसके बाद allocation होता है और फिर उसका implementation होता है। यह साल तो वैसे ही निकल जाएगा। इस तरह से आप हिन्दुस्तान की जनता को एक दिलासा दे रहे हैं कि देखिए, हम इन्फ्रास्ट्रक्चर में इतना इन्वेस्ट करेंगे, 6-7 textile parks बनाएँगे, तो जनता को रोजगार मिलेगा। मंत्री जी, लेकिन यह कब मिलेगा? हम आपसे यह पूछना चाहते हैं कि क्या आप वादा कर सकती हैं कि वह मिलेगा, उन पीड़ित लोगों को वह मिलेगा? Real estate sector की unsold inventories पड़ी हुई है, आपने home loan interest rate भी कम नहीं किया। Telecom sector is in a debt of Rs.8.55 lakh crore. आपने उनको क्या दिया? There is no relief for the mining sector. Aviation has projected losses between Rs.6 billion dollars and Rs.6.5 billion dollars in 2021. आपने उनके लिए क्या किया? Tourism and hospitality sectors have lost Rs.90,000 crore; over 5 lakh jobs. उनके लिए आपने क्या किया? आपने एग्रीकल्चर सेक्टर का भी ऐलोकेशन कम कर दिया। 'किसान सम्मान निधि' के लिए इसमें जो 65 हजार करोड़ रुपए allocate किए हैं, वे पिछले साल 75 हजार करोड़ रुपए थे। वहाँ भी आपने दस हजार करोड़ रुपए कम कर दिए। प्रॉब्लम तो यह है कि किसान जो माँग रहा है, उसके मन की बात तो आप सुनते नहीं हैं, अपने मन की बात हमेशा कहते हैं। आज किसान क्या कह रहा है? किसान कह रहा है कि मुझे एमएसपी चाहिए, इसलिए आप इसके लिए कानून बना दीजिए। आप कहते हैं कि नहीं, हम कानून नहीं बनाएँगे, क्योंकि जो प्राइवेट सेक्टर है, प्राइवेट ट्रेडर है, वह उसको एमएसपी से ज्यादा देगा। यह आपका कहना है, यह प्रधान मंत्री जी कहते हैं, आपके सभी मंत्री लोग कहते हैं। वे कहते हैं कि किसान को कोई नुकसान होगा ही नहीं, क्योंकि उसको एमएसपी से ज्यादा मिलेगा। अगर उसको एमएसपी से ज्यादा मिलेगा, तो फिर क्या प्रॉब्लम है, आप यह कानून में बोल दीजिए कि Private Sector एमएसपी से कम पर नहीं खरीदेगा, क्योंकि आपका मानना है कि किसान को तो एमएसपी से ज्यादा मिलेगा। आप यह जो experiment कर रहे हैं, यह experiment अमेरिका, यूरोप में हो चुका है और मैं आपको अमेरिका से जुड़े हुए कुछ चौंकाने वाले आंकड़े बताना चाहता हूँ। In America, only 1.5 per cent people are involved in farming because everything has been corporatised. People own thousands of acres of farm land. Why did this happen? It happened because the people thought that the farming sector would be very progressive, that they would earn a lot of money and the farmers would be benefited. But let me tell you just one figure. In 2020, American farmers were saddled with bankruptcy of more than 425 billion dollars. This is the result of corporatisation of farming in America. In fact, the rate of suicide in rural America is about 45 per cent higher than that in urban America. Small farm lands have disappeared. Now, unlike America, here, 40 to 60 per cent of our population is

involved in agriculture. उनके पास कोई विकल्प नहीं है कि वे कहीं और रोज़गार पा लें - कोई विकल्प नहीं है। अगर उन 86 प्रतिशत किसानों को अपनी जमीन बेचनी पड़े, तो वे कहाँ जाएंगे? वे जाएं, तो जाएं कहाँ? यह यहाँ कौन समझेगा? वे कहाँ जाएंगे, आप उन्हें क्या रोज़गार देंगे? यही हालात यूरोप में हैं। आप किसान को 11 बिलियन डॉलर की सब्सिडी देते हैं, उसमें fertilizer subsidy included नहीं है। आप सिर्फ 11 बिलियन डॉलर की सब्सिडी देते हैं और चाइना में 185.9 बिलियन डॉलर की सब्सिडी मिलती है, ईयू में 101.3 बिलियन डॉलर की सब्सिडी मिलती है, यूएसए में 48.9 बिलियन डॉलर की सब्सिडी मिलती है and let me tell you another figure. In the U.S., every farmer gets \$62,000 a year from the Government to support the farmers, and you are not willing to give our farmers even the Minimum Support Price. वह तो ज्यादा नहीं माँगता है। आपके उद्योगपति तो हमेशा ज्यादा माँगते हैं। वे कहते हैं कि हमारे टैक्स में राहत कर दीजिए, exemption कर दीजिए, टैक्स रेट कम कर दीजिए। उद्योगपति यह सब कहते हैं और आप उन्हें दे देते हैं, लेकिन जब किसान एमएसपी माँगता है, आप वह देने के लिए तैयार नहीं हैं। वह तो minimum है, आप उद्योगपतियों को तो maximum देते हैं, वह तो बेचारा minimum माँग रहा है।...**(व्यवधान)**...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): He is not yielding. ...*(Interruptions)*...

SHRI KAPIL SIBAL: I am not yielding. ...*(Interruptions)*... Please, don't interrupt. ...*(Interruptions)*... I am not yielding. ...*(Interruptions)*... Allow me to speak. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please carry on.

SHRI KAPIL SIBAL: Now, let me come to two or three other topics which I want to touch upon because I have only 25 minutes and I will finish within that time. The Finance Minister very well knows that there is the Reserve Bank of India's report of July, 2020, because the Finance Minister has suggested that all the NPAs -- the NPAs now are snowballing -- will be transferred to a new asset reconstruction company and they will then be managed by an asset management company. The details of the scheme are not with us, but broadly what you say is that the net worth of an NPA will be determined after deducting the provisioning in the accounts of the bank. And, out of that net worth, say, net worth comes to Rs.100 crores, just to give you an example, 15 per cent will be paid in cash to the bank and the balance 85 per cent will be a sort of haircut for the bank. Then security receipts will be given to this asset reconstruction company and through those security receipts, the value of the

asset will be realised. This is the scheme that you have adopted. Now, we don't know at what stage, this 15 per cent cash is to be given, from where and from which account. Nobody knows. And, all these will be managed by the public sector banks who were actually mismanaged earlier and brought the NPAs to this high level. This will all be managed by the public sector banks. I am asking you, how will you give that 15 per cent; when will you give that 15 per cent; how will you calculate who is to give? Secondly, what will happen to that security receipt? Are you going to sell that asset? How will you sell that asset? You cannot go back to the IBC process? If you go back to the IBC process, it will land in the same fashion. So, will you do it through private negotiations like you have done in the past, and, you know who will buy it in those private negotiations. I am surprised that the Budget papers do not reflect the manner in which you are going to dispose this off. How is it going to be done, and, you are leaving it to a later time? I think such an important proposal like this should have been so transparent that all of us could have looked at it and debated it. But it is all non-transparent.

Now, just to tell you, the Financial Stability Report of July, 2020 talks about the NPAs of public sector banks. It speaks about the share of good quality loans of the industry as share of total good quality loans as on March, 2020. The share of good quality loans in the real estate sector is 2.3 per cent. In other words, the bad quality loan is 97.7 per cent. In the collection and distribution of electricity, good quality loan is 2.5 per cent and the bad quality loan is 97.5 per cent. Then, there is mention of public utility services. I can go on but time is limited.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please conclude. Your time is over.

SHRI KAPIL SIBAL: No, Sir, my time is not over yet. It is not over yet. I have 3 - 4 minutes more.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): You were given 25 minutes.

SHRI KAPIL SIBAL: Give me another five minutes and I will finish. Please don't mind, Sir.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): No, no but please conclude as early as possible. Your time is already over.



SHRI KAPIL SIBAL: I will conclude before 1.30.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): I am giving you another two, three minutes. Please conclude.

SHRI KAPIL SIBAL: No, no. I will conclude before 1.30 p.m. I started after 1.00 p.m.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): You started at 12.54 p.m.

**श्री कपिल सिबल** : सर, मुझे बोलने दीजिए । Time is being wasted in all this. ...(*Interruptions*)... Now, the point is that this is the state of the NPAs. There is the latest report of the Reserve Bank of India of January, 2021 and let me quote from that report. It says, "Macro Stress Tests for credit risk show that SCBs GNPA ratio may increase from 7.5 per cent in September, 2020 to 13.5 per cent by September, 2021 under the baseline scenario. If the macro-economic environment deteriorates, the ratio may escalate to 14.8 per cent under a severe stress scenario. These projects are indicative of the possible economic impairment latent in bank portfolios". 14.8 per cent! If this is the state of the economy, if this is the state of the NPAs in the banks, and, if this is the state of the banks, even if you transfer the bad loans of Rs. 2.1 lakh crore which you intend to do to the ARC, these bad assets will continue, these NPAs will continue, these are not going to stop.

Now, let me tell what you want to do:- Actually, you want to sell and monetise all the assets in this country like awarding private train bids for completion by May, 2021; you are going to sell Kolkata Metro, Konkan Rail, Track and Overhead Equipments, Redevelopment of Railway Colonies, Railway Hospitals; you are going to sell Rs. 10,000 crore worth power transmission assets.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please conclude.

SHRI KAPIL SIBAL: I have got a few minutes more. ...(*Interruptions*)...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Your time is over. ...(*Interruptions*)... I have noted it. He knows it. You can ask him. ...(*Interruptions*)...

SHRI KAPIL SIBAL: You are going to privatise that, and, who are you going to give it to? Now, Sir, I have just one last point to make. Give me two minutes, and, I am done. ये जो मैं दो-चार लोगों की बात कर रहा हूँ, उनमें एक ऐसी कम्पनी है, जिसके पास लगभग सब कुछ है। उसके पास पोर्ट्स हैं, एयरपोर्ट्स हैं, सब कुछ है। स्टील सेक्टर में दो-तीन प्लेयर्स हैं, पावर सेक्टर में दो-तीन प्लेयर्स हैं, एक प्लेयर सभी सेक्टर में है। ऐसे कैसे काम चलेगा? This is a classic case of crony capitalism. मैं आखिरी बात यह कहना चाहता हूँ कि आपने यह बात कही कि हम पुराने budgets में वोट बैंक पोलिटिक्स करते थे, यह बात आपके प्रधान मंत्री जी ने कही है। आपने इस बजट में क्या किया? जिन राज्यों में चुनाव आने वाले हैं, असम में आपने 34 हजार करोड़...(व्यवधान)... के Infrastructure works announce किए हैं।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please, conclude. ..(Interruptions).. You have others speakers also to speak. ..(Interruptions)..

SHRI KAPIL SIBAL: I am just concluding in a minute. ..(Interruptions).. मुझे बात तो करने दीजिए।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The time your party has given to you is over. ..(Interruptions).. I have given you three minutes more. Now you conclude. ..(Interruptions)..

SHRI KAPIL SIBAL: One minute, Sir. ..(Interruptions).. पश्चिमी बंगाल में 675 किलोमीटर highway बना रहे हैं, केरल में 1,100 किलोमीटर नेशनल हाईवे बना रहे हैं और तमिलनाडु में 3,500 किलोमीटर नेशनल हाईवे बना रहे हैं। आप कहते हैं कि आप वोट बैंक की राजनीति नहीं करते हैं! आप बजट में वोट बैंक पोलिटिक्स करते हैं और off budget नोट बैंक पोलिटिक्स करते हैं, यह आपकी असलियत है।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Thank you, Mr. Sibal. I am calling the next speaker.

SHRI KAPIL SIBAL: Thank you very much.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The next speaker is Shri Sushil Kumar Modi.

SHRI NARESH GUJRAL (Punjab): Sir, I just want to say one thing.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): No, no, I am not allowing you. Yes, Shri Sushil Kumar Modi.

SHRI NARESH GUJRAL: \*

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): No, no. Nothing will go on record. ..(Interruptions).. Without permission, nothing will go on record. सुशील कुमार मोदी जी, आप बोलिए।

**श्री सुशील कुमार मोदी (बिहार) :** उपसभाध्यक्ष महोदय, मैं केंद्रीय बजट के पक्ष में बोलने के लिए खड़ा हुआ हूँ। महोदय, पूरी दुनिया में ऐसा वैश्विक संकट पैदा हुआ, जिसमें 90 प्रतिशत से ज्यादा दुनिया के देशों के जीडीपी में गिरावट आ गई, contraction आ गया। मैं प्रधान मंत्री जी को धन्यवाद देना चाहूंगा, उन्होंने कहा कि 'जान है, तो जहान है।' प्रधान मंत्री जी ने कहा है कि, 'the GDP growth will recover from temporary shock of pandemic but the human lives that are lost cannot be brought back.'

देश अर्थव्यवस्था के सदमे से उभर सकता है, अर्थव्यवस्था दोबारा पटरी पर लौट सकती है, परंतु जिन्दगी को लौटा कर वापस नहीं लाया जा सकता है। इस देश में प्रधान मंत्री जी ने stringent lockdown लागू किया। अगर हमने कड़ाई से lockdown लागू नहीं किया होता, तो अब तक कोविड के कारण जितने लोगों की मौत हुई है, उससे करीब 1 लाख अधिक लोगों की मौत हो गई होती। सर, महाभारत के शांति पर्व में कहा गया है कि आपदाग्रस्त जीव की प्राण रक्षा करना ही धर्म है। इसलिए कोविड के दौरान लॉकडाउन के बावजूद 'short term pain for long term gain' जब लॉकडाउन को थोड़ा शिथिल किया गया, तब प्रधान मंत्री जी ने कहा कि जान भी है और जहान भी है, 'saving lives and saving livelihoods', महोदय, हम लोगों ने जहां एक ओर गरीबों की चिंता की, वहीं दूसरी ओर उनके रोजगार की भी चिंता की।

उपसभाध्यक्ष महोदय, इस बजट का स्वागत अर्थजगत ने किस प्रकार से किया है, 22 बंदूकों की सलामी के साथ देश के स्टॉक एक्सचेंज ने इस बजट का स्वागत किया है। जो सेंसेक्स है, it soared to 51,000. सेंसेक्स की फिगर 51 हजार करोड़ पार कर गई, Nifty 15,000 - और 23 साल के बाद यह पहला अवसर था, जब वित्त मंत्री जी के बजट भाषण के बाद highest single day gain on a Budget day था। इसके पहले जब चिदम्बरम साहब का वर्ष 1997 में भाषण हुआ था, उस समय single day budget के दिन सेंसेक्स में highest उछाल आया था। महोदय, देश के अखबारों ने, देश के अर्थजगत के लोगों ने किन सुर्खियों में इस बजट स्वागत किया है - एक ने कहा, 'bold and reformist Budget', एक ने कहा, 'FM breaks taboos, puts economy on turbo charge' 'FM takes on challenge with simple Budget', 'Pant and Pujara', 'FM delivers a booster dose', एक ने कहा, 'Budget bets big on growth', एक ने

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\* Not recorded.

कहा, 'bold leap, no playing to gallery'. एक अखबार ने headline दी, 'We have spent, we have spent and we have spent.' महोदय, मैं पिछले 25-30 सालों से केन्द्रीय बजट को देखता आ रहा हूँ। यह पहला बजट था, जिसकी मैंने कहीं आलोचना नहीं सुनी। विपक्ष का काम तो आलोचना करना है, इसलिए वह तो करेगा। वे तो अच्छी बात की भी आलोचना करेंगे। मुझे सिब्ल साहब के बजट भाषण से बड़ी निराशा हुई। मुझे लगा कि बहुत तर्क के साथ सरकार की आलोचना करेंगे, लेकिन मुझे सिब्ल साहब के भाषण को सुनकर घोर निराशा हुई। महोदय, इस बजट का देश ने स्वागत किया है। अभी गरीबों की बात कर रहे थे, तो lockdown के दौरान प्रधान मंत्री जी ने 80 करोड़ गरीबों को 8 महीने तक 40 किलो अनाज और प्रत्येक परिवार को 8 किलो दाल देने का काम किया है। इतना ही नहीं, 20 करोड़ महिलाएं, जिनका जनधन खाता था, उनको 1,500 रुपया प्रति महिला जो कि more than Rs.30,950 crore है were transferred to the bank accounts of 20 crore mahila Jan Dhan khatadaris. उसी प्रकार 7.43 करोड़ उज्ज्वला की लाभार्थी महिलाओं को 14.71 करोड़ फ्री गैस सिलेंडर दिए गए, जिसकी कीमत 9,670 करोड़ रुपए है। इतना ही नहीं, 2.81 करोड़ विधवा, वृद्ध, दिव्यांगों को सामाजिक सुरक्षा पेंशन के लिए 3 माह तक 2,814 करोड़ रुपए उनके खाते में ट्रांसफर किए गए।

महोदय, जो लोग जनधन खाते का मज़ाक उड़ाते हैं, अगर जनधन खाता नहीं होता, तो क्या इन गरीबों के खाते में कोरोना काल के अंदर यह पैसा ट्रांसफर किया जा सकता था? महोदय, मैं अमरीका के बारे में बताना चाहूंगा कि वह इतना प्रगतिशील देश है, लेकिन अमरीका के अंदर Direct Benefit Transfer से सभी लोगों के खाते में पैसा ट्रांसफर नहीं किया जा सका। वहां पर 8 करोड़ लोगों के लिए stimulus cheque प्रिंट किए गए। प्रिंट करने के बाद ट्रम्प साहब के सिग्नेचर किए गए और फिर लिफाफे में डालकर उनको post से deliver किया गया। वे cheque एक सप्ताह में 50 लाख से ज्यादा deliver करने की स्थिति में नहीं थे। सितम्बर का महीना लग गया, केवल आठ करोड़ लोगों को उनका stimulus cheque पहुंचाने में। दूसरी ओर भारत जैसे गरीब देश में 100 करोड़ से ज्यादा लोगों के खाते में अलग-अलग प्रकार से और Direct Benefit Transfer से हमने पैसा पहुंचाने का काम किया है। महोदय, 'आत्मनिर्भर भारत' पैकेज के तहत कुल मिलाकर, और RBI ने जो कदम उठाए, 27 लाख करोड़ से ज्यादा का 'आत्मनिर्भर भारत' पैकेज 1.0, 2.0, 3.0 देश के आदरणीय प्रधान मंत्री जी के द्वारा provide किया गया। It was like five mini-budgets. महोदय, यह लॉकडाउन क्यों सफल हुआ? अगर 10 करोड़ गरीबों के घर में शौचालय नहीं बने होते, आप सोचिए कि लोग घरों में शौच के लिए जाते या बाहर जाते? अगर लॉकडाउन सफल हुआ है, तो इसके अंदर इन शौचालयों की बहुत बड़ी भूमिका है। अगर NDA की सरकार ने घर-घर बिजली नहीं पहुंचाई होती और शहरों में 24 घंटे बिजली नहीं होती, तो लॉकडाउन के दौरान जो लोग OTT पर और Netflix पर टीवी देखकर अपना समय काट रहे थे, वह शायद नहीं काट पाते। अगर 'उज्ज्वला' के अंतर्गत गैस के सिलेंडर नहीं मिले होते, तो गरीबों को लकड़ी इकट्ठी करने के लिए घर से बाहर जाना पड़ता। महोदय, मुझे आश्चर्य होता है कि बार-बार यहां अडाणी और न जाने किस-किस की चर्चा होती है। यह जो मुफ्त सिलेंडर मिला है, क्या यह अडाणी को मिला है? अगर यह मुफ्त अनाज मिला है, तो क्या Tatas

और Birlas को मिला है? ....(व्यवधान)... महोदय, मैं अपेक्षा करता हूँ कि मेरी maiden speech है, तो कम से कम मुझे ...(व्यवधान)... मत कीजिए।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): This is his maiden speech.

**श्री सुशील कुमार मोदी:** महोदय, मुझे आश्चर्य हो रहा था कि सिब्ल साहब आंकड़े गिना रहे थे कि revenue collection कम हो गया है, income tax collection कम हो गया है। जब पूरे देश में कोविड की वजह से lockdown था, तो revenue collection तो कम होना ही था। महोदय, on revenue loss to the Union and the States, 23 per cent कम संग्रह हो पाया, 4 लाख 65 हजार करोड़ कम संग्रह होने की संभावना है। Less revenue will be collected under corporate tax. The shortfall is 34.50 per cent. For income tax, the shortfall is 28 per cent. अभी भी GST में 11.72 per cent का revenue shortfall है। ...(व्यवधान).... सर, मेरी मेडन स्पीच है...(व्यवधान)...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Hon'ble Members, please do not discuss here. If you have to discuss something, go to the Lobby, discuss and come back. This is his maiden speech. You know the procedure of the House.

**श्री सुशील कुमार मोदी:** उपसभाध्यक्ष महोदय, इस कोरोना काल में सभी लोग उम्मीद कर रहे थे कि जो नया बजट आएगा, उसमें कोई नया टैक्स होगा, कोई Covid tax होगा, wealth tax बढ़ाया जाएगा, लेकिन मैं प्रधान मंत्री जी को धन्यवाद देना चाहूंगा कि 23 परसेंट से ज्यादा revenue collection कम होने के बावजूद भी हमारी सरकार ने किसी भी आम आदमी के ऊपर एक भी नया टैक्स नहीं लगाया और हमने कर का बोझ देने का काम नहीं किया। जबकि पिछले ही साल हम लोगों ने इन्कम टैक्स में भारी रिबेट दी, जिसका परिणाम यह हुआ कि Rs.40,000 crore का revenue foregone किया। Corporate tax में, 2019-20 में, Rs.1,45,000 crore annual revenue foregone, Dividend Distribution Tax में 25 हजार करोड़ का revenue foregone था, इसलिए हम लोगों ने कोविड काल में इस देश की जनता पर किसी प्रकार के कर का बोझ नहीं डाला।

उपसभाध्यक्ष महोदय, हमने एक नया सेस लगाया। That was the Agriculture Infrastructure and Development Cess and by levying this cess, the Government of India will be collecting more than Rs.30,000 crore as cess and this fund will be spent for the augmentation of mandies or APMCs और agriculture के infrastructure के लिए 30,000 करोड़ रुपये spend किए जाएंगे। सर, हम लोगों ने पेट्रोल पर, डीज़ल पर सेस लगाया, 12 चीजों पर कस्टम ड्यूटी कम की, लेकिन हम लोगों ने जनता पर बोझ नहीं पड़ने दिया। हम लोगों ने basic excise duty, customs duty को कम किया और कम करने के बाद हमने यह सेस लगाया, ताकि जनता पर कोई बोझ न पड़े। मैं एक आर्टिकल पढ़ रहा था कि सेस लगा दिया, यदि

यह divisive pool में नहीं जाएगा, तो राज्यों को उसका लाभ नहीं मिलेगा। मैं सदन को बताना चाहूंगा कि आखिर यह सेस agriculture के infrastructure पर खर्च होगा, तो राज्यों में खर्च होगा, राज्यों के माध्यम से ही खर्च होगा, तो ultimately, this cess will go to the States. इसलिए यह कहना कि यह जो सेस है, इसके divisive pool में न होने के कारण राज्यों को उसका नुकसान होगा।

सर, V-shaped recovery, W-shaped recovery और U-shaped recovery के बारे में चर्चा हो रही थी। मैं बताना चाहता हूँ कि RBI's Financial Stability Report, NSO's First Advanced Estimates और Economic Survey 2021, all have predicted that it will be a V-shaped recovery. V-shaped recovery का मतलब यह है कि जहां पर जी.डी.पी. नीचे गया और फिर वह ऊपर की ओर बढ़ा। This is known as a V-shaped recovery. सर, quarter-1 के अंदर GDP contracted to minus 23.9 per cent; in quarter-2, it was minus 7.5 per cent और अब quarter-3 में घटकर 0.1 per cent रहने की संभावना है। सभी लोगों ने इस बात का आकलन किया कि real GDP is estimated to contract by only 7.7 per cent during 2020-21. यह V-shaped recovery है। वर्ष 2021-22 के अंदर IMF ने prediction किया है कि it will be 11.5 per cent GDP growth in India. Economic Survey ने भी 11 परसेंट और RBI's Monetary Policy Statement ने भी 10.5 per cent real GDP का आकलन किया है। मुझे पूरा विश्वास है कि जुलाई माह के बाद जिस तरह से देश की अर्थव्यवस्था तेजी से ऊपर की ओर बढ़ रही है, तो हम V-shaped recovery के साथ फिर से अर्थव्यवस्था को पुरानी पटरी पर लाने का काम करेंगे, जिससे inflation नियंत्रण में रहेगा। इतना ही नहीं, समय तो नहीं है कि अभी जनवरी माह के अंदर, all indicators like improving power consumption, railway freight, GST collection, manufacturing capacity utilization, manufacturing PMI and PMI service index इन सभी में लगातार सुधार दिखाई पड़ रहा है। सर, जो Consumer Price Index है, That has also come down to 4.59 per cent in the month of December and food inflation has also come down from 9.5 per cent to 3.41 per cent. उपसभाध्यक्ष महोदय, इस बजट की एक सबसे बड़ी खासियत और है - transparent accounting. It is no doubt that fiscal deficit is 9.5 per cent but it is because there is a transparency in accounting method of Budget और contingent जो borrowing थी, उसको मूल बजट में और इंटीग्रेट कर दिया गया है। आपको मालूम है कि to discontinue the NSSF Loan to FCI for Food Subsidy and, accordingly, Budget Provisions have been made in RE 2020-21 and BE 2021-22. मैं माननीय निर्मला जी से आग्रह करूंगा कि new Fiscal Consolidation Roadmap, एक नया Fiscal Consolidation Roadmap for the general States -- it means for the States and Centre and for the debt and fiscal deficit -- भारत सरकार को तैयार करना चाहिए।

उपसभाध्यक्ष महोदय, अभी बार-बार privatization का जिक्र हो रहा था। मैं सदन को बताना चाहूंगा कि 60s में, the per capita income of China and India were at the same level. 1960 के दशक में चीन और भारत की जो प्रति व्यक्ति आय थी, वह लगभग बराबर थी, लेकिन 1974 में China opened its economy and India opened its economy in 1991. यह

इस delayed economic reform and excessive regulation के कारण है। इसलिए इस बजट की एक और बड़ी खासियत - mindset को बदलना, यह जो सोच है कि हर चीज़ privatize हो रही है, disinvestment हो रहा है। अगर Public Sector Undertakings घाटे में चले रहे हैं, अगर Air India को 60,000 करोड़ का घाटा है and each year we are pumping Rs.6,000 crore of the public money to keep alive Air India, तो क्या यह उचित है? इसलिए इस mindset से बाहर निकलना होगा। इस बजट के द्वारा यह जो excessive regulation का mindset है and excessive baggage of socialism, एक समय था यह समाजवाद का जो excessive baggage था और जो पूरी अर्थव्यवस्था पर एक नियंत्रण स्थापित करता था, इस mindset से बाहर निकलने की आवश्यकता है। मैं अखबार में भी देख रहा हूँ कि घर के गहने बेचे जा रहे हैं। क्या taxpayers की money घाटे में चल रहे उद्योगों पर खर्च किया जाएगा, Air India पर खर्च किया जाएगा? मैं नरेन्द्र मोदी जी को धन्यवाद देना चाहूंगा कि 1991 के बाद इस देश में किसी प्रधान मंत्री ने अगर reformist Budget पेश किया है, तो वह भारत की सरकार ने 2021-22 के लिए किया है। जो नए शब्द हैं, disinvestment, privatization, asset monetization, DFI, ARC, AMC, आगे आने वाले दिनों में इन शब्दों के बारे में काफी चर्चा होगी। यह बजट रोजगार पैदा करने वाला बजट है। यहां कहते हैं कि रोजगार की कहीं चर्चा ही नहीं है। अगर Capital Expenditure होगा, तो क्या लोगों को रोजगार नहीं मिलेगा? सड़क बनेगी, एयरपोर्ट्स बनेंगे, और चीज़ें बनेंगी, इसलिए यह बजट रोजगार पैदा करने वाला बजट है, यह बजट गरीबी दूर करने वाला बजट है, यह बजट महंगाई को नियंत्रित करने वाला बजट है, यह बजट भारत को आत्मनिर्भर बनाने वाला बजट है। इस बजट का जो thrust है, healthcare and well-being, यह पहला thrust है। दूसरा है - Capital Expenditure और तीसरा thrust area है - financial sector reforms. अगले साल जो हम खर्च करने जा रहे हैं, राजस्व की कमी के बावजूद, the Government of India was able to spend more than Rs.4,08,000 crore during 2020-21. हम लोगों ने 2020-21 में 4 लाख 8 हजार करोड़ रुपया ज्यादा खर्च किया है और Capital Expenditure भी Rs.4,12,000 crore was provided in the Budget and we would be spending Rs.4,39,000 crore as Capital Expenditure. For 2021-22, the Budget Expenditure is Rs.34,83,000 crore and Capital Expenditure is more than Rs.5,54,000 crore, हम 2020-21 में खर्च करेंगे। अभी सिब्बल साहब 'मनरेगा' के बारे में बात कर रहे थे, मैं बताना चाहूंगा कि in 2020-21, we have spent 81 per cent more than what was provided in the Budget. हम लोगों ने social security पर 380 परसेंट ज्यादा खर्च किया है, जितना बजट में और प्रावधान किया गया था। उपसभाध्यक्ष महोदय, हेल्थ के बारे में, we will be spending 137 per cent more in 2021-22 in comparison to 2020-21. अब कुछ लोग मजाक कर रहे हैं। वे कहते हैं कि साहब हेल्थ- आप तो हेल्थ पर कम, पानी पर ज्यादा खर्च कर रहे हैं, आप तो सेनिटेशन पर खर्च कर रहे हैं, तो मैं यह सदन से कहना चाहूंगा कि health is not just about clinics, about hospitals, about labs, about doctors and about paramedics. The WHO has stressed that water and sanitation were crucial for basic healthcare. Health is also about nutrition. Health is also about sanitation, about general cleanliness, about

clean air and water और इसलिए हम लोगों ने 'आयुष' पर अगले साल 2021-22 के लिए 40 परसेंट ज्यादा allocation किया है और for Health and Research, 26.8 per cent more allocation for 2021-22 and for Water and Sanitation, there is an increase of 346 per cent. इसी प्रकार for Health & Family, 30 परसेंट increase हम लोगों ने किया है।

उपसभाध्यक्ष महोदय, हेल्थ स्टेट सब्जेक्ट है। गवर्नमेंट ऑफ इंडिया one-third खर्च करती है, two-thirds खर्च स्टेट्स करती हैं। मैं सदन को यह भी बताना चाहूंगा कि इस बार के बजट में, we have provided Rs. 35,000 crore for the Covid vaccines और 50 करोड़ लोगों को वैक्सीन लग पाएगी। Sir, Rs. 35,000 crore means, 50 crores of people will be inoculated by this Covid vaccine.

उपसभाध्यक्ष महोदय, मैं सदन को बताना चाहूंगा कि हम लोगों ने 16 जनवरी से वैक्सीनेशन प्रारम्भ किया, and, we have completed 60 lakh vaccinations in a record 24 days, whereas U.S.A. took 26 days, U.K. took 46 days and India took only 24 days to inoculate more than 60 lakh people of this country.

उपसभाध्यक्ष महोदय, मैं एक बात और सदन को बताना चाहूंगा कि हम लोग केवल अपने देश में ही टीका नहीं लगा रहे हैं, बल्कि हम लोगों ने भूटान को 1.5 लाख, मालदीव को एक लाख, बंगलादेश को 20 लाख, नेपाल को 10 लाख, म्यांमार को 15 लाख, श्रीलंका को 5 लाख, बहरीन को एक लाख, ओमान को एक लाख and to अफगानिस्तान, we have sent five lakh doses of Corona vaccine without charging a single penny और हम लोगों ने 12 देशों को 62 लाख वैक्सीन फ्री में पहुंचाने का काम किया है। It has been delivered already. It is not that it is in pipeline but it has already been delivered. इतना ही नहीं, हम लोगों ने कमर्शियल कॉन्ट्रैक्ट भी आठ देशों के साथ किया है। हम लोगों ने बंगलादेश के साथ 50 लाख वैक्सीन डोज़ेज का कमर्शियल कॉन्ट्रैक्ट किया है। इसके अलावा मोरक्को के साथ 20 लाख का, ब्राज़ील के साथ 20 लाख का, इजिप्ट के साथ 50 हजार का, अल्जीरिया के साथ 50 हजार का, साउथ अफ्रीका के साथ 10 लाख का, कुवैत के साथ 2 लाख का, यूएई के साथ 2 लाख का कमर्शियल कॉन्ट्रैक्ट किया है। उपसभाध्यक्ष महोदय, one crore five lakh doses of vaccination through commercial contract आठ देशों को इसे हम लोगों ने भेजने का काम किया है।

उपसभाध्यक्ष महोदय, मेरे पास बोलने के लिए समय कम है। दुनिया में तीन बड़े संकट अर्थव्यवस्था के आए थे। The first was Asian Financial Crisis, 1997, the second was Global Financial Crisis, 2007-2008 and the third was Pandemic-Induced Financial Crisis, 2020. ये जो तीन crises दुनिया के अंदर आए, इनका किस तरह से भारत ने मुकाबला किया- जब एशियन फाइनेंशियल क्राइसिस आया तब अटल बिहारी वाजपेयी देश के प्रधान मंत्री थे और जब ग्लोबल फाइनेंशियल क्राइसिस आया, the response was myopic. उस समय किसकी सरकार थी, यह बताने की आवश्यकता नहीं है और अब जो पेंडेमिक के कारण फाइनेंशियल क्राइसिस आया है - इस समय नरेन्द्र मोदी जी की सरकार है।

उपसभाध्यक्ष जी, मेरे पास इसके विस्तार में जाने के लिए समय नहीं है, लेकिन मैं इतना ही कहना चाहूंगा कि अभी कोविड का जो क्राइसिस आया है - हम लोगों ने, the Capital



Expenditure from April to December, 2020 stood at Rs. 3.17 lakh crore which is 24 per cent higher, पिछले साल की इसी अवधि की तुलना में। मैं अप्रैल से जनवरी की बात कर रहा हूँ। अप्रैल से दिसम्बर, छह महीने कोविड में चले गए और कोई खर्च नहीं हो पाया। कैपिटल एक्सपेंडिचर पिछले तीन माह में recorded phenomenal growth; 129 per cent in October. अगर आप अक्टूबर 20 की पिछले साल से तुलना करें, तो there was a growth of 129 per cent. In November, कैपिटल एक्सपेंडिचर की ग्रोथ थी, 248 परसेंट and in December, it was 81 per cent.

उपसभाध्यक्ष महोदय, 2021-22 में we are going to spend Rs.5,54,000 crores as capital expenditure. यह जो कैपिटल एक्सपेंडिचर है, इसका multiplier effect होता है। If the revenue expenditure increases by Rs.100, अगर आप रेवेन्यू एक्सपेंडिचर में 100 रुपये खर्च करते, तो only Rs.98 or Rs.99 gets added to the economy. There is no multiplier effect. लेकिन अगर आप कैपिटल एक्सपेंडिचर करते हैं, तो कैपिटल एक्सपेंडिचर increases. अगर 100 रुपये खर्च करते हैं as capital expenditure, तो capital expenditure increases and Rs.245 gets added to the economy in the same year and Rs.480 gets aggregated over the next several years. It has a multiplier effect over the next few years. अगर एक रुपया खर्च करते हैं, तो उसी साल अर्थव्यवस्था में 245 रुपये का multiplier effect होता है और बाद के वर्षों में Rs.480. कुल मिलाकर अगले साल 2.25 per cent of GDP we will be spending through capital expenditure and if the multiplier effect is 2.5 times, it means, in 2022, 6.25 per cent of GDP will be achieved only through capital expenditure. उपसभाध्यक्ष महोदय, अभी समय नहीं है कि मैं विस्तार से अपनी बात रखूँ, लेकिन मैं कहना चाहता हूँ कि global financial crisis में जो यूपीए की सरकार थी, उसमें कैपिटल एक्सपेंडिचर इन्क्रीज नहीं हुआ, उन्होंने रेवेन्यू एक्सपेंडिचर को इन्क्रीज किया और उसका परिणाम था कि महंगाई बढ़ी, इनफ्लेशन बढ़ा।

उपसभाध्यक्ष महोदय, हम लोगों की सरकार ने कुछ कदम उठाए। यह कैपिटल एक्सपेंडिचर कैसे होगा? The Government of India has announced National Infrastructure Pipeline in the last Budget. महोदय, मैं फिर रिपीट करना चाहूँगा कि Government of India will be spending Rs.100 lakh crores in the next financial year for the development of infrastructure and that will be the world class infrastructure which we will be developing through the National Infrastructure Pipeline. इसकी फंडिंग कैसे करेंगे? How would this Rs.100 lakh crores come? It will be through creating institutional mechanism and monetizing the assets. इंफ्रास्ट्रक्चर की लाँग टर्म लेंडिंग के लिए भारत सरकार ने DFI (Development Financial Institution) बनाने का ऐलान किया है। The normal commercial banks are not capable to provide long-term lending to the infrastructure projects. So we require institutions like DFI, and the Government of India has provided Rs.20,000 crores to DFI and अगले तीन साल के अंदर इसका लेंडिंग पोर्टफोलियो 5 लाख करोड़ होगा।

Sir, then there is asset monetization. Like National Infrastructure Pipeline, there will be National Monetization Pipeline and some important measures in this direction are, NHAI operational toll roads, transmission assets of Power Grid, AAI Airports in Tier II and Tier III cities, warehousing assets, sports stadiums, railway stations, DFC, etc. और इसे monetize करके हम फंड्स इकट्ठा करेंगे। Then there is debt financing of Infrastructure Investment Trust and debt financing of Real Estate Investment Trust. They will allow debt financing by foreign portfolio investors, जो हम इसके द्वारा करेंगे। उपसभाध्यक्ष महोदय, अभी चर्चा कर रहे थे कि इस देश के बैंकों का क्या हाल है। In the last four years, the Government of India has invested Rs.2,71,000 crores for recapitalizing the public sector banks. Sir, Rs.2,71,000 crores have been infused in the public sector banks, और अब गवर्नमेंट ऑफ इंडिया ने अनाउंस किया है कि हम 2021-22 में Rs.21,000 crores खर्च करेंगे to recapitalize the public sector banks. उपसभाध्यक्ष महोदय, यह जो बात आई कि अभी जो बैंक्स हैं, they are not capable to sell their bad assets; so, we will be creating Stressed Asset Resolution by setting ARC and AMC. इसलिए ARC और AMC स्थापित करके हम इसको ठीक करने का काम करेंगे। उसी प्रकार से disinvestment of public sector enterprises की बात है। उपसभाध्यक्ष महोदय, चूँकि केवल 5 मिनट का समय बचा है, तो मैं यह कहना चाहूँगा कि केन्द्र सरकार ने इस कोरोना काल में स्टेट्स की कितनी मदद की है। बार-बार NDA पर आरोप लगता है कि Gujarat, Madhya Pradesh, they were obstructing the implementation of GST. I can tell you, I was associated with GST from the very beginning. मैं यह बताना चाहूँगा कि GST को UPA की सरकार लागू क्यों नहीं कर पाई। आचार्य जी यहाँ बैठे हुए हैं। They could not implement GST, they could not start GST in this country because of their arrogance, they refused to provide the compensation money to the States. CST was reduced from 4 per cent to 3 per cent and from 3 to 2 per cent. ...(व्यवधान)... और Government of India ने assure किया था ...(व्यवधान)...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please don't obstruct.

SHRI SUSHIL KUMAR MODI: And, the Government of India has assured that they will compensate to the States. When the Government of India refused to compensate to the States, then, States also refused to cooperate with the Union Government. मैं यह बताना चाहूँगा कि जब इस देश के अन्दर नरेन्द्र मोदी जी की सरकार आई, तो हम लोगों ने GST को लागू करने के लिए, we provided Rs.38,000 crores, which was the backlog of UPA regime, which was not provided by the UPA to the States. The Narendra Modi Government provided Rs.38,000 crores backlog and assured 14 per cent return. हम आपको यह भी बता दें कि जो revenue का shortfall था, the Government of India, by

special window, has provided Rs.1,10,000 crores and already Rs.84,000 crore has been given to the States. मैं इसके विस्तार में नहीं जाऊँगा। उपसभाध्यक्ष महोदय, revenue deficit grant में इस कोरोना काल के अन्दर 2021 में, 14 States have been given Rs.74,000 crores as the Revenue Deficit Grants and States like West Bengal, Kerala, those States which claimed to be the most prosperous State, they have got the maximum benefit because of the mismanagement of their economy, because of the revenue deficit.

उपसभाध्यक्ष महोदय, अंत में मैं यह कहना चाहूँगा कि यह जो बजट है, यह नरेन्द्र मोदी जी का बजट है और जैसा मैंने कहा कि यह गरीबों को समर्पित बजट है, रोजगार पैदा करने वाला बजट है, देश को विकास के रास्ते पर आगे ले जाने वाला बजट है और अर्थव्यवस्था को फिर से पटरी पर लाने वाला बजट है। मैं नरेन्द्र मोदी जी के नाम के जो अक्षर हैं, उनसे बजट को परिभाषित करना चाहूँगा। नरेन्द्र मोदी जी के नाम में N, A, R, E, N, D, R, A, M, O, D, I है। So N stands for 'नया भारत' 'New India'; A of Narendra Modi stands for 'Atmanirbhar Bharat'; R stands for 'Radical Reforms'; E stands for 'Electronic Agri Market'; N stands for 'New Financial Structure'; D stands for 'Disinvestment'; R stands for 'Railway and Roads'; and A stands for 'Agriculture Reforms'. अब Modi का जो M है, it is 'MSP Assured'. जो MSP को लेकर चर्चा हो रही है, M of Narendra Modi, stands for 'MSP Assured'; M stands for 'Helping the Migrant Workers'; O stands for 'One Person Company'; and D stands for 'Downtrodden'. नरेन्द्र मोदी जी ने कहा कि सरकार गरीबों को समर्पित है। So, D stands for 'Downtrodden' and the last alphabet I, it is for 'Inclusive Development'; it is for 'Infrastructure'; it is for 'Immunization'. उपसभाध्यक्ष महोदय, मुझे पूरा विश्वास है कि इस विपरीत परिस्थिति के अन्दर ...

**2.00 P.M.**

**उपसभाध्यक्ष (श्री भुबनेश्वर कालिता) :** सुशील जी, आप एक मिनट रुक जाएँ। It is 2 o'clock now, we have to take the sense of the House to extend it.

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS; AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. MURALEEDHARAN): Sir, there is a general consensus that since we have to discuss the Budget 2021-22 in detail and many of the Members have decided to speak, we may extend it up to 3 o'clock.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Is this the sense of the House to extend it up to 3 o'clock? This is a consensus. This is a consensus, so you need not question.

SHRIMATI JAYA BACHCHAN (Uttar Pradesh): If all parties get enough time to speak!

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Speak to your leader; he will speak on behalf of you. Mr. Sushil Modi, please continue your speech now.

**श्री सुशील कुमार मोदी** : उपसभाध्यक्ष महोदय, मुझे बोलने के लिए 30 मिनट का समय दिया गया था, मेरे 30 मिनट अब पूरे हो चुके हैं। जैसा मैंने पहले कहा, कोरोना काल में जिस प्रकार की परिस्थितियां थीं, पहली बार मैंने cooperative federalism का ऐसा नमूना देखा as a Deputy Chief Minister of Bihar. महोदय, मैं पिछले 15 साल से बिहार में हूँ। I have seen many Prime Ministers. But, it was for the first time, the Prime Minister was interacting with all the Chief Ministers for four hours or five hours and it has not happened only once. उपसभाध्यक्ष महोदय, इनमें से 6 बार तो मैं स्वयं माननीय मुख्य मंत्री श्री नीतीश जी के साथ मौजूद था। हर बार मैंने देखा कि माननीय प्रधान मंत्री जी चार-चार, पाँच-पाँच घंटे राज्यों के मुख्य मंत्रियों के साथ बैठकर, कोरोना का कैसे मुकाबला करना चाहिए, इसकी strategy बना रहे थे। This is cooperative federalism. मैं आपसे जानना चाहता हूँ कि इनसे पहले जो प्रधान मंत्री हुए थे, उन्होंने कितनी बार राज्यों के मुख्य मंत्रियों के साथ इस प्रकार से कोई चर्चा या कोई बातचीत की होगी?

उपसभाध्यक्ष महोदय, कोरोना काल के बारे में सोच कर भी मन में सिहरन पैदा हो जाती है और रोंगटे खड़े हो जाते हैं। उस समय जिस प्रकार की परिस्थितियां थीं, उन परिस्थितियों में से अगर किसी ने हमें निकाला है, तो उस व्यक्ति का नाम नरेन्द्र दामोदरदास मोदी है।

उपसभाध्यक्ष महोदय, मैं एक बार फिर से इस शानदार बजट के लिए, इस ऐतिहासिक बजट के लिए श्रीमती निर्मला सीतारमण जी और देश के माननीय प्रधान मंत्री जी को बधाई देता हूँ, धन्यवाद देता हूँ।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The next speaker is Shri Sukhendu Sekhar Ray. I think, he is not present. So, the next speaker is Shri S.R. Balasubramoniyam.

SHRI S.R. BALASUBRAMONIYAN (Tamil Nadu): Sir, the Union Budget 2021-22 has many welcome initiatives and schemes for Tamil Nadu. Our Chief Minister, Edappadi K. Palaniswami, while welcoming the Centre's assurances, thanked the Union

Finance Minister for announcing over Rs. 1 lakh crore allocation for development of 3,500 kilometres long highways in Tamil Nadu, including crucial stretches of Madurai-Kollam and Chittoor-Thatchur Corridor. He has promised that the State Government would expedite steps to complete these works. The Chief Minister has also thanked the Centre for schemes, including funds to modernize the fishing harbour in Chennai, setting up of a Seaweed Park and approval of allocation for the Phase II of Chennai Metro Rail Project. He has demanded that two of the seven textile parks be set up in Tamil Nadu. The Chief Minister has expressed his happiness over the announcement of Central support for a world class Fin-Tech hub at the GIFT- IFSC, and also urged the Centre to announce a scheme to establish an international financial institution in Tamil Nadu, to facilitate the implementation of the Financial City Project of the State Government. Sir, during the past few years, the excise duty on petrol and diesel had been reduced while the cess has been spiking. In this backdrop, a further reduction in excise duty and a hike in cess will affect the financial position of all the States. Accepting the State Government's requests, the Centre should restore the previous position. Referring to Rs. 63,246 crore funding for Chennai Metro Phase-II, the CM also urged the Centre to expeditiously allocate 50 per cent of the counterpart fund immediately so that the project could be executed in a faster pace. I urge the Centre to approve MetroLite and MetroNeo systems for Coimbatore and Madurai. I welcome the announcement of launching a new scheme to support augmentation of public transport services, so that the funding should be extended in a way that would benefit the Tamil Nadu State Transport Corporations as well. The allocation of Rs 35,000 crore for Covid vaccines is timely and has to be lauded. I urge the Centre to hike the assistance to Tamil Nadu for containing the Corona infection in the best possible way. I also urge the Centre to extend financial assistance to modernize smaller fishing harbours in the State in line with the one in Chennai. The establishment of a new financial institution will benefit all the States since Rs 5 lakh crore could be availed through this institution. Sir, the petroleum prices have soared. It has touched Rs.103 in Mumbai for one litre of petrol. Even in Coimbatore yesterday it was Rs.90.25 per litre. The diesel also costs Rs.83.25 per litre. These prices are skyrocketing. Actually, the crude prices have crashed. It has come to the rock bottom. It is hovering around 30 to 40. It was 75, 80, 85 and everything. Here the prices of petrol and diesel have gone up when it is 30 to 40 dollars. State Governments and the Central Government are indulging in levying duties, which is too much in my opinion. That should be avoided. Levying of duties must definitely be avoided. Every individual is suffering today. This suffering should not be there. That is

what I wanted to mention. I appeal to the Prime Minister, I appeal to the Government and the Finance Minister also to take away this too much of duty. They can adopt some other methods to repay to the States. That is my view. Sir, our hon. Deputy Chief Minister, Shri O. Panneerselvam put forth a slew of demands allowing States to borrow up to five per cent of GDP, no abrupt fiscal correction during 2021-22, discussions on continuance of the compensation mechanism and devolving further taxation powers on States, permission and fund allocation for water resource augmentation projects, early disbursement of pending dues to the State, etc. Though the early signs of economic revival are apparent, the financial situation of State Governments would take more time to recover. Hence, no abrupt fiscal correction should be attempted during 2021-22. The transition back to fiscal targets should be through a gradual path over two to three years. The viability of using all measures to support growth, including the escape clause in the Fiscal Responsibility and Budget Management Act to permit the Reserve Bank of India to subscribe to the Central Government's loans, should be explicitly placed on the table for consideration. This will give confidence that the government will do whatever it takes to sustain growth. Sir, State Governments had given up their autonomy on their main source of revenue based on an assurance that the transition to the GST regime would be revenue neutral in the long run. The expectations of revenue growth with the implementation of GST have been belied. The reasons for this tepid revenue growth have to be analysed in detail. Alternatives, including continuance of the compensation mechanism and devolving further taxation powers on States will have to be discussed in the GST Council in order to ensure that States are not put to hardship in 2022-23. This very crucial issue should be addressed urgently to ensure that the interests of the States are not affected. With regard to the local body grants in the first report of the 15<sup>th</sup> Finance Commission, the all-India ratio of rural to urban population was applied uniformly for all States. In more urbanized States like Tamil Nadu, this deprived urban areas of much needed funding. I request that this anomaly be set right when the final report of this Commission is implemented during 2021-22. Besides, no further conditions should be imposed by the Centre for the release of grants recommended by the Finance Commission to ensure that the States receive their full share of the grants in time. Tamil Nadu is yet to receive grants for Rs.2,575.98 crores recommended by the 14<sup>th</sup> Finance Commission for rural and urban local bodies. In fact, performance grants recommended by the 14<sup>th</sup> Finance Commission have not been released in the last three years to any State. I, therefore, urge the Union Government to expedite the release of the same. Tamil Nadu has a long track record

of efficient implementation of Externally Aided Projects, which later serve as models for other States and countries in project design and execution. Now the Union Finance Ministry intends to approve only one externally aided project per agency per State in a year. Such an abrupt change in policy greatly disrupts our development plans. So, the projects that are at an advanced stage of consideration should be approved for implementation without any restrictions and limitations. At present Rs. 19,591.63 crore, including pending GST compensation claims, arrears related to 13th and 14th Finance Commission grants to local bodies, and pending grants for programmes including Sarva Shiksha Abhiyan, Rashtriya Madhyamik Shiksha Abhiyan, Right to Education Act, Flood Management Programme, and Post-matric Scholarship Scheme, are due to Tamil Nadu. I request the Centre to release dues at the earliest. Sir, there is an uncertainty over the railway project reconnecting Morappur-Dharmapuri Railway line which needs to be expedited. The establishment of AIIMS at Thoppur needs to be speeded up since the inauguration was done two years back. I thank the hon. Finance Minister for providing full support to the projects requested by Government of Tamil Nadu. Thank you, Sir.

DR. AMAR PATNAIK (Odisha): Sir, my urge to join politics quitting the Civil Services about two years ago was motivated by only one person. To him, politics was not a means to achieve power but a passion to serve the people. When I eventually quit, he gave me and all party members a talisman. That was Gandhi's talisman and I quote: "Whenever you are in doubt, or when the self becomes too much with you, apply the following test: 'Recall the face of the poorest and the weakest man whom you may have seen, and ask yourself, if the step you contemplate is going to be of any use to him. Will it restore him to a control over his own life and destiny? Then you will find your doubts and yourself melting away'." This talisman forms the soul of Naveen Patnaik's and our party Biju Janata Dal's politics and has guided Odisha's governance and policy all through. There could not have been a better moment than the current pandemic when this was put to test. During this time, during the initial period, the Chief Minister chose life over livelihood and later life with livelihood. He never called them migrants but as guest workers. It is for no reason that survey after survey has found him as the number one Chief Minister of India. He often says that *sadhe chari koti Odia mora paribar*.

What did he do in the Pandemic as the Odisha's Covid response? All 94 lakh poor families covered under the food security scheme received financial assistance of Rs. 1,000 even before the Central Government announced it; social security pension

for four months to 48 lakh beneficiaries; construction workers were paid Rs.1,500 each for the losses incurred due to the lockdown, numbering 22 lakh; three months' pre-matric scholarship was paid as an advance; financial assistance of Rs.3,000 to around 65,000 street vendors across 114 urban local bodies were paid; doubling of number of jobs offered under Mahatma Gandhi NREGA Scheme to 10 lakh people; the spouse and next of kin of deceased ASHA and Anganwadi workers are to be paid Rs.7,500 and Rs.5,000 a month till the time she would have attained the age of 60 years. Sir, the Centre too responded. We are happy that the Centre too responded for the poor with the announcement of the Prime Minister's Garib Kalyan Yojana. Then, in the later part, it went to 'life with livelihood' mission, the Atmanirbhar packages. The State also did something on its own--Rs.1,700 crore Special Livelihood Intervention Plan to generate employment in rural areas.

If the economy was decimated, it was ravaged more for the States than the Centre. After all, we know that fiscal and monetary space available to the States compared to the Centre is very limited. It is against this background and Mahatma Gandhi's talisman that I would like to evaluate this Budget. At the same time, I would like to say that the current Budget has been given against a context. Mr. Sibal was right when he said that it has the context. The context is not only of India but also global. The entire economy everywhere had collapsed. It is against this background that the responses have to be seen. The good thing about the Budget is, it is a bold effort to breach FRBM mandated fiscal deficit targets by increasing capital investment by about 34 per cent. I also think that the Budget gave a definite policy direction in the medium and the long term for country's finances and economy, which is good for private investment and FDI to come in. It introduced Development Finance Institutions, allocation for Covid vaccine, which Members have already said, and asset monetisation, but one important thing about transparency which the Budget brought in after 70 years of Independence is the food subsidy being brought inside the Budget document and therefore, into the Government account and not keeping it outside the Budget as an extra budgetary item. I will use a framework, therefore, of equity, climate and gender symmetry and lastly cooperative federalism that has been talked about while talking about the Budget. The inequalities in India have been talked about during the Budget. About one lakh seventy thousand people lost their jobs every hour in the month of April. The NITI Aayog had also in its index 2019 reported about increased poverty in 22 States since 2018; 24 States saw an increase in hunger across several indicators. The pandemic only exacerbated this problem. So, I would probably think that this Budget is very strong on intent, but there could



have been more empathy for Gandhi's poor that I talked about. The fund allocation to the developmental sector has come down from 1.37 per cent in 2020-21 Budget Estimates to 1.30 per cent in 2021-22. If you take out the food Budget, the total stimulus is just about one per cent more than the BE of last year, but it is understandable that the pandemic was there. When we talk about equity, we also have to be cognizant of the fact that the size of the cake has to increase. Therefore, there has to be growth impetus. While I talk about the fact that more could have been done, I refer to agriculture which is the largest employer in this country, but the allocation has decreased by 8.5 per cent. In textiles, the increase is three per cent, but Capital Expenditure has decreased by 20 per cent. That is the second highest employer. In school and educational literacy, the decrease is 8.3 per cent; higher education is 2.82 per cent, animal husbandry is 5.7 per cent, empowerment of persons with disabilities is 11.6 per cent, women and child development is 18 per cent. These are all down. Therefore, I am worried. I am concerned. Even in the infrastructural push that one has been talking, this inequality will probably get accentuated because the flow from the contractors that get the jobs to the wage employers might take time or may not be of that level. Therefore, the inequity, I am concerned, might increase. The National Infrastructure Pipelines Performance so far has not been very encouraging. The National Asset Monetisation Pipeline's Performance has also not been very encouraging and therefore, I would request the Finance Minister to be careful about this particular aspect. As far as employment is concerned, there has been 34 per cent reduction in the MGNREGS funds. The person-days of employment will reduce from 17.64 per cent. With regard to urban employment, unlike Odisha, there has been no scheme announced by the Finance Minister. I would strongly recommend similar schemes to be introduced and would have expected to be introduced in the Budget. There is still time. As far as the green considerations are concerned, there are a number of announcements made by the hon. Finance Minister, very welcome announcement, relating to green considerations, to make the economy run with the environment. However, a recent analysis of 16 major economies shows that India's stimulus package performs abysmally low in comparison to others, with respect to green measures, particularly the decarbonisation and carbon sequestering agenda. I think, that could be put on track. As far as women empowerment is concerned, the labour force participation has decreased from 36.7 per cent to 26 per cent and we know that the hon. Chief Minister of Odisha has rightly said, "We cannot deprive half of our population of their rights. They must have their rightful place in not only the economic, but also the

political space of our country." The Budget, unfortunately, fails to give this push. While for the first time recognising the potential women of SHGs in creating wealth at the bottom of the pyramid, it fails to open up new avenues of gainful business for them as has been done in Odisha. In several sectors the women SHGs have been pushed to perform business and, therefore, their income has increased and wealth of the State has also been increased at the bottom of the pyramid. It is the need of the hour to introduce 33 per cent reservation quota for women in Parliament to increase representation of women and to ensure their inclusivity in Legislatures.

Our concern, as far as fiscal federalism is concerned, is this. The State is going to lose Rs. 12,000 crores. Similarly, Rs. 6,000 crores is the gap between 2020-21 and 2021-22 BE, about Rs. 5,000 crores in CSS and from the 15<sup>th</sup> Finance Commission recommendations which has the horizontal devolution, there is a decrease from 4.629 per cent to 4.528 per cent in the coming five years. So, approximately, Rs.12,000 cores is the loss that a poor State like Odisha has to bear. Sir, Odisha is losing because of good performance. Odisha never had a revenue deficit until about two years ago. For that reason, Odisha will not get revenue deficit grant. The fiscal burden of the State, as far as devolution is concerned, is 1.50 per cent of GTR in 2020-21 to 1.36 per cent.

As far as Railways are concerned, there is no railway project in six districts in the last 75 years in Odisha! Sir, there is only one railway line in seven years! Sir, Rs. 1.40 lakh crores have been collected as freight, but the expenditure on railways in Odisha is only Rs. 14,000 crores! Odisha has been used as a catchment area for mineral-based raw material by railways. Is it fair? Is it not a slap on the face of 4.5 crore people of Odisha? The rail density in Odisha is only 15 whereas the national density is 19, in the neighbouring West Bengal it is 44 and in Jharkahand it is 24.3!

Basic needs of credit to women, farmers and MSMEs are also not taking place. Despite such sizeable contribution to the national economy, Odisha has received little infrastructural support from the Centre in terms of teledensity, railway network, banking, national highways and air connectivity that I had talked about. Sir, much more could have been done.

Sir, we have, of course, our demand for Special Category Status which has not happened. Being ravaged by cyclones and floods from time to time, we have made a strong pitch for a new restoration, rehabilitation and rebuilding scheme. But, it has not happened.

The national highways improvement has not happened. The financial inclusion in Odisha leaves much to be desired. As far as rural housing is concerned, we have

made a strong pitch to convert all *kuchcha* houses into *pucca* houses. Hon. Chief Minister of Odisha has written repeatedly on this. But, it has not been agreed to by opening window for us. In case of agriculture, there is an opportunity to implement a scheme for joint liability group so that sharecropping farmers could actually get loans as has been done in Odisha. This is a suggestion.

(MR. DEPUTY CHAIRMAN *in the Chair.*)

As far as energy is concerned, Odisha has suffered a loss of Rs. 194 crores and Rs. 345 crores in 2019-20 and 2020-21 respectively on account of idle fixed charges for surrendered energy.

MR. DEPUTY CHAIRMAN: Please conclude now. Your time is over.

DR. AMAR PATNAIK: I will be concluding in just half-a-minute. Over the past few years, Odisha has maintained a consistent growth rate which has been higher than the national average. We asked not to be treated differentially, but with equity. We simply asked to be treated fairly and with a fair opportunity to strive. We have to be given our due space in the Budget. Thank you.

MR. DEPUTY CHAIRMAN: Now, Shri Anthiyur P. Selvarasu.

SHRI P. WILSON (Tamil Nadu): Sir, it is his maiden speech.

MR. DEPUTY CHAIRMAN: No maiden speech in Corona time. It can be afterwards.

SHRI P. WILSON: Sir, please allow him. Please allow him.

**प्रो. मनोज कुमार झा (बिहार) :** सर, उधर एलाउ हुआ है।

SHRI P. WILSON: Please allow him.

**श्रीमती प्रियंका चतुर्वेदी (महाराष्ट्र) :** सर, मुझे भी एलाउ नहीं किया गया।

SHRI P. WILSON: How many minutes are you giving him, Sir?

SHRI M. SHANMUGAM (Tamil Nadu): Sir, it is his maiden speech.

MR. DEPUTY CHAIRMAN: Twenty minutes.

SHRI ANTHIYUR P. SELVARASU (Tamil Nadu): \*Hon'ble Deputy Chairman Sir, Vanakkam. This is my maiden speech. Please permit me to speak in Tamil. Sir, I request you to give me more time.

I was born in a remote village of Tamil Nadu. It is difficult to locate our village in the map of India. Our leader Dr. Kalaignar introduced the world of politics to me, a man born in a humble background. He is more important to me than my life. I salute the present leader of Dravida Munnetra Kazhagam, our commander 'Thalapathiyar', for giving me the opportunity to speak in this august House of historical significance. I humbly express my gratitude to him.

"There cannot be any differentiation among people. All are equal by birth. To consider some section of people as belonging to upper caste and some section as lower caste people, is an illusion." This ideology of rationalism is propagated throughout Tamil Nadu by *Thanthai Periyar*. *Peraringar Anna* dedicated his life for propagating *Thanthai Periyar's* ideology throughout Tamil Nadu. People like me are able to reach high office like this due to their efforts. Sir, I begin my speech by conveying my brave salute to all these leaders.

Sir, many schemes have been announced in Budget 2021-2022. But most of the schemes are pro-corporates and are anti people. They favour only the corporates. Therefore, I would like to put forward certain demands.

Hon'ble Prime Minister of India laid the foundation stone for All India Institute of Medical Sciences (AIIMS) at Madurai which is under the Ministry of Health and Family Welfare. But the construction activity of the hospital has not yet started. I would like to convey that financial assistance for this project is not announced in the Budget. I request the Government to start construction of the hospital immediately.

In Tamil Nadu, Tiruppur city is the hub of textile exports. It has many textile industries, hosiery production units and knitting industries. Many handloom weavers and labourers are living in the city of Tiruppur. The weaving industry had earned considerable amount of foreign exchanges for the country. In the Budget, there is no announcement for protecting the welfare of weavers and labourers. They are totally neglected. The Budget is totally indifferent to their sufferings. Moreover, lakhs of

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\*English translation of the original speech delivered in Tamil.

weavers and labourers are living at Erode, Chennimalai, Kumara palayam, Edappadi and Thiruchengodu. I request you to establish an Employees State Insurance (ESI) hospital at Erode for the welfare of weavers.

The disinvestment of Public sector is an anti people initiative. This will certainly cause huge losses to our country's economy. LIC is not only an insurance corporation. I request you not to consider it as a profit making institution. Lakhs of Indians have deep trust in LIC. What you are selling is neither the crores of business run by the corporation nor its immovable properties whose value may exceed many lakhs of crores. In fact, you are selling the trust of the common man of India. I request you to give up this initiative.

The New Education policy proposed by the Union Government reduces the importance of State languages. We consider that it aims to destroy the regional languages. Tamil Nadu unanimously rejects this policy. Instead of implementing this policy, the standard of school buildings can be improved and new schools can be constructed. I request the Government to allocate proper fund to the State Governments to execute these initiatives.

It has been announced that Post-matric scholarship amount for students belonging to Scheduleld castes, has been increased to Rs.35,219 crore. This amount is allocated for a period of six years. In fact, many students of Tamil Nadu, both at Schools and at colleges, are not given scholarships for many years. Tamil Nadu Government had said that they had not received fund from the Central corpus. Therefore, I request that scholarship has to be given to students belonging to Scheduled Caste and Scheduleld Tribe communities, as expeditiously as possible. They should be given the arrear amount also, which is estimated to be around Rs.2062 crore.

Rs.1000 crore has been allocated for the welfare of women and children who are working at Tea plantations in Assam and West Bengal. Thousands of women labourers are working at tea plantations at Vaalparai and Nilgiris areas in Tamil Nadu. Why are they neglected? I consider that this financial assistance is given only to the labourers of Assam and West Bengal on the eve of forthcoming Assembly elections in these States. Did you announce this scheme to gain more votes for you in the states of Assam and West Bengal? Have you neglected Tamil Nadu, as you cannot win elections in the state?

Sir, State's share of GST is not given. Instead, they have been permitted to obtain loans. This is against the GST Act. Who will pay the interest for those loans? Therefore Sir, I request you to release Tamil Nadu's share of GST immediately .

Since the beginning of coming to power, BJP has been attempting to erode the concept of federalism. The powers of State Governments are snatched away one by one. Through GST, the rights of State Governments for imposing tax have been snatched away. Second, due to enactment of farm laws, States' rights of procurement of food grains are snatched away. Third, in this Budget, you have planned to snatch away the power distribution rights of the State Government.

Universal Public Distribution System is being executed in Tamil Nadu for more than 50 years. During the tenure of Dr. Kalam, he implemented the scheme with the intention that at least one course of food per day, has to be given to the poor people. Kerala also is implementing this scheme. But in other states, food grains can be distributed only to the people living below poverty line, through Public Distribution System,. The farm laws you have enacted, will lead to the closure ceremony for the noble Universal Public Distribution System of Tamil Nadu. Therefore Sir, I request you to repeal these farm laws which are detrimental to crores of Indian farmers.

You have planned to construct eight-lane road, from Chennai to Salem in Tamil Nadu. You have acquired land for this project by snatching away the livelihood of thousands of farmers. Farmers have opposed this project vehemently. But, without considering the protests of farmers, the Union Government intends to execute this project expeditiously. A National Highway between Chennai and Salem via Ulunthoor pettai is already in use. Many facilities are provided along the highway. Bridges are also constructed. In such a situation, I would like to ask whom are you laying this road for? What is your intention? I request you to give up this project.

The price rise of petrol and diesel is toxic. People of all strata of society use petrol. I request you to reduce the price of petrol considering the welfare of people. LPG is used by the poor and downtrodden people also. The price of LPG is also increasing every day. I request you to reduce the price of LPG also.

In this Budget, distribution of drinking water is included under the Ministry of Health. I request you that these projects have to be implemented by the local bodies of the State Governments.

*Perarinar Anna* had been a member of this House in the year 1962. I would like to quote one of his popular axioms, "South is deteriorating and North is prospering". This Budget proves this axiom. Therefore Sir, I request that good projects have to be offered to Tamil Nadu. I thank you very much for giving me this opportunity. With these words, I conclude my speech. Vanakkam."

SHRI K.R. SURESH REDDY (Telangana): Mr. Deputy Chairman, Sir, I thank you for the opportunity you have given to me to speak on this Budget. This Budget has been formulated under very trying and difficult times, the reason being Covid-19 and to quote the US President, Joe Biden, “The worst is yet to come.” Of course, India has fared much better than the Western world. We all need to understand whether it is due to the early lockdown or it is because of our genetic and cultural habits wherein we have developed higher levels of immunity. But the fact of the matter is how the leadership of the country stood with the people of our country. Political adversaries, friends, gave leverage to the leadership to face the pandemic bravely. Facts and figures show clearly that the catalyzing approach of the hon. Prime Minister at the national level and the Chief Ministers at the State level really helped our people. Winston Churchill once said, “Never let a good crisis go to waste.” And, the Prime Minister assured us that it would be a never-before Budget. Budget preparation, Budget presentation and Budget implementation draws the country's entire attention because for one year, the country's future depends on what the Budget portrays and gives to our countrymen. If I draw an analogy between the Budget and the *Hyderabadi Biryani*, because I come from Hyderabad, Deputy Chairman, Sir, the preparation of biryani draws a lot of attention because of its aroma. It is not only the guests in the house but also the neighbourhood gets to see that a wonderful preparation is being done and when the biryani is prepared and it is ready to be served, the guests look forward for a sumptuous meal because it looks very fulfilling feeling. But as they say, the proof of the pudding lies in eating it, the flavour of the biryani lies in serving it. So, there was a good preparation for the Budget, there was a good presentation of the Budget. Now the Finance Minister has 29 States, 7 UTs to serve it. So, we will be looking forward in the coming year how the flavours would be served across the country through the various States, and I wish the Government the very best in their endeavour.

The 15<sup>th</sup> Finance Commission recommended the high-powered inter-governmental group to advice for amending the Centre and State FRBM Acts, and that is, to ensure that legislations are consistent with fiscal sustainability. Now does this mean that the various announcements being made in the Parliament, being made in the Legislatures, are not in tune to our financial limitations or are we overstepping or are we doing something, announcing much more than what we have? But, nevertheless, it causes a serious concern because Parliament is sacrosanct. What is announced here, what is announced in the Legislatures, has to be implemented at

any cost. Otherwise, then the very sanctity, like I said, Sir, the very sanctity of this will be in question. What Parliament decides, the Executive has to implement it.

A few days back, the Leader of the Opposition, Azad *Saheb*, on Motion of Thanks was, in his speech, speaking about Kashmir when the Bill of converting Kashmir into UT was introduced in the House with an assurance that the conversion of a State into a UT would realize more development to the area of Kashmir and he has expressed his doubts on the development and his apprehensions on the way it is being implemented. While up North in Kashmir, the Bill did not live up to the required aspirations of the people, down South, the AP Reorganization Bill was introduced in this House way back, Sir. There had been lot of assurances because the Bill had come in through a lot of debates, sacrifice and, of course, the country has witnessed the sacrifice under the leadership of our Chief Minister, KCR garu, how a very non-violent peaceful agitation led to the formation of the State. But a lot of assurances which were given in that Bill haven't seen the light of the day till date and I did not find any mention of that in the present Budget too.

*Atmanirbhar* Bharat which is the soul of the Government will remain a mirage if legislative decisions are not converted into executive action. Sir, we are a federal country and the 'federal *dhancha*' is the heart and soul of the Indian Union. It is an intrinsic part of our Constitutional scheme of things and cooperative federalism is the leitmotif of hon. Prime Minister, Shri Narendra Modi, and his Government. So, every effort should be made by the Government to protect and preserve this structure. Otherwise, things will start to slip away. So, I only reiterate what the Prime Minister said that 'cooperative and not coercive federalism must be the norm of the country.' With due respect to all, I warn that it is not in good spirit to show big-brotherly attitude towards States which damage and destroy the federal structure of this country. They are showing discrimination in the Budget proposals. I can name many, but time constraint stops me. Nevertheless, most of the proposals have gone to the poll-bound States, to others. I have no grouse against them, but I only wish that equal treatment were given to all and push given to the performing States, so that they become growth engines of this country.

Sir, the hon. Prime Minister, in the initial years, from the ramparts of the Red Fort, announced the dismantling of the Planning Commission and formation of the NITI Aayog. It was welcomed by our Chief Minister and many other Chief Ministers because it was felt that it would strengthen Centre-State coordination, ensure cooperative federalism, Chief Ministers of States need not come begging to the Centre, and NITI Aayog would ensure the shares due to the States. Obviously, the



Prime Minister, having been a Chief Minister earlier, must have arrived at this decision out of his experience as a Chief Minister. But I am disappointed, Sir. To quote an example, NITI Aayog recommended Rs. 20,000 crore for a wonderful project in Telangana called *Mission Bhagiratha*, which ensures clean drinking tap water to every household in the State. We are a new State with new ideas and we have ensured that 99.5 per cent of the scheme is completed. Today, every nook and corner in the rural areas of Telangana is benefitted. What you are contemplating now has been done way back, a few years ago. But that amount has not been received by us till now. Similarly, we had *Mission Kakatiya* for restoration of *talaabs* in every village. These were centuries-old tanks which were all in a very dilapidated and no-use condition. All these tanks were revived under a major, major policy decision of our Government, under the leadership of our Chief Minister, KCR *garu*. Upon seeing that, NITI Aayog said, Rs. 5,000 crore may be given to Telangana for this wonderful initiative, but, unfortunately, even that money hasn't come so far. So, when I look at the NITI Aayog, when I look at the announcements, I recollect what late Shri Ramvilas Paswanji said. He said, "If there is a will, there is Railway, otherwise, survey!" So, similarly here, even if NITI Aayog recommends something, if the Government doesn't show a heart to us, then the very purpose of creating the NITI Aayog would be in doubt.

Sir, agriculture is a major, major employer of our country. In the latest Economic Survey, they have quoted that 54.6 per cent of the total workforce in the country is engaged in agriculture and allied activities. There is a big chunk of our countrymen that is into this, providing food security. The Budget Estimate is Rs. 1,48,301 crore against a Revised Estimate of 2021 of Rs. 1,45,355 crore. I could see only a two per cent increase in this and, if I look at the inflation, then I am sure, the benefit would be offset by the inflation. So, there is nothing much in what has been said and what the figures indicate. The major boost that is needed somehow does not reflect there. Same is the case with fertilizer subsidy. The Budget Estimate for 2021-22 is Rs. 79,530 crore against the Revised Estimate, 2021 of Rs. 1,33,947 crore. There is a sharp decline in that and probably the Minister could explain if there is something else, if the area is coming down or some other norms need to be adopted. Also, in the case of rural development the Budget Estimate is Rs. 1,94,633 crore against the Revised Estimate of 2021, which is Rs. 2,16,342 crore. So, there is a sharp decline in that.

The other important aspect to which I would like to draw the attention of the hon. Minister is agriculture credit. Now, agriculture credit is the backbone of any agricultural activity.

SHRI JAIRAM RAMESH (Karnataka): Sir, the Minister is not even listening.

MR. DEPUTY CHAIRMAN: I think he is listening; he is sitting.

SHRI JAIRAM RAMESH: The Minister is having conversation.

**श्री के.आर. सुरेश रेड्डी:** सर, ऐसा न हो कि हम बोलते जा रहे हैं और...(व्यवधान)...

**श्री उपसभापति:** ऐसा नहीं है। आप अपनी बात जारी रखिए।...(व्यवधान)...

**श्री जयराम रमेश:** सर, वहां गुफ्तगू चल रही है...(व्यवधान)...

**श्री के.आर. सुरेश रेड्डी:** ठीक है। कोई बात नहीं। Sir, agriculture credit is something which is very critical and the reason for this is that we have been talking a lot about the produce. The produce happens after the crop is grown, but the input which goes in starts with the agriculture credit. Now, you have indicated Rs.16.5 lakh crores of credit here. The fundamental change is always a top-down process. You say that Rs.16.5 lakh crore is being given and is spread across the length and breadth of the country through various banks. Does that fulfil the need? Does that meet the requirement of the small and marginal farmers who constitute 85 per cent of the agriculture activity? The other aspect to which I would like to draw the attention is that there is a district-level committee which decides the scale of finance and the Collector heads it. मकई के लिए इतना, हल्दी के लिए इतना, paddy के लिए इतना। Each district decides because the input varies for the same crop district to district. If *haldi* costs, say, Rs.80,000 in Nizambad, it could probably cost Rs.60,000 in some other district of Chennai. So, whatever the district-level committee recommends, it is not, unfortunately, happening. Whatever the district-level committee says is not happening because of the constraint here and the policy of top-down. I would suggest why you don't go bottom up. See what the requirement is at the field level so that it could be converted into a real credit plan. That is the approach which is needed. The other suggestion in agriculture is that various crops and spices are gaining prominence in our country, especially during the pandemic. While various

types of vaccines and drugs were being formulated, one of the biggest things which came to help stop Covid was the Indian herbs. Understanding the importance of these herbs, there has been a request to set up a Turmeric Board in Nizamabad because Nizamabad, Telangana and parts of various States make a major contribution in the world production of turmeric. In fact, in order to draw the attention of the hon. Prime Minister and to win his heart, the farmers of Nizamabad filed their nomination in Varanasi not to defeat Modi ji but to win his heart and to get country's attention that the plight of turmeric farmers is so bad. Setting up a Turmeric Board would ensure not only price, which is good for farmers, but it would also ensure that that the crop is alive. आज आप जानते हैं कि everything is turmeric-related, right from our *poojas* to turmeric lattes in various coffee shops across the world. So, this crop has to be saved and it can be saved if you give them remunerative price and the remunerative price can be ensured only by setting up a Turmeric Board. The other important aspect is the PM-Kisan Fund. Of course, we have been doing it in Telangana for the last many years. We have been giving Rs.10,000 per year at the rate of Rs.5,000 per crop per acre. For two crops, we have been giving Rs.10,000. If I have five acres, I get Rs.50,000 which is a substantial amount for the farmers to sustain. Here, in the Central Budget, I have looked into the figures, it has been reduced from Rs.75,000 crore to Rs.65,000 crore. There has been a demand from various States to enhance it to Rs.10,000 as it is being done in Telangana. There has also been a request to extend it to all the 14.5 crore farmers against the 9 crore farmers whom you are giving it. There is another important aspect, that is, agri-R&D and the other day the Prime Minister was also speaking about it. You know that lab to land situation is very important in agriculture. The agri-R&D has got the allocation of Rs.8,514 crore against Rs.7,762 in the last fiscal year. It is hardly any amount. Even a company like Bayer which sells a lot of chemicals and bio-technology products, I was told, spends Rs.20,000 crore on its R&D. This is something which the Government needs to look at. Over MSP, of course, a lot of debate has happened. I would not like to take further time, but I would only suggest that let Dr. Swaminathan Committee's recommendations be implemented in letter and spirit. Sir, in rural development, the hon. Finance Minister has allocated Rs.73,000 crores for MNREGA for 2021-22, as compared to Rs.1.11 lakh crores in 2020-21. It is almost 34 per cent less than the allocation made in 2020-21. I agree that this is a demand-driven programme, but, at the same time, I am sure the hon. Finance Minister must have noticed that during the pandemic, seven crore households availed this scheme and a target of more than 325 crore man-days, which is the highest ever,

was achieved. So, I request the hon. Minister to increase it to, at least, Rs.1 lakh crore and add agriculture to it. There has been a very regular demand for adding agriculture to MNREGA because it also helps agriculture. It lessens the burden of the Government and also ensures a very productive utility of this envisaged programme. Apart from that, there is also a need to look at introducing the National Urban Employment Guarantee Scheme for unskilled labour in urban areas so as to create productive and durable assets.

Now, a lot has been spoken about capital expenditure. Of course, we appreciate capital expenditure. It creates a lot of growth, but growth without jobs would be ruthless, futureless because the youth are restless today. When I look at various job opportunities which have been there in the last few years, the Central Government has almost stopped recruiting for the last many years and the country's largest employer, which is the Railways, in the last three years, they have the same number of employees. It means that not much of recruitment has been done. There has been a four-decade high in unemployment in 2017. So, the Budget, unfortunately, fails to provide a direction to get out of this joblessness. Do I have some more time?

MR. DEPUTY CHAIRMAN: You have one minute more.

SHRI K.R. SURESH REDDY: Sir, give me two minutes. In one minute, I will talk about the youth of this country. In para 125, the hon. Minister has mentioned about an agreement with UAE regarding the skilling of the workers. Now, I am talking about गरीब से गरीब जो गल्फ कंट्रीज़ में जाते हैं। There are 90 lakh people -- it must have come to one crore people -- today who are working in the Gulf. If we translate with their families, it would come to five crore people. We have to look at their remittances. I was reading the World Bank Report of 2019, which says that \$79 billion remittances of the Indian diaspora are the highest in the world. और ये जो वीक से वीक हैं, जो दुबई, मस्कट में काम करते हैं, they contribute almost 50 per cent of that. I am telling you they are in such a situation where the Government of India needs to create a welfare board so that their needs are looked into, but you have sent a referral to those Governments for fixing their salaries. The Government of India, through Foreign Affairs Ministry, sends a referral to them and in that, they have recommended reducing the rate, reducing their wages. You have made it \$200. This will impact the labour there in a very big way.

MR. DEPUTY CHAIRMAN: Kindly conclude now. Your time is over.

SHRI K.R. SURESH REDDY: At least, let me thank you for your patience. While thanking you, there are a lot of things. I can table it with your permission. I am concluding with only one aspect, that is, on the judiciary front. Let the Government look at setting up a Supreme Court Bench in South India. It could be Hyderabad. We will welcome it. I would request the Government to confer Bharat Ratna to P.V. Narasimharao Garu who has been the Prime Minister of this country. With these words, with a lot more to add, I will lay it on the Table. Thank you for your patience and time.

MR. DEPUTY CHAIRMAN: Thank you K.R. Suresh Reddyji. Now, Shri Subhas Chandra Bose Pilli.

SHRI SUBHAS CHANDRA BOSE PILLI (Andhra Pradesh): Mr. Deputy Chairman, Sir, I thank you for giving me this opportunity to speak on the Union Budget for 2021-22 presented by our hon. Finance Minister, Shrimati Nirmala Sitharaman. Sir, I am speaking in Telugu language. \*Sir, I congratulate the hon. Finance Minister Shrimati Nirmala Sitharaman, for presenting this Budget with courage to strengthen the economic condition of the country which is deeply affected by the Covid-19 pandemic. This Budget includes all the aspects required to strengthen the economic condition of our country which is presently in shambles; however, this Budget has disappointed the people of Andhra Pradesh.

After the bifurcation of the United Andhra Pradesh, the residuary State of Andhra Pradesh lost one of its major cities i.e. Hyderabad. The newly formed State of Andhra Pradesh, comprising thirteen districts, is in high revenue deficit owing to the loans of the United Andhra Pradesh and it is completely dependent on agriculture for revenue. Special Category Status to the State, filling up the revenue deficit, Railway Zone, Steel Plant and establishment of harbours were some of the significant assurances mentioned in the Andhra Pradesh Bifurcation Act, 2014. However, delay in implementation of these assurances, even after seven years of bifurcation, keeps the future of the State in dim. It is very unfortunate to say that both the then UPA Government and the present NDA Government are showing negligence in implementing the major promises made during the bifurcation of the State.

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\* English translation of the original speech delivered in Telugu.

In this Budget, we expected that some relief will be given to Andhra Pradesh as the State is facing financial challenges in the backdrop of Covid-19. But all our hopes were dashed. The State's tax collection share from the Centre is constantly declining. In the 14<sup>th</sup> Finance Commission for the tenure 2015-20, it is 4.3 percent, in the 15<sup>th</sup> Finance Commission for the period 2020-21, it is 4.11 percent, and 4.04 percent is recommended for the remaining five years i.e. 2021-26. This means it is 0.7 percent less when compared to the previous years. State's share remained the same as last year in Centre's tax collection but share of State in the divisible pool of central taxes is reduced to 41 percent. This shows the State's share in receiving funds from the Centre is declining every year. As 15 per cent weightage is given to population, States from the South are suffering as their population is relatively less. Points mentioned in the Andhra Pradesh Reorganisation Act, 2014 should be implemented immediately without relying on the recommendations of the Finance Commissions.

Sir, funds for Pradhan Mantri Kisan Samman Nidhi Yojana were allocated at 13.3 percent lesser in the Budget Estimate. Rs. 75,000 crores were allocated for the year 2020-21 and it was later reduced to Rs. 65,000 crores in the Revised Estimate. In the present Budget for the financial year 2021-22, the allocation for the PM Kisan Yojana is Rs. 65,000 crores only, which is 13.3 percent less when compared to the sanctioned amount for the previous financial year. Our repeated requests to increase the support for farmers from Rs. 6,000 to Rs. 10,000 fell into deaf ear. The Government of Andhra Pradesh is giving Rs. 13,500 per annum for each farmer under YSR Rythu Bharosa Scheme. People of Andhra Pradesh are also requesting that Minimum Support Price should be legally guaranteed.

Sir, if we dwell into the details of Health sector, Rs. 82,445 crores were allocated in the Revised Estimate for the year 2020-21 and for this financial year Rs. 74,602 crores were sanctioned. As they say, "Devil lies in the details," it is very unfortunate to see hon. Finance Minister boasting 137 per cent increase in the health sector by including drinking water and sanitation to this sector and misleading the people. There is a drop of 9.5 percent in sanctions to the Health Sector. No project with health facilities to the State of Andhra Pradesh was mentioned in this Budget.

Sir, Rs. 1,11,500 crores were allocated towards MNREGA for the financial year 2020-21 and the allocation for the same in this budget has shrunk to Rs. 73,000 crores. Funds for the MGNREGS have shrunk by 34.5 percent.

**3.00 P.M.**

MR. DEPUTY CHAIRMAN: Hon. Subhas Chandra *ji*, it is already 3 o'clock. You have ten more minutes to speak tomorrow.

SHRI SUBHAS CHANDRA BOSE PILLI: I am concluding, Sir.

MR. DEPUTY CHAIRMAN: You have ten more minutes to speak tomorrow. Time is over now. आप कल 10 मिनट और बोलेंगे।

SHRI SUBHAS CHANDRA BOSE PILLI: Okay.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 9.00 a.m. on Thursday, the 11<sup>th</sup> February, 2021.

*The House then adjourned at one minute past three of the clock till eleven of the clock on Thursday, the 11<sup>th</sup> February, 2021*

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