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Wednesday,
23rd March, 2022
2 Chaitra, 1944 (Saka)

PARLIAMENTARY DEBATES

RAJYA SABHA

OFFICIAL REPORT (FLOOR VERSION)
(PART-II)

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RAJYA SABHA

Wednesday, the 23rd March, 2022/2 Chaitra, 1944 (Saka)

The House met at eleven of the clock,

MR. CHAIRMAN *in the Chair*

TRIBUTES TO MARTYRS BHAGAT SINGH, RAJGURU AND SUKHDEV

MR. CHAIRMAN: Hon. Members, today, i.e., the 23rd March, 2022, is the 91st anniversary of the martyrdom of the legendary heroes of our Freedom Struggle, Sardar Bhagat Singh, Rajguru and Sukhdev, who laid down their lives on this day in the year 1931 exemplifying great valour, undaunted courage and unflinching patriotism towards our motherland.

These martyrs, who were still in their early 20s, laid down their lives, while putting up a strong fight against the oppressive colonial regime. They marched to the gallows with a smile on their faces shouting slogans against the British Imperialism. Exhibiting fierce and unflinching courage, these martyrs acted and lived by the lines "*Mere Rang De Basanti Chola*" in letter and spirit and had conquered the greatest fear, the fear of death in pursuit of Independence from colonial rule. ...(Interruptions)... Please. ...(Interruptions)... Please. ...(Interruptions)... Today is a very pious occasion. Members should not speak among themselves.

These martyrs not only strived to free our nation from the fetters of colonialism but also envisioned a just and ideal society devoid of communalism, hatred, economic disparity and retrogressive ideas. Their vision for our nation was the embodiment of voices, concerns and aspirations of the young and striving Indians who were steadfast in their efforts in laying the foundations of a new and independent India. The heroic trio have become immortalized for all times for their uncompromising determination and supreme sacrifice and the saga of their bravery and patriotism inspired many and will continue to inspire the generations to come.

Hon. Members, the achievement of our Independence was a combined effort of the people of the nation who got united to play their due role with diligence. The freedom that we enjoy today was the outcome of the concerted efforts of all sections of our society. To harness the energy of the masses was the key element to uproot the colonial establishment from our country.

Members, to carry forward the legacy of cooperation, unity and fraternity, it is our bounden duty to sensitize our fellow citizens of the invaluable contributions of our freedom fighters in general, and the heroic trio in particular, towards achieving the freedom of our nation. The celebration of the '*Azadi Ka Amrit Mahotsav*' with one of its themes on freedom struggle is a commendable step in paying our tributes and heartfelt gratitude towards our freedom fighters.

On this day, let us resolve to uphold the cherished values for which these martyrs lived and laid down their lives.

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

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

PAPERS LAID ON THE TABLE

MR. CHAIRMAN: Papers to be laid on the Table.

Notifications of the Ministry of Road Transport and Highways

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (GENERAL (RETD.) V. K. SINGH): Sir, I lay on the Table, under Section 10 of the National Highways Act, 1956, a copy each (in English and Hindi) of the following Notifications of the Ministry of Road Transport and Highways:-

- (1) S.O. 625 (E), dated the 14th February, 2022, regarding the rates of fees to be collected from the users of stretch of road from K.M. 22.800 to K.M. 89.600 (Barela-Mandla Section) on National Highway No. 12A (New NH-30) in the State of Madhya Pradesh, as specified therein.
- (2) S.O. 626 (E), dated the 14th February, 2022, regarding the rates of fees to be collected from the users of stretch of road from design K.M. 0.000 to K.M. 76.690 (Sagar - Bina Section) on National Highway No. 26A (New NH-934) in the State of Madhya Pradesh, as specified therein.

- (3) S.O. 627 (E), dated the 14th February, 2022, regarding the rates of fees to be collected from the users of stretch of road from K.M. 2.740 to K.M. 24.536 (Gurgaon - Sohna Section) on National Highway No. 248A in the State of Haryana, as specified therein.
- (4) S.O. 721 (E), dated the 16th February, 2022, regarding the rates of fees to be collected from the users of stretch of road from K.M. 163.000 to K.M. 206.200 (Rimuli - Koida Section) on National Highway No. 215 (New NH-520) in the State of Odisha, as specified therein.
- (5) S.O. 726 (E), dated the 16th February, 2022, regarding the rates of fees to be collected from the users of stretches of roads from K.M. 0.000 to K.M. 33.611 (Moga - Makhu Section) and from K.M. 44.680 to K.M. 86.236 (Harike - Khalra Section) on National Highway No. 703B in the State of Punjab, as specified therein.
- (6) S.O. 730 (E), dated the 16th February, 2022, regarding the rates of fees to be collected from the users of stretch of road from K.M. 531.250 to K.M. 597.946 (Kunkuri to CG/JH border Section) on National Highway No. 43 in the State of Chhattisgarh, as specified therein.
- (7) S.O. 904 (E), dated the 2nd March, 2022, amending Notification No. S.O. No. 1404 (E), dated 30.03.2021, to revise the location of Fee Plaza(s), as specified therein.
- (8) S.O. 949 (E), dated the 2nd March, 2022, regarding the rates of fees to be collected from the users of stretch of road from K.M. 241.553 to K.M. 312.600 (Masaniakala to Rengapalli/Odisha border Section) on National Highway No. 49 (Old NH-200) in the State of Chhattisgarh, as specified therein.
- (9) S.O. 950 (E), dated the 2nd March, 2022, regarding the rates of fees to be collected from the users of stretch of road from design K.M. 0.000 to K.M. 48.260 (Merrut to Haryana Border via Baghpat Section) (excluding K.M. 41.360 to K.M. 45.840) on National Highway No. 334(B) in the State of Uttar Pradesh, as specified therein.
- (10) S.O. 997 (E), dated the 4th March, 2022, regarding the rates of fees to be collected from the users of stretch of road from K.M. 56.075 to K.M. 60.875 (Pranhita River bridge) on National Highway No. 63 in the State of Maharashtra, as specified therein.

- (11) S.O. 999 (E), dated the 4th March, 2022, regarding the rates of fees to be collected from the users of stretch of road from K.M. 0.000 to K.M. 50.505 (Jind - Gohana Section) on National Highway No. 352A in the State of Haryana, as specified therein.
- (12) S.O. 1000 (E), dated the 4th March, 2022, regarding the rates of fees to be collected from the users of stretch of road from K.M. 123.200 to K.M. 84.600 (Bathinda - Malout Section) on National Highway No. 07 (Old NH-15) in the State of Punjab, as specified therein.
- (13) S.O. 1015 (E), dated the 8th March, 2022, regarding the rates of fees to be collected from the users of stretch of road from K.M. 129.549 to K.M. 267.000 (Hubli Hospet Section) on National Highway No. 63 in the State of Karnataka, as specified therein.

[Placed in Library. For (1) to (13) See No. L.T. 6665/17/22]

Notification of the Ministry of Home Affairs

गृह मंत्रालय में राज्य मंत्री (श्री नित्यानन्द राय) : महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ:-

A copy (in English and Hindi) of the Ministry of Home Affairs Notification No. 16/19/2020/HP-I/Estt./3555-3561, dated the 18th February, 2022, publishing the Delhi Police (Appointment and Recruitment)(Amendment) Rules, 2022, under sub-section (2) of Section 148 of the Delhi Police Act, 1978.

[Placed in Library. See No. L.T. 6615/17/22]

Notification of the Ministry of Labour and Employment

श्रम और रोजगार मंत्रालय में राज्य मंत्री (श्री रामेश्वर तेली) : महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ:-

A copy (in English and Hindi) of the Ministry of Labour and Employment Notification No. G.S.R. 176 (E), dated the 7th March, 2022, publishing the Employees' State Insurance (Central) Amendment Rules, 2022, under sub-section 4 of Section 95 of the Employees' State Insurance Act, 1948.

[Placed in Library. See No. L.T. 6760/17/22]

Reports of Samagra Shiksha, Himanchal Pradesh, Rajasthan and Chhattisgarh for various years and related papers

शिक्षा मंत्रालय में राज्य मंत्री (श्रीमती अन्नपूर्णा देवी) : महोदय ,मैं निम्नलिखित पत्रों की एक-एक प्रति (अंग्रेज़ी तथा हिन्दी में) सभा पटल पर रखती हूँ :-

- (i) (a) Annual Report of the Samagra Shiksha, Himanchal Pradesh, for the year 2019-20.
- (b) Review by Government on the working of the above Programme.
- (c) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L.T. 6586/17/22]

- (ii) (a) Annual Report of the Samagra Shiksha, Rajasthan, for the year 2020-21.
- (b) Review by Government on the working of the above Programme.
- (c) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L.T. 6588/17/22]

- (iii) (a) Annual Report of the Samagra Shiksha, Chhattisgarh, for the year 2019-20.
- (b) Review by Government on the working of the above Programme.
- (c) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L.T. 6587/17/22]

I. Report and Accounts (2020-21) of NHFDC, Faridabad and related papers

II. Reports and Accounts of various organisations for various years and related papers

सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (सुश्री प्रतिमा भौमिक) : महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखती हूँ :-

- 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:—

- (a) Twenty-fourth Annual Report and Accounts of the National Handicapped

Finance and Development Corporation (NHFDC), Faridabad, for the year 2020-21, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.

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

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

[Placed in Library. See No. L.T. 6540/17/22]

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

(i) (a) Annual Report and Accounts of the Manovikas Kendra Rehabilitation and Research Institute for the Handicapped, 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 Kendra.

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

(ii) (a) Annual Report and Accounts of the Manovikas Kendra Rehabilitation and Research Institute for the Handicapped, Kolkata, West Bengal, for the year 2014-15, together with the Auditor's Report on the Accounts.

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

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

(iii) (a) Annual Report and Accounts of the Manovikas Kendra Rehabilitation and Research Institute for the Handicapped, Kolkata, West Bengal, for the year 2016-17, together with the Auditor's Report on the Accounts.

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

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

[Placed in Library. For (i) to (iii) See No. L.T. 6821/17/22]

(iv) (a) Annual Report and Accounts of the Durgabai Deshmukh Vocational Training & Rehabilitation Centre (Andhra Mahila Sabha), Hyderabad, Telangana, for

the year 2011-12, together with the Auditor's Report on the Accounts.

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

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

(v) (a) Annual Report and Accounts of the Durgabai Deshmukh Vocational Training & Rehabilitation Centre (Andhra Mahila Sabha), Hyderabad, Telangana, for the year 2014-15, together with the Auditor's Report on the Accounts.

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

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

[Placed in Library. For (iv) and (v) See No. L.T. 6822/17/22]

(vi) (a) Annual Report and Accounts of the Kachajuli Physically Handicapped (Deaf & Dumb) School & Training Centre, Lakhimpur, Assam, for the year 2013-14, together with the Auditor's Report on the Accounts.

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

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

[Placed in Library. See No. L.T. 6823/17/22]

(vii) (a) Annual Report and Accounts of the Sri Dakshinya Bhava Samithi, Guntur, Andhra Pradesh, for the year 2015-16, together with the Auditor's Report on the Accounts.

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

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

[Placed in Library. See No. L.T. 6824/17/22]

(viii) (a) Annual Report and Accounts of the Alphons Social Centre, Kidangoor, Kerala, for the year 2011-12, together with the Auditor's Report on the Accounts.

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

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

[Placed in Library. See No. L.T. 6825/17/22]

(ix) (a) Annual Report and Accounts of the Bharat Jyoti, Cuttack, Odisha, for the year 2013-14, together with the Auditor's Report on the Accounts.

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

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

[Placed in Library. See No. L.T. 6826/17/22]

(x) (a) Annual Report and Accounts of the Jibanjyoti Welfare Association for the Mentally and Physically Handicapped, Dhenkanal, Odisha, for the year 2015-16, together with the Auditor's Report on the Accounts.

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

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

[Placed in Library. See No. L.T. 6827/17/22]

I. Notification of the Ministry of Education

II. Reports and Accounts of various educational Institutes, Universities and Board for various years and related papers

शिक्षा मंत्रालय में राज्य मंत्री (डा. सुभाष सरकार) : महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ :-

I. A copy (in English and Hindi) of the Ministry of Education (Department of Higher Education) Notification No. S.O. 1005 (E), dated the 7th March, 2022, making the Ordinances of Indian Institute of Information Technology, Raichur as mentioned therein, under Section 48 of the Indian Institutes of Information Technology (Public-Private Partnership) Act, 2017.

[Placed in Library. See No. L.T. 6798/17/22]

II. (A) (1) A copy each (in English and Hindi) of the following papers, under sub-section (4) of Section 23 of the Institutes of Technology Act, 1961:—

(i) (a) Annual Report and Accounts of the Indian Institute of Technology (IIT), Kanpur, Uttar Pradesh, for the year 2020-21, 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. L.T. 6776/17/22]

(ii) (a) Annual Report of the Indian Institute of Technology (IIT), Madras, Tamil Nadu, for the year 2020-21.

(b) Annual Accounts of the Indian Institute of Technology (IIT), Madras, Tamil Nadu, for the year 2020-21, and the Audit Report thereon.

(c) Review by Government on the working of the above Institute.

[Placed in Library. See No. L.T. 6777/17/22]

(iii) (a) Annual Report of the Indian Institute of Technology (IIT), Guwahati, Assam, for the year 2020-21.

(b) Annual Accounts of the Indian Institute of Technology (IIT), Guwahati, Assam, for the year 2020-21, and the Audit Report thereon.

(c) Review by Government on the working of the above Institute.

[Placed in Library. See No. L.T. 6779/17/22]

(iv) (a) Annual Report of the Indian Institute of Technology (IIT), Roorkee, Uttarakhand for the year 2020-21.

(b) Annual Accounts of the Indian Institute of Technology (IIT), Roorkee, Uttarakhand, for the year 2020-21, and the Audit Report thereon.

(c) Review by Government on the working of the above Institute.

[Placed in Library. See No. L.T. 6778/17/22]

(v) (a) Annual Report of the Indian Institute of Technology (IIT), (BHU) Varanasi, Uttar Pradesh for the year 2020-21.

(b) Annual Accounts of the Indian Institute of Technology (IIT), (BHU) Varanasi, Uttar Pradesh, for the year 2020-21, and the Audit Report thereon.

(c) Review by Government on the working of the above Institute.

[Placed in Library. See No. L.T. 6780/17/22]

(vi) (a) Annual Report of the Indian Institute of Technology (IIT), Hyderabad, Telangana, for the year 2020-21.

(b) Annual Accounts of the Indian Institute of Technology (IIT), Hyderabad, Telangana, for the year 2020-21, and the Audit Report thereon.

(c) Review by Government on the working of the above Institute.

[Placed in Library. See No. L.T. 6781/17/22]

(vii) (a) Annual Report of the Indian Institute of Technology (IIT), Jodhpur, Rajasthan, for the year 2020-21.

(b) Annual Accounts of the Indian Institute of Technology (IIT), Jodhpur, Rajasthan, for the year 2020-21, and the Audit Report thereon.

(c) Review by Government on the working of the above Institute.

[Placed in Library. See No. L.T. 6782/17/22]

(viii) (a) Annual Report of the Indian Institute of Technology (IIT), Gandhinagar, Gujarat, for the year 2020-21.

(b) Annual Accounts of the Indian Institute of Technology (IIT), Gandhinagar, Gujarat, for the year 2020-21, and the Audit Report thereon.

(c) Review by Government on the working of the above Institute.

[Placed in Library. See No. L.T. 6783/17/22]

(ix) (a) Annual Report of the Indian Institute of Technology (IIT), Bhubaneswar, Odisha, for the year 2020-21.

(b) Annual Accounts of the Indian Institute of Technology (IIT), Bhubaneswar, Odisha, for the year 2020-21, and the Audit Report thereon.

(c) Review by Government on the working of the above Institute.

[Placed in Library. See No. L.T. 6784/17/22]

(x) (a) Annual Report of the Indian Institute of Technology (IIT), Indore, for the year 2020-21.

(b) Annual Accounts of the Indian Institute of Technology (IIT), Indore, Madhya Pradesh, for the year 2020-21, and the Audit Report thereon.

(c) Review by Government on the working of the above Institute.

[Placed in Library. See No. L.T. 6785/17/22]

(xi) (a) Annual Report of the Indian Institute of Technology (IIT), Palakkad, Kerala for the year 2020-21.

(b) Annual Accounts of the Indian Institute of Technology (IIT), Palakkad, Kerala, for the year 2020-21, and the Audit Report thereon.

(c) Review by Government on the working of the above Institute.

(2) Statements (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) (i)(a) and (ii) (a)&(b) to (xi)(a) and (b) above.

[Placed in Library. See No. L.T. 6786/17/22]

(B) (1) A copy each (in English and Hindi) of the following papers under sub-section (3) of Section 30 and sub-section (4) of Section 31 of the Central Universities Act, 2009:—

(i) (a) Annual Report of the Central University of Punjab, Bathinda, for the year 2020-21.

(b) Annual Accounts of the Central University of Punjab, Bathinda, for the year 2020-21, and the Audit Report thereon.

(c) Review by Government on the working of the above University.

[Placed in Library. See No. L.T. 6599/17/22]

(ii) Annual Accounts of the Central University of Orissa, Koraput, Odisha, for the year 2020-21, and the Audit Report thereon.

[Placed in Library. See No. L.T. 6604/17/22]

(iii) Annual Accounts of the Dr. Harisingh Gour Vishwavidyalaya, Sagar, Madhya Pradesh, for the year 2019-20 and the Audit Report thereon.

(2) Statement (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1)(i)(a)&(b), (ii)&(iii) above.

[Placed in Library. See No. L.T. 6600/17/22]

(C) (1) A copy each (in English and Hindi) of the following papers, under sub-section (3) of Section 28 of the Central Universities Laws (Amendment) Act, 2008:—

(a) Forty-seventh Annual Report of the North-Eastern Hill University (NEHU), Shillong, for the year 2020-21.

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

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

[Placed in Library. See No. L.T. 6603/17/22]

(D) (1) A copy each (in English and Hindi) of the following papers, under sub-section (5) of Section 28 and sub-section (3) of Section 37 of the Indian Institutes of Information Technology (Public-Private Partnership) Act, 2017:-

(a) Annual Report of the Indian Institute of Information Technology (IIIT), Surat, Gujarat, for the year 2017-18.

(b) Annual Accounts of the Indian Institute of Information Technology (IIIT), Surat, Gujarat, for the year 2017-18, and the Audit Report thereon.

(c) Review by Government on the working of the above Institute.

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

[Placed in Library. See No. L.T. 6597/17/22]

(E) (1) A copy each (in English and Hindi) of the following papers under Section 38 of the Delhi University Act, 1922:-

(a) Ninety-eighth Annual Reports (Part I and II) of the University of Delhi, for the year 2020-21.

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

(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. L.T. 6598/17/22]

(F) (1) A copy each (in English and Hindi) of the following papers, under sub-section (4) of Section 22 of the National Institute of Technology, Science Education & Research Act, 2007:-

(i) (a) Annual Report and Accounts of the National Institute of Technology, Patna, Bihar, for the year 2020-21, 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. L.T. 6796/17/22]

(ii) (a) Annual Report and Accounts of the National Institute of Technology Karnataka, Surathkal, for the year 2020-21, 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. L.T. 6797/17/22]

(iii) (a) Annual Report and Accounts of the Visvesvaraya National Institute of Technology, Nagpur, for the year 2020-21, 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. L.T. 6787/17/22]

(iv) (a) Annual Report and Accounts of the Indian Institute of Science Education and Research (IISER), Berhampur, for the year 2020-21, together with the Auditor's Report on the Account.

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

(2) Statements (in English and Hindi) giving reasons for the delay in laying the papers mentioned at (1) (i) (a) to (iv) (a) above.

[Placed in Library. See No. L.T. 6602/17/22]

(G) A copy each (in English and Hindi) of the following papers:-

(i) (a) Annual Report of the National Institute of Industrial Engineering (NITIE), Mumbai, for the year 2020-21.

- (b) Annual Accounts of the National Institute of Industrial Engineering (NITIE), Mumbai, for the year 2020-21, and the Audit Report thereon.
- (c) Review by Government on the working of the above Institute.
- (d) Statement giving reasons for the delay in laying the papers mentioned at (a) and (b) above.

[Placed in Library. See No. L.T. 6793/17/22]

- (ii) (a) Annual Report and Accounts of the North Eastern Regional Institute of Science & Technology (NERIST), Nirjuli (Itanagar), Arunachal Pradesh, for the year 2020-21, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Institute.
- (c) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L.T. 6792/17/22]

- (iii) (a) Annual Report and Accounts of the Central Institute of Technology (CIT), Kokrajhar, Assam, for the year 2020-21, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Institute.
- (c) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L.T. 6795/17/22]

- (iv) (a) Annual Report and Accounts of the Board of Apprenticeship Training (BOAT), Northern Region, Kanpur, Uttar Pradesh for the year 2020-21, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Board.
- (c) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L.T. 6794/17/22]

- (v) (a) Annual Report of the Indian Institute of Science (IISc), Bangalore, for the year 2020-21.
- (b) Annual Accounts of the Indian Institute of Science (IISc), Bangalore, for the year 2020-21 and the Audit Report thereon.

- (c) Review by Government on the working of the above Institute.
- (d) Statement giving reasons for the delay in laying the papers mentioned at (a) and (b) above.

[Placed in Library. See No. L.T. 7029/17/22]

**REPORT OF THE DEPARTMENT-RELATED PARLIAMENTARY STANDING
COMMITTEE ON EDUCATION, WOMEN, CHILDREN, YOUTH AND SPORTS**

श्री गोपाल नारायण सिंह (बिहार) : महोदय, मैं 'राष्ट्रीय डोपिंग रोधी विधेयक, 2021' के संबंध में विभाग-संबंधित शिक्षा, महिला, बाल, युवा कार्यक्रम और खेल संबंधी संसदीय स्थायी समिति का 340वां प्रतिवेदन (अंग्रेजी और हिन्दी में) प्रस्तुत करता हूँ।

**REPORT OF THE DEPARTMENT-RELATED PARLIAMENTARY STANDING
COMMITTEE ON EXTERNAL AFFAIRS**

SHRIMATI JAYA BACHCHAN (Uttar Pradesh): Sir, I lay on the Table, a copy (in English and Hindi) of the Twelfth Report of the Department-related Parliamentary Standing Committee on External Affairs on the Demands for Grants of the Ministry of External Affairs, for the year 2022-23.

**REPORT OF THE DEPARTMENT-RELATED PARLIAMENTARY STANDING
COMMITTEE ON FINANCE**

SHRI MAHESH PODDAR (Jharkhand): Sir, I lay on the Table, a copy (in English and Hindi) of the Forty-fifth Report of the Department-related Parliamentary Standing Committee on Finance on 'The Chartered Accountants, the Cost and Works Accountants and the Company Secretaries (Amendment) Bill, 2021'.

**REPORTS OF THE DEPARTMENT-RELATED PARLIAMENTARY STANDING
COMMITTEE ON WATER RESOURCES**

SHRI ARUN SINGH (Uttar Pradesh): Sir, I lay on the Table, a copy each (in English and Hindi) of the following Reports of the Department-related Parliamentary Standing Committee on Water Resources (2021-22):-

- (i) Fifteenth Report on Demands for Grants (2022-23) of Department of Water Resources, River Development & Ganga Rejuvenation, Ministry of Jal Shakti; and
- (ii) Sixteenth Report on Demands for Grants (2022-23) of Department of Drinking Water & Sanitation, Ministry of Jal Shakti.

LEAVE OF ABSENCE

MR. CHAIRMAN: I have to inform the Members that a letter has been received from Shrimati Seema Dwivedi, Member, stating that she would not be able to attend the sittings of the Rajya Sabha due to urgent domestic work at her native place. She has, therefore, requested for grant of leave of absence from 22nd March to 8th April, 2022, during the current 256th Session of Rajya Sabha.

Does she have the permission of the House for remaining absent from 22nd March to 8th April, during the current Session of Rajya Sabha?

(No hon. Member dissented)

MR. CHAIRMAN: The permission to remain absent is granted.

REGARDING NOTICES RECEIVED FROM MEMBERS UNDER RULE 267

MR. CHAIRMAN: Hon. Members I have received notices under Rule 267 from Prof. Ram Gopal Yadav, Shri Vishambhar Prasad, Shri Mallikarjun Kharge, Shri Binoy Viswam, Shri Shaktisinh Gohil, Shri Syed Nasir Hussain, Shri K.C. Venugopal regarding the issue of prices of cooking gas, petroleum, diesel and kerosene and also other essential commodities like pulses and edible oils. I have considered it and I find that this is not an issue to be discussed under Rule 267. It is a general issue. ...*(Interruptions)*... It has to be discussed during the discussion on Demands for Grants. ...*(Interruptions)*...

प्रो. राम गोपाल यादव (उत्तर प्रदेश): महोदय, पेट्रोलियम प्रोडक्ट्स के दाम बढ़ाते ही कंज़मेशन की सारी चीजें महंगी हो गई हैं। ...*(व्यवधान)*...

MR. CHAIRMAN: That is a general issue ...*(Interruptions)*... Please. ...*(Interruptions)*... LoP. ...*(Interruptions)*... I have already mentioned. ...*(Interruptions)*... I have mentioned it. ...*(Interruptions)*...

THE LEADER OF THE OPPOSITION (SHRI MALLIKARJUN KHARGE): Sir, no, no. It is very important. ...*(Interruptions)*... I have given notice under Rule 267 to bring to your kind notice regarding...*(Interruptions)*...that this House do suspend Zero Hour...*(Interruptions)*...from 11.00 A.M. till Question Hour ...*(Interruptions)*... and other Business of the day...*(Interruptions)*... to have a discussion on the increase...*(Interruptions)*...

MR. CHAIRMAN: Once the Chair has not admitted it...*(Interruptions)*...it is not admitted. ...*(Interruptions)*... Please. ...*(Interruptions)*...

SHRI MALLIKARJUN KHARGE: Sir, increase in the prices of cooking gas, petrol, diesel, kerosene ...*(Interruptions)*... All the prices are going up...*(Interruptions)*...

MR. CHAIRMAN: Please, ...*(Interruptions)*... I have said that I have not admitted it. ...*(Interruptions)*... It can be discussed during the General Discussion. There are 24 important Zero Hour submissions that I have admitted, and it is the right of the Members. Yesterday also, you asked about it. ...*(Interruptions)*... Please, nobody can dictate to the Chair. ...*(Interruptions)*... Please, ...*(Interruptions)*...

SHRI MALLIKARJUN KHARGE: That is why it is very important. ...*(Interruptions)*...

MR. CHAIRMAN: That is okay. ...*(Interruptions)*... Khargeji, I have not allowed it. ...*(Interruptions)*... I have not allowed it, please. ...*(Interruptions)*...

SHRI MALLIKARJUN KHARGE: That is why it is very important. ...*(Interruptions)*... I request you to kindly take this up. ...*(Interruptions)*...

MR. CHAIRMAN: I have to go through the notices that I have admitted. ...*(Interruptions)*... Now, Zero Hour. Shri Vishambhar Prasad Nishad; Concern over increasing criminal tendencies among police personnel. ...*(Interruptions)*... I heard your request. ...*(Interruptions)*... That means you are not interested in other public issues. ...*(Interruptions)*... What can I do? ...*(Interruptions)*... What is all this? ...*(Interruptions)*... Let the names of the Members who are carrying placards be put in the Bulletin and be released to the public for information. ...*(Interruptions)*... The House is adjourned to meet at 12.00 noon.

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

The House reassembled at twelve of the clock,
MR. DEPUTY CHAIRMAN *in the Chair*

ORAL ANSWERS TO QUESTIONS

Reservation for Madiga and Relli communities in Andhra Pradesh

*211. SHRI KANAKAMEDALA RAVINDRA KUMAR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:-

- (a) whether Government has taken note of the fact that reservation benefits are not being reaped by particular Scheduled Castes such as Madiga and Relli communities in the State of Andhra Pradesh as enjoyed by all other Scheduled Castes across the country;

- (b) if so, the details thereof;
- (c) whether Government has any proposal to provide reservation within reservation to Madiga and Relli communities;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

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

Statement

(a) and (b) National Commission to examine the issue of sub-categorization of Scheduled Castes in Andhra Pradesh in its report submitted on 01.05.2008 has inter-alia observed that Madiga and Relli communities have received reservation benefits less than their population share in the State.

(c) to (e) The issue of sub-categorization of Scheduled Castes is presently sub-judice in Supreme Court.

SHRI KANAKAMEDALA RAVINDRA KUMAR: Sir, my specific question to...

विपक्ष के नेता (श्री मल्लिकार्जुन खरगे): सर, हमें सुन लीजिए।

MR. DEPUTY CHAIRMAN: Only Question Hour, please, nothing else. ...*(Interruptions)*...

श्री मल्लिकार्जुन खरगे : क्वेश्चन ऑवर ठीक है, हम कोई आश्चर्य नहीं कर रहे हैं। ... (व्यवधान) ...

श्री उपसभापति : माननीय एलओपी, यह क्वेश्चन ऑवर है। प्लीज़, चेयर की मजबूरी समझें, यह क्वेश्चन ऑवर है। ... (व्यवधान) ...

श्री मल्लिकार्जुन खरगे : आपकी कैसी मजबूरी हो सकती है? ... (व्यवधान) ...

श्री उपसभापति : आप जानते हैं, आप बहुत अनुभवी आदमी हैं, मजबूरी यह है कि जो Business House के सामने है, वही Business लिया जाएगा ... (व्यवधान) ... मैं क्वेश्चन ऑवर में कोई और चीज़ नहीं ले सकता, यह चेयर की मजबूरी है। ... (व्यवधान) ...

श्री मल्लिकार्जुन खरगे : यह चेयर की मजबूरी नहीं है। * ... (व्यवधान) ...

श्री उपसभापति : केवल प्रश्नकर्ता की बात ही रिकॉर्ड पर जा रही है। ... (व्यवधान) ... First supplementary, please.

SHRI KANAKAMEDALA RAVINDRA KUMAR: Sir, in the answer, the Minister said, “National Commission to examine the issue of sub-categorization of Scheduled Castes in Andhra Pradesh in its report submitted on 1.5.2008...” Sir, the report advised the Government to make an amendment to Article 341 to create sub-categorization to the community. Has the Government recognized the injustice caused to the Relli and Madiga communities in the Telugu States? If so, what are the steps taken by the Government to promote it?

SHRI A. NARAYANASWAMY: Mr. Deputy Chairman, Sir, the matter is related to sub-categorization of Scheduled Castes which related not only to Andhra Pradesh but even in Karnataka, over the past two decades, the Madiga community and various organizations, like Madiga Dandora from Andhra Pradesh and Karnataka have protested, made *dharana* and rallies demanding sub-categorization and implementation of Justice Ramachandra Raju and Justice Sadashiva Commission reports, and similar is the status with five other States also. The Karnataka Cabinet had written a letter to the Department in favour of sub-categorization when it was asked for an opinion in 2012.

As per Article 341, sub-clauses (1) and (2) of our Constitution, it specified that any caste, race or tribe can be notified for inclusion or exclusion in the Scheduled Caste list. Here, it was notified that all the castes are homogenous entities. But not all castes are homogenous entities in nature; in the practice of rituals, their lifestyle, livelihood and culture, they are not homogenous entities in nature. In fact, certain communities in the SCs and STs are not equal in the matter of education and economic development...

* Not recorded.

MR. DEPUTY CHAIRMAN: Mr. Minister, please be brief in your answer.

SHRI A. NARAYANASWAMY: Sir, this is the major problem in south India.

MR. DEPUTY CHAIRMAN: I know that all questions are important. ...*(Interruptions)*... Please be brief.

SHRI A. NARAYANASWAMY: Sir, they are enjoying a very large share in the reservation. On the other hand, certain communities were still on the threshold and such communities may not be able to enjoy the fruits of reservation in the next several years as the facilities, that would empower them to enjoy the benefits were not available or accessible to them.

MR. DEPUTY CHAIRMAN: You can place that report on the Table of the House. Please be brief.

SHRI A. NARAYANASWAMY: There is a gap between untouchable SCs and touchable SCs who are enjoying the fruits of the reservation. It has been observed that the reports of Justice Ramachandra Raju and Justice Usha Mehra Commissions...

MR. DEPUTY CHAIRMAN: Please be brief and don't read. मैं प्रश्न पूछने वाले और उत्तर देने वाले सारे मेंबर्स से request करूंगा, as per Chairman's directions, please be brief. Otherwise, I will move to the next Question.

SHRI A. NARAYANASWAMY: Sir, the Member asked as to what the action is and the process that are going on in the courts. That is why, the Andhra Pradesh Legislative Assembly, in 22.04.1998, had passed the Resolution unanimously on the need of categorisation of SCs reservation into A,B,C,D as recommended by Justice Ramachandra Raju Commission.

MR. DEPUTY CHAIRMAN: Mr. Minister, I requested you and am requesting you, time and again, to be brief. ...*(Interruptions)*...

SHRI A. NARAYANASWAMY: Sir, the said Act was challenged. Mr. E.V. Chinnaiah challenged it in Andhra Pradesh High Court opposing the Act.

MR. DEPUTY CHAIRMAN: Mr. Minister, in that case you send your reply here. Thank you. Now, second supplementary.

Hon. Members, please be brief and I am requesting you all. चेयरमैन साहब माननीय मंत्रीगण और माननीय सदस्यों से बार-बार यह कहते रहे हैं और पिछले सत्र से, जब से मैं प्रश्न काल में बैठा हूँ, तब से मैं आपको उनकी रिक्वेस्ट बता रहा हूँ। जिनके questions रह जाते हैं, वे सारे मेम्बर्स आते हैं और हमसे मिलते हैं। Please don't put us in such an embarrassing position. यह मसला आप लोगों को ही हल करना है।

SHRI KANAKAMEDALA RAVINDRA KUMAR: In the reply, hon. Minister has stated that the matter is pending before the Supreme Court and it is *sub judice*. My specific question is, it is *sub judice* with regard to the powers of the States. I would like to know whether the State has got the power to sub-categorise or not. What is the stand of the Central Government with regard to the categorisation? That is not pending before the Supreme Court, but the matter is before the larger Bench. The matter is pending with regard to the powers of the State to sub-categorise under Article 341 (1). My specific question to the hon. Minister is whether he is going to recognise the disparity among the Madiga and Relli communities in Telugu States since Atal Behari Vajpayeeji and Gadkariji, the then President, all of them recognised this right and submitted representations to the Government. Have you considered and allowed the categories or not?

MR. DEPUTY CHAIRMAN: Mr. Minister, please be brief in your answer.

SHRI A. NARAYANASWAMY: The Andhra Pradesh High Court comprising the three judges upheld the Andhra Pradesh Scheduled Castes (Rationalisation of Reservation) Act, 2000 in the year 2000. Later, it was challenged before the Supreme Court. The Bench comprising five judges had struck down the Act in 2004. It was again challenged and on August 8, 2020, the Bench comprising five judges opined that the Supreme Court order required to be revisited by a larger Bench. The Bench further opined that it cannot revisit because it has the same strength. So, it has requested the hon. Chief Justice to place the matter before a Bench comprising seven judges or more as considered

appropriate. Thus, the matter of sub-categorisation of Scheduled Caste is presently *sub judice* in the Supreme Court. We cannot disclose. Anyway, the Government of India is positively looking at it. The Supreme Court five-member constitution Bench observes that the sub-categorization in the SC community has to be revisited by a larger Bench and requested the Chief Justice of India to form a larger Bench to revisit the case. We are waiting for the verdict.

MR. DEPUTY CHAIRMAN: Please send your written reply to the hon. Member. ...*(Interruptions)*.... Dr. L. Hanumanthaiah.

DR. L. HANUMANTHAIAH: Sir, the answer given... ...*(Interruptions)*....

श्री उपसभापति : प्लीज़, सीट पर बैठ कर बात न करें।

DR. L. HANUMANTHAIAH: Sir, the answer given is, "The issue of sub-categorization of Scheduled Castes is presently *sub judice* in Supreme Court." There is no stake even of the Supreme Court. It cannot be *sub judice*. The Government has to amend Article 341 and allow the States to make sub-categorization of Scheduled Castes. Why is the Government not doing it? What is the problem to amend Article 341 and allow sub-categorization to happen? This is my question.

SHRI A. NARAYANASWAMY: Sir, we will allow the august House to discuss for one or two days. I have no problem. Let us discuss and send proposals for the amendment.

SHRI BINOY VISWAM: Sir, my question is regarding reservation for Madiga and Relli communities. The Ruling Party of today had a position earlier when they were in the Opposition. That was to support this idea and go forward with...

MR. DEPUTY CHAIRMAN: Please put your question.

SHRI BINOY VISWAM: My question is, in those days, the BJP had proposed for an all-party meeting to discuss the matter and find a solution. Will the Government call for an all-party meeting immediately?

SHRI A. NARAYANASWAMY: Sir, that is left to the Prime Minister and the party. They will take a decision. Anyway, we will convey this to the Prime Minister.

SHRI BINOY VISWAM: Sir,...

MR. DEPUTY CHAIRMAN: Binoyji, please sit down. Shri G. V. L. Narasimha Rao.

SHRI G. V. L. NARASIMHA RAO: Sir, the reply given by the hon. Minister mentions that the Justice Usha Mehra Commission, that was established, had found that Madiga and Relli communities have received reservation benefits less than their share in the population. So, that was the conclusion. This Report was submitted in 2008.

MR. DEPUTY CHAIRMAN: What is your question, Mr. Rao?

SHRI G.V.L. NARASIMHA RAO: And, Sir, in 2014 the previous Government did not act on this.

MR. DEPUTY CHAIRMAN: What is your supplementary?

SHRI G.V.L. NARASIMHA RAO: I am coming to the question. ...(*Interruptions*)... The Minister mentioned in reply to another question that he had written to the State Chief Ministers seeking their opinion on the recommendations of the Usha Mehra Commission about re-categorisation. So, I would like to know from the hon. Minister what was the response received from State Governments and the Chief Ministers concerned.

DR. VIRENDRA KUMAR: Sir, 20 States and UTs have responded. Sir, 14 States are not in favour of sub-categorization. But, six States, including the State of Andhra Pradesh, Chhattisgarh, Haryana, Jharkhand, Karnataka, Telangana and Punjab are in favour of sub-categorization.

MR. DEPUTY CHAIRMAN: Q. No. 212.

Foreign prisoners in Indian jails

[†]*212. SHRI REWATI RAMAN SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) the number of prisoners of foreign-origin who are under trial in Indian prisons during the year 2020-21;
- (b) the countries which the said undertrial prisoners belong to; and
- (c) the details of the amount spent by Government every year on the said prisoners?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY KUMAR MISHRA): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) National Crime Records Bureau (NCRB) compiles prison statistics reported to it by States and Union Territories (UTs) and publishes the same in its annual publication "Prison Statistics India". The latest published report is of the year 2020. State/UT-wise number of foreign-origin undertrial prisoners in the jails of the country as on 31st December, 2020 are given in **Annexure-I**.

(b) Country-wise number of foreign-origin undertrial prisoners lodged in prisons across the country as on 31st December, 2020 are given in **Annexure-II**.

(c) State/UT-wise details of expenses incurred on prison inmates, including foreign-origin under-trial prisoners, during the Financial Year 2020-21 are given in **Annexure-III**.

[†] Original notice of the question was received in Hindi.

Annexure-I

**State/UT-wise number of foreign-origin undertrial prisoners lodged in prisons
across the country as on 31st December, 2020**

Sl. No.	State/UT	Number of foreign-origin undertrial prisoners
1	ANDHRA PRADESH	10
2	ARUNACHAL PRADESH	0
3	ASSAM	45
4	BIHAR	74
5	CHHATTISGARH	11
6	GOA	57
7	GUJARAT	50
8	HARYANA	45
9	HIMACHAL PRADESH	119
10	JHARKHAND	3
11	KARNATAKA	155
12	KERALA	51
13	MADHYA PRADESH	17
14	MAHARASHTRA	380
15	MANIPUR	12
16	MEGHALAYA	33
17	MIZORAM	9
18	NAGALAND	0
19	ODISHA	6
20	PUNJAB	98
21	RAJASTHAN	22
22	SIKKIM	0
23	TAMIL NADU	64
24	TELANGANA	37
25	TRIPURA	18
26	UTTAR PRADESH	290
27	UTTARAKHAND	49
28	WEST BENGAL	1295
29	A & N ISLANDS	66
30	CHANDIGARH	9
31	DNH & DAMAN DIU	0

32	DELHI	400
33	JAMMU & KASHMIR	39
34	LADAKH	3
35	LAKSHADWEEP	0
36	PUDUCHERRY	0
	TOTAL	3467

Annexure II

Country-wise number of foreign-origin under-trial prisoners lodged in prisons across the country as on 31st December, 2020

Sl. No.	Nationality/Country	Number of foreign-origin under-trial Prisoners
1.	Africa (other than Nigeria)	114
2.	Australia	4
3.	Bangladesh	1630
4.	Canada	14
5.	China	14
6.	Commonwealth of Independent States (Russian Federation)	12
7.	Japan	1
8.	Maldives	4
9.	Mauritius	1
10.	Middle East Countries	6
11.	Myanmar	152
12.	Nepal	463
13.	Nigeria	615
14.	North American Countries (other than Canada)	5
15.	Pakistan	107
16.	South American Countries	41
17.	South East Asian Countries	16
18.	Sri Lanka	48
19.	Other Foreign Nationals	220
	Total	3467

Annexure-III

State/UT-wise Details of Expenses on Inmates during the financial year 2020-2021

Sl. No.	State/UT	Expenses (In Crore)						
		Food	Clothing	Medical	Vocational/ Educational	Welfare Activities	Others [#]	Total
1	ANDHRA PRADESH	20.34	0.90	0.50	0.03	0.24	137.28	159.28
2	ARUNACHAL PRADESH	0.95	0.03	0.04	0.00	0.00	0.00	1.03
3	ASSAM	16.97	0.00	1.18	0.16	0.14	4.56	23.00
4	BIHAR	142.61	4.97	5.49	0.39	0.02	35.49	188.97
5	CHHATTISGARH	40.50	1.16	5.43	2.46	0.00	12.81	62.36
6	GOA	1.28	0.00	0.10	0.00	0.00	0.00	1.37
7	GUJARAT	30.22	0.93	0.80	0.01	0.26	3.10	35.33
8	HARYANA	35.70	0.03	2.77	0.00	0.00	277.50	316.01
9	HIMACHAL PRADESH	3.96	0.08	0.73	0.00	0.01	0.36	5.13
10	JHARKHAND	61.52	2.14	2.64	0.03	3.27	14.39	83.99
11	KARNATAKA	35.75	0.61	4.21	3.40	0.04	4.06	48.06
12	KERALA	25.16	0.39	0.28	0.27	6.61	13.26	45.98
13	MADHYA PRADESH	84.82	3.96	7.12	0.28	0.35	1.89	98.42
14	MAHARASHTRA	54.28	0.30	0.75	0.00	0.00	12.78	68.11
15	MANIPUR	2.05	0.07	0.12	0.00	0.03	0.95	3.23
16	MEGHALAYA	3.38	0.00	0.26	0.00	0.00	0.00	3.64
17	MIZORAM	3.18	0.03	0.14	0.08	0.00	0.02	3.44
18	NAGALAND	2.94	0.07	0.05	0.03	0.05	0.15	3.29
19	ODISHA	34.94	0.50	2.08	0.00	0.00	5.29	42.80
20	PUNJAB	32.99	1.93	4.98	0.00	0.00	0.00	39.90
21	RAJASTHAN	29.05	1.37	1.01	0.19	0.34	1.49	33.45
22	SIKKIM	1.17	0.04	0.36	0.08	0.10	0.00	1.76
23	TAMIL NADU	38.82	0.51	0.66	0.06	0.00	22.55	62.60
24	TELANGANA	12.02	0.73	0.15	0.01	0.44	9.19	22.53
25	TRIPURA	2.34	0.00	0.66	0.00	0.01	0.11	3.12
26	UTTAR PRADESH	175.00	1.33	11.00	0.33	3.73	169.73	361.12
27	UTTARAKHAND	10.86	0.05	1.09	0.00	0.02	10.02	22.04
28	WEST BENGAL	53.57	1.63	6.90	0.01	9.56	11.40	83.06

29	A & N ISLANDS	0.78	0.01	0.00	0.00	0.00	0.03	0.82
30	CHANDIGARH	3.82	0.25	0.25	3.71	0.03	0.03	8.09
31	DNH & DAMAN DIU	0.81	0.00	0.00	0.00	0.00	0.01	0.82
32	DELHI	23.94	0.67	26.77	0.11	0.05	110.71	162.26
33	JAMMU & KASHMIR	18.50	0.40	3.00	0.70	0.00	0.00	22.60
34	LADAKH	0.07	0.00	0.02	0.00	0.00	0.00	0.09
35	LAKSHADWEEP	0.01	0.00	0.00	0.00	0.00	0.00	0.02
36	PUDUCHERRY	0.70	0.00	0.00	0.00	0.00	0.06	0.75
	TOTAL	1004.98	25.08	91.53	12.34	25.32	859.24	2018.48

may include expenses incurred on sanitation, Hygiene, the transport facilities for movement of prisoners during Remand, Trials, Transfers and Hospital etc.

श्री रेवती रमन सिंह : मान्यवर, माननीय मंत्री जी ने जो जवाब दिया है, अगर उसका annexure-II देखें, तो उसमें उन्होंने बताया है कि किन देशों के ज्यादा कैदी बंद हैं। अफ्रीका के 114 कैदी बंद हैं, बंगलादेश के 1,630, म्यांमार के 152, नेपाल के 463, नाइजीरिया के 615 और श्रीलंका के 48 कैदी बंद हैं, कुल मिलाकर 3,467 foreign nationals बंद हैं। मैं माननीय मंत्री जी से जानना चाहता हूँ कि इन लोगों के खिलाफ किस तरह के मामले लंबित हैं और कितने दिनों से लंबित हैं?

श्री अजय कुमार : माननीय उपसभापति जी, हमने annexure-II में जो संख्या दी है, वह ऐसे कैदियों की है, जो विदेशी मूल के हैं और हमारे यहाँ हैं। उनके विषय में हमने annexure-II में जानकारी दी है। माननीय सदस्य बहुत वरिष्ठ हैं। उन्होंने यह प्रश्न पूछा है, तो मैं बताना चाहूँगा कि उन्हें narcotics, हमारे पासपोर्ट और वीजा की सुविधाओं का दुरुपयोग, ज्यादातर कैदियों को ऐसे मामलों में detain किया गया है या वे विचाराधीन कैदी के रूप में जेलों में हैं।

श्री रेवती रमन सिंह : मान्यवर, मैं माननीय मंत्री जी से जानना चाहूँगा कि ये मामले कोर्ट्स में कब से लंबित हैं और सरकार इन्हें चार्जशीट लगाकर न्यायालय में कब तक पेश करेगी, जिससे अग्रिम कार्रवाई हो सके?

श्री अजय कुमार : उपसभापति जी, विचाराधीन कैदी, जेल और जेलों में बंद बंदी, यह राज्य सरकारों का विषय होता है। तथापि, हमारे यहाँ जो विदेशी मूल के कैदी हैं, उनकी संख्या 4,926 है, जिनमें से अभी तक 1,140 convict हो चुके हैं, 3,467 न्यायालय में विचाराधीन हैं, जिस पर प्रक्रिया चल रही है। यह एक सतत प्रक्रिया होती है। एफआईआर होती है, उसके बाद विचारण होता है, ट्रायल होता है। एक सतत प्रक्रिया के अधीन ये सारी चीजें चल रही हैं।

SHRI ANAND SHARMA: Hon. Deputy Chairman, Sir, through you, I want to ask the hon. Minister this supplementary. It is clear from hon. Minister's reply that there are almost 3,500 foreign-origin under-trial prisoners in 32 prisons across the country belonging to a large number of nationalities representing virtually every continent and every part of the world.

My question to the hon. Minister is: All these prisoners would be under different crimes — some heinous and some narcotics as his reply mentioned, but not all of them. Some have been held in prisons for long. There are international protocols and agreements on conditions and duration of under-trials to which India is a signatory. Will the Government consider setting up Fast Track Courts for those who are under-trial for long, so that process can be expedited, either they are convicted under the Indian laws or set free?

श्री अजय कुमार : माननीय उपसभापति जी, भारत सरकार इस बात के लिए लगातार चिंतित है और मानवीय संवेदनाओं के साथ इस पर काम कर रही है। हमारे यहाँ जो विदेशी मूल के विचाराधीन कैदी हैं, उनके लिए गृह मंत्रालय के द्वारा निरंतर ऐडवाइजरी जारी की जाती है और उनको कानूनी सहायता दी जाती है। इसके साथ-साथ, हमने वहाँ पर विधिक क्लब बनाए हैं। ऐसे 1,090 से ज्यादा क्लब विभिन्न जिलों में काम कर रहे हैं, जिनमें उनको कानूनी सहायता देने के साथ-साथ, उनकी जो आवश्यकताएँ हैं, वे भी हम पूरी करने का प्रयास करते हैं। इसके साथ-साथ, विदेश मंत्रालय की एक नोडल एजेंसी है, जहाँ पर काउंसिलर के माध्यम से उनकी मदद की जाती है। अगर विचाराधीन कैदी यह चाहते हैं कि उनको अपने मूल देश की काउंसिलिंग प्राप्त हो, तो हम उनको काउंसिलिंग के द्वारा भी मदद करते हैं और यह देखते हैं कि कैसे उनकी मदद हो।

सर, जहाँ तक ट्रायल की बात है, तो मैं यह बताना चाहता हूँ कि ट्रायल की एक सतत प्रक्रिया है और हमारा निश्चित रूप से यह प्रयास रहता है कि हमारे यहाँ जो विदेशी मूल के कैदी हैं, उनको हम जल्दी से जल्दी न्याय दिला सकें। दूसरा, हमारा विभिन्न देशों के साथ एग्रीमेंट है, जिसके माध्यम से जो सिद्ध-दोष कैदी होते हैं, वे हमारे देश में जिस कारण पकड़े गए हैं, उनका जिन धाराओं में चालान हुआ है, जब वह कानूनी प्रक्रिया पूरी हो जाती है, उसके बाद यदि वह व्यक्ति अपने मूल देश में जाकर अपनी सजा को काटना चाहता है, तो हमने उसकी व्यवस्था भी की है।

SHRI SUBHASISH CHAKRABORTY: What is the number of under-trial foreigner accused persons who have been deported? If a person is not accepted by his country, what procedure does the Ministry follow in such a situation?

श्री अजय कुमार : देखिए, किसी भी विदेशी मूल के सिद्ध-दोष व्यक्ति को उसके मूल देश में तभी वापस किया जाता है, जब हम और वह देश, दोनों सहमत हों और उससे पहले, उस व्यक्ति की

सहमति हो। जब वह व्यक्ति उस देश में जाकर अपनी शेष सज़ा को काटना चाहता है, तभी यह होता है। दूसरा, 31 देशों के साथ हमारे ऐसे समझौते हैं, जिनके माध्यम से हम उनका ट्रांसफर करते हैं। अभी हमारे पास यह सूचना है कि 1 मार्च, 2022 तक ऐसे 11 convicted कैदियों को हम लोगों ने दूसरे देशों में ट्रांसफर किया है।

श्री उपसभापति : डा. विनय पी. सहस्रबुद्धे जी।

डा. विनय पी. सहस्रबुद्धे : महोदय, मैं आपके माध्यम से यह जानना चाहता हूँ कि जो आँकड़े दिए गए हैं, उनमें पश्चिमी बंगाल में इस तरह के सर्वाधिक विदेशी नागरिक पकड़े गए हैं या उनको हिरासत में रखा गया है, तो इसमें पशुओं के अवैध निर्यात या उनकी चोरी के विषय में कितने मामले प्रलम्बित हैं? क्या इसमें पश्चिमी बंगाल सरकार केन्द्र को उचित सहयोग कर रही है?

श्री अजय कुमार : महोदय, यह न्यायालय के अधीन होता है। आम तौर पर जो भी लोग पकड़े जाते हैं, जो विचाराधीन कैदी होते हैं, उसमें हमारी चालान और विवेचना की व्यवस्था होती है, लेकिन अदालत के जो भी संबंधित निर्णय होते हैं, वे न्यायालय के अधीन होते हैं और उनमें सरकार का किसी किस्म का कोई हस्तक्षेप नहीं होता है।

श्री उपसभापति : प्रश्न संख्या 213

Providing quality education to engineering students

*213. SHRI K.C. RAMAMURTHY: Will the Minister of EDUCATION be pleased to state:

- (a) the efforts made by All India Council for Technical Education (AICTE) to provide quality education to engineering students in view of problems of employability of engineering graduates and quality of education provided in engineering colleges;
- (b) whether it is a fact that 1.2 lakh seats have been surrendered by Government engineering institutions in 2021-22 as compared to just 14,900 in 2020-21;
- (c) if so, the reasons therefor; and
- (d) the reforms that AICTE is planning to bring in engineering education, internship, etc?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION (DR. SUBHAS SARKAR):

(a) to (d): A statement is laid on the Table of the House.

Statement

(a) The All India Council for Technical Education (AICTE) is continuously striving to enhance the level of technical education to make the students globally competitive and more employable. In this regard, the following schemes are being implemented by AICTE:

- (i) Model Curriculum, focusing on industry- academic linkages and introduction of new age technologies.
- (ii) Induction Programme to familiarize students with the values of institution and helping them attain soft skills.
- (iii) Student Internship for providing exposure with the industry.
- (iv) Exam Reforms for bringing qualitative change in the exam system.
- (v) Implementation of Perspective Plan, focusing to bring emerging areas such as — Artificial Intelligence, Internet of Things (IoT) and Blockchain Technology etc. in the educational domain.
- (vi) Teachers' Training Policy.
- (vii) Mandatory Accreditation with National Board of Accreditation (NBA).
- (viii) Startup Initiative and Smart India Hackathon (SIH).
- (ix) Research Promotion Scheme.
- (x) Idea Development, Evaluation and Application (IDEA) Lab.
- (xi) Modernisation and Removal of Obsolescence (MODROBS).

(b) and (c) No, Sir. As per data maintained by AICTE, there is a continuous increase in the number of approved seats in Government Engineering Institutions since 2019-20 to 2021-22. The details thereof are as follows:

AICTE approved Government Engineering Institutes (UG & PG)			
Sl. No.	Academic Year	Number of Government Engineering Institutes	Approved Seats in Government Engineering Institutes
1	2019-20	506	1,70,177
2	2020-21	522	1,73,932
3	2021-22	534	1,77,553

Further, no seat has been surrendered.

(d) The AICTE has started a portal named National Educational Alliance for Technology (NEAT), aimed to bring the best technological solutions in education technology to enhance youth employability. These solutions use Artificial Intelligence for personalized and customized learning experiences for better learning outcomes and skill development in niche areas.

Along with NEAT Scheme, AICTE developed a portal called Enhancement in Learning with Improvement in Skills (ELIS) (<https://free.aicte-india.org>) to provide the digital content free of cost to students across the country.

Catering to the demand of internships among students, AICTE has developed an online platform (URL: <https://internship.aicte-india.org>) to provide students with internship opportunities to enhance their employability across different industry domains in India covering the expanse of the country. This initiative provides the perfect platform for students to put forth their skills and desires and for companies to place the intern demand.

SHRI K.C. RAMAMURTHY: Sir, I appreciate the efforts made in the direction of improving the quality of engineering education in the country by the Ministry and the AICTE. The answer given by the hon. Minister is very elaborate. The hon. Minister has mentioned about the surrendered seats. However, I would like to know from the hon. Minister how many seats are vacant in the engineering colleges, particularly the Government engineering colleges.

DR. SUBHAS SARKAR: Sir, I have already given the answer to the hon. Member that there are no seats vacant in the Government engineering colleges.

SHRI K.C. RAMAMURTHY: Sir, many of the deemed Universities are admitting a large number of students, as they have no limit on intake of students. These deemed Universities are also taking a large number of students in the preferential departments, like, the Computer Science, etc. Have the UGC and the AICTE or the Ministry of Education given a thought to it? Have they taken any step in this direction? And, also,

how is the component of skill development integrated into engineering courses for increasing...*(Interruptions)*..

MR. DEPUTY CHAIRMAN: Mr. Ramamurthy, you have already put one question.

DR. SUBHAS SARKAR: *Aadarniya* Deputy Chairman, Sir, I am giving honour to the hon. Member's emotion. But, at the same time, I am assuring him that in the leadership of our hon. Prime Minister, Shri Narendra Modi, our Ministry is running, is performing very well and education is reaching everyone and with an equity, quality, affordability, and it is accessible to all. Considering this, I am telling that deemed to be universities are required to take approval of their relevant statutory Councils such as AICTE, NMC, DCI, PCI, BCI, etc., for starting programmes. Under these Councils, intake of each programme is also decided by the Councils. In case of violation, if there is any violation, necessary action is being taken by the relevant statutory Council as per its norms. Even in case of the programmes which are not under the statutory Council, Sir, the intake is decided by the deemed to be universities with the approval of its statutory bodies, and this intake is decided on the basis of the infrastructure, faculty and other facilities available with the deemed to be universities; and, again, I am giving assurance that in case of any violation, the UGC will take action under its regulation.

SHRI SWAPAN DASGUPTA: Sir, I would like to tell the hon. Minister that there appears to be a complete mismatch of perception between the number of seats available and the number of seats filled, as the questioner has asked. Now, purely from anecdotal evidence, it is quite apparent that a large number of seats in engineering go unfilled. At the same time, there are complaints or observations in corporate circles that core engineering competence is not available. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please.

SHRI SWAPAN DASGUPTA: I would like to ask the hon. Minister whether the Ministry or the AICTE is seized of this problem and how to fulfil this gap between supply and demand.

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

SHRI SWAPAN DASGUPTA: Madam, what is your problem if I ask the question?
...(Interruptions)...

श्री उपसभापति : प्लीज़, आप लोग आपस में बात न करें।...(व्यवधान)... प्लीज़।

DR. SUBHAS SARKAR: Hon. Deputy Chairman, Sir, the question is asked on the subject of Government engineering colleges, and I would like to make the Hon. Member assured by giving the data that in 2019-20, the number of Government engineering institutes was 506 and the approved seats were 1,70,177. In 2020-21, it became 522 and the seats became 1,73,932; and again in 2021-22, the engineering colleges became 534 and the seats became 1,77,553.

SHRI K.R.N. RAJESHKUMAR: Hon. Deputy Chairman, Sir, I would like to know whether the AICTE is considering to redesign the engineering course to include industrial-Internship programme in the syllabus of minimum three months during the four-year engineering course.

DR. SUBHAS SARKAR: Hon. Deputy Chairman, Sir, I am very happy with the emotion of the Hon. Member, but, at the same time, I am assuring him that student internship programme is being successfully done by the AICTE, and I am informing to the House that 6,000 institutions have already registered and 23,000 MoUs have been done with the industries. And a portal has been developed by AICTE, and, there, the students and the industries -- just like Shaadi.com; it is like this -- everybody has its choice, industries have the choice and the students have the choice.

DR. SANTANU SEN: Sir, as we all know, because of the mushrooming of Engineering colleges and improper planning, probably every alternate house in our country now has an unemployed Engineering graduate. Through you, Sir, I would like to ask the learned Minister if he could kindly share the placement data of the last five years as far as AICTE approved Engineering colleges are concerned.

DR. SUBHAS SARKAR: Mr. Deputy Chairman, Sir, the hon. Member has touched upon a specific issue. I would agree that since 2014, the problem of unemployment among Engineering graduates has been there, but till now, even through the pandemic, there

has been no decrease at all in the rate of placement. Let me share with you data from 2016 to 2021. In 2016-17, the placement done was 37 per cent; in 2017-18, it was 37.8 per cent; in 2018-19, it was 42.8 per cent -- that was the highest -- in 2019-20, it was 42.7 per cent and in 2020-21, it was 39.9 per cent. If we take the average, Sir, it is 40 per cent. Apart from this, there are some other percentages too which are not included here. Sometimes, placement is done by the institutes.

MR. DEPUTY CHAIRMAN: Q. No. 214.

Special recruitment of youths from North-Eastern States

*214. SHRI KAMAKHYA PRASAD TASA: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether the Ministry is conducting special recruitment of youths from the North-Eastern States for various forces under the Ministry;
- (b) if so, the details thereof;
- (c) whether the Ministry follows the recommendations of the Bezbaruah Committee for recruitment from North-Eastern States; and
- (d) if so, the details thereof?

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) In the common recruitment of Constable (GD) in the forces under Home Ministry, 60% of the vacancies are allotted amongst States/UTs on the basis of population ratio. 20% of the vacancies in the Border Guarding Forces (BGFs viz BSF, ITBP, SSB and AR) are allotted to border districts falling within the responsibility of concerned BGF and 20% vacancies are allotted to areas affected by militancy i.e. J&K and North Eastern States, Naxal affected areas and Ladakh. In the Central Armed Police

Force (CAPF) other than BGFs, 40% vacancies are allotted to areas affected by militancy i.e. J&K and North Eastern States, Naxal affected areas and Ladakh.

As per extant instructions, the recruitment is made initially only through the regular recruitment process conducted through Staff Selection Commission. In case certain vacancies allotted to the UTs of J&K and Ladakh, LWE affected districts and the border districts (including those in NE States) remain unfilled, recruitment rallies are organized / conducted in these areas.

In the common recruitment of Constable (GD) in CAPFs, AR, NIA and SSF Examination-2018, 5,750 candidates (including 799 candidates from border districts) were selected from North Eastern States and during ongoing common recruitment of Constable (GD) in CAPFs, AR and SSF Examination-2021, 3,139 vacancies are meant for North Eastern States .

(c) and (d) The Ministry has followed the recommendations of the Bezbaruah Committee for recruitment from North Eastern States in respect of special police unit for North Eastern Region in Delhi and accordingly the recruitment was conducted in Delhi Police from North Eastern States as per following details:

Year	Number of candidates selected		
	Male	Female	Total
2015	331	159	490
2018	395	190	585

श्री कामाख्या प्रसाद तासा : उपसभापति महोदय, मैं मंत्री जी को उनके विस्तृत उत्तर के लिए धन्यवाद देता हूँ। विशेषकर मंत्री जी ने Jammu & Kashmir, North-eastern States and naxalism-affected areas में Armed Forces में recruitment के बारे में answer दिया है। मैं मंत्री जी से यह पूछना चाहता हूँ कि recruitment के बाद इसका क्या प्रभाव रहा और youth का participation कैसा रहा, उसके बारे में बताएं।

श्री नित्यानन्द राय : उपसभापति महोदय, मैं बताना चाहता हूँ कि इसके बहुत अच्छे प्रभाव हुए हैं। माननीय सदस्य North-East, J&K और Ladakh के संबंध में जानना चाहते हैं। नॉर्थ-ईस्ट के क्वेश्चन पर इनका फोकस है और इनका प्रश्न भी यही है। हम सीमावर्ती राज्यों के जिलों को CAPF

की भर्तियों में प्राथमिकता देते हैं और उसके लिए कोटा भी निर्धारित किया गया है। उसका परिणाम यह आ रहा है कि सीमावर्ती क्षेत्रों की भौगोलिक स्थितियों से वे परिचित होते हैं और समस्याओं से भी परिचित होते हैं, जिससे CAPF को, पैरामिलिट्री फोर्स को बॉर्डर सिक्योरिटी के लिए या अन्य कामों के क्रियान्वयन में सहूलियत होती है। मैं बधाई देना चाहता हूँ और आभार व्यक्त करना चाहता हूँ कि बॉर्डर के जितने भी जवान CAPF में भर्ती हो रहे हैं, वे अपने परिश्रम के साथ, अपने संकल्प के साथ बहुत ही अच्छी सेवा दे रहे हैं और उनकी अच्छी सेवा के लिए मैं उनको बधाई देता हूँ।

श्री उपसभापति: तासा जी, अपना सेकंड सप्लीमेंटरी पूछिए।

श्री कामाख्या प्रसाद तासा : उपसभापति महोदय, मंत्री जी ने बताया है कि 3,139 vacancies हैं और वर्ष 2018 से recruitment नहीं हुआ है। मैं मंत्री जी से यह जानना चाहता हूँ कि recruitment कब होगा और क्या स्पेशल पुलिस की कोई बैठक या रिव्यू होता है? इसके बारे में मंत्री जी बताएं।

श्री नित्यानन्द राय : माननीय सदस्य ने SPUNER और CAPF में भर्ती की रिक्त संख्या की बात की है। वह भर्ती की प्रक्रिया 2021 से प्रक्रियाधीन है। हमने उत्तर में कहा है कि पूर्वोत्तर के राज्यों के लिए 3,139 रिक्तियां आरक्षित की गई हैं। उसकी प्रक्रिया पूर्ण होते ही ये रिक्तियां भी भर ली जाएंगी। मैं SPUNER के विषय में बताना चाहता हूँ कि SPUNER में अभी कोई रिक्तियां नहीं हैं। जैसे उत्तर में हमने दिया है कि SPUNER की स्थापना के बाद उसमें अधिकारियों और जीडी की नॉर्थ-ईस्ट के कितने लोगों की बहाली हुई और आगे जब भी भर्तियां आएंगी, तब उसमें नॉर्थ-ईस्ट के लोगों का जो हक बनता है, वह उन रिक्तियों के साथ पूरा किया जाएगा। जैसे 2015 में 490 नॉर्थ-ईस्ट के लोगों को लिया गया और 2018 में 585 को लिया गया। SPUNER में अभी रिक्तियां नहीं हैं, जब आएंगी, तब भर दी जाएंगी।

श्री नबाम रेबिआ : यह जो Bezbaruah रिपोर्ट है, that is very exhaustive and very comprehensive, जो आपके मंत्रालय को नॉर्थ-ईस्ट के बारे में दी गई है। मैं इस संदर्भ में आपसे यह जानना चाहूंगा कि कमेटी ने दिल्ली में नॉर्थ-ईस्ट सेन्टर खोलने के बारे में जो रिकमंड किया है, इस दिशा में यह कार्य कहां तक आगे बढ़ा?

श्री नित्यानन्द राय : Bezbaruah समिति की जो भी सिफारिशें आई हैं, सरकार ने उन सिफारिशों को लगभग पूरा किया है। उसके तहत दिल्ली में भी, जैसे SPUNER की स्थापना है, उसी प्रकार से उसमें स्पेशल अधिकारी भी बनाए गए हैं, उसके लिए एक केंद्र की स्थापना भी गई और उसके कार्यालय भी खोले गए हैं। इसके साथ-साथ मैं माननीय सदस्य को यह भी बताना चाहूंगा कि सिर्फ दिल्ली में ही नहीं, बल्कि पूरे देश में जहां भी हमारे नॉर्थ-ईस्ट के भाई-बहन रह रहे हैं, उनके लिए एक एडवाइज़री भी जारी की गई है कि उनकी सुरक्षा, उनका संरक्षण और उनकी समस्याओं के लिए

एक नोडल अधिकारी को नियुक्त करें और उनकी समस्याओं को सुनें। सांस्कृतिक एवं सूचना केंद्र North-East Council Convention Centre के लिए सेक्टर 13, द्वारका, नई दिल्ली में भूमि आवंटित कर दी गई है और निर्माण के लिए भी आदेश दिए गए हैं, जिससे उसको पूरा किया जाएगा।

MS. SUSHMITA DEV: Sir, I thank you for the opportunity. I agree with my colleague that the Bezbaruah Committee Report was one of the most comprehensive reports regarding the people from the North-East. The backdrop was racially-motivated crimes. There are figures that the hon. Minister has given about the recruitment of Special Police Unit. The figures are there; I don't want to repeat them. What is the reason that after 2018 there has been no recruitment? The idea of giving this Unit was only to deal with racially-motivated crimes against the people of North-East. Why has there been no recruitment after 2018? I would like to know the reason for it.

श्री नित्यानन्द राय : महोदय, 2014 में जब SPUNER की स्थापना हुई थी, उसके बाद 2015 और 2018 में इसकी नियुक्तियां हुई हैं। मैंने पहले भी उत्तर में बताया है कि जब रिक्तियां होंगी, तब उनको भरा जाएगा, लेकिन अभी अच्छी संख्या में अधिकारी, हमारे constable और जो कर्मचारी नियुक्त किए गए हैं, उनके द्वारा नार्थ-ईस्ट के लोगों का विशेष ख्याल रखा जा रहा है। उसमें कहीं कोई दिक्कत नहीं हो रही है। अगर कहीं किसी दिक्कत की जानकारी किसी भी सदस्य को मिलती हो, तो उसके समाधान के लिए...(व्यवधान)...

सुश्री सुष्मिता देव : वहां रिक्रूटमेंट क्यों बंद है?

श्री नित्यानन्द राय : मैं यही कह रहा हूं कि 2018 तक नियुक्तियां हुई हैं और उसमें अधिकारी से लेकर constable तक लोगों की भरतियां हुई हैं। आगे जब रिक्तियां आएंगी, तो उनको भर लिया जाएगा। ...(व्यवधान)...

श्री उपसभापति : माननीय बीरेन्द्र प्रसाद बैश्य।

SHRI BIRENDRA PRASAD BAISHYA: Hon. Deputy Chairman, Sir, the Bezbaruah Committee was constituted by the Government of India under very special circumstances. The people from the North-Eastern Region, especially girls and women, who are staying in Delhi, on many occasions, are insulted and harassed by the people here. After the recommendations of Bezbaruah Committee, the Government of India decided to recruit some people from North-Eastern States in Delhi Police. They have

introduced a police unit in Delhi Police and started recruiting people in Delhi and, accordingly, in 2018 ...

MR. DEPUTY CHAIRMAN: Question, please.

SHRI BIRENDRA PRASAD BAISHYA: I am coming to the question. Sir, the Bezbaruah Committee Report is very important. One of the basic reasons to form the Committee was the unemployment issue of the North-Eastern Region. There is no industry in North East. Due to lack of industry, there is very limited scope for employment opportunities. On many occasions, people of North Eastern Region ask the Government of India to...

MR. DEPUTY CHAIRMAN: What is your specific question, Baishya ji?

SHRI BIRENDRA PRASAD BAISHYA: Sir, my specific question is: Is the Government of India going to have some special police force or para-military force to recruit people especially from North Eastern Region?

श्री नित्यानन्द राय : उपसभापति महोदय, मैं पहले भी बता चुका हूँ कि नॉर्थ-ईस्ट के लोगों के लिए, सीमावर्ती इलाकों में रहने वाले लोगों के लिए जो भर्तियां सीएपीएफ में होती हैं, जो भर्तियां गृह मंत्रालय की कई एजेंसियों के द्वारा होती हैं, उनमें उन्हें आरक्षण दिया गया है। हम उसको फुलफिल करते हैं, कहीं पर पदों को खाली नहीं रहने देते हैं। माननीय सदस्य रोजगार के विषय में प्रश्न पूछ रहे थे, तो मैं कहना चाहता हूँ कि हम उनकी भर्तियां करते हैं, लगातार करते हैं। हमने पिछले साल लगभग 54,000 भर्तियां की थीं, सीमावर्ती लोगों की संख्या के आधार पर और सीमावर्ती इलाकों के आधार पर जो भर्तियां होती हैं, उनमें हम भर्ती करते हैं। ...**(व्यवधान)**...

श्री उपसभापति : प्लीज़।

श्री नित्यानन्द राय : दूसरा सवाल उन्होंने रोजगार के संबंध में पूछा है, तो माननीय मोदी जी की सरकार की नज़र में नॉर्थ-ईस्ट की बहुत प्राथमिकता है। ...**(व्यवधान)**... मैं बताना चाहता हूँ कि केन्द्र सरकार के प्रयास से परिणाम भी आये हैं, जैसे वहां पर इंफ्रास्ट्रक्चर विकसित हो रहा है, वहां पर हवाई क्षेत्रों का विस्तार हो रहा है, असम में नई रेलवे लाइन ...**(व्यवधान)**... मोबाइल कनेक्टिविटी और जल मार्गों का विस्तार हो रहा है। ...**(व्यवधान)**...मैडम, उन्होंने रोजगार के विषय में पूछा है। ...**(व्यवधान)**...

श्री उपसभापति : प्लीज़, प्लीज़। ...**(व्यवधान)**...आप आपस में बात न करें। ...**(व्यवधान)**... माननीय मंत्री जी, आप चेयर को सम्बोधित करते हुए अपनी बात कहिए।

श्री नित्यानन्द राय : उपसभापति महोदय, नॉर्थ-ईस्ट के लोगों को रोजगार देने के लिए केन्द्र सरकार वचनबद्ध है और विभिन्न माध्यमों से रोजगार के अवसरों का सृजन हो रहा है। जब हम वहां पर विकास के काम कर रहे हैं, जब हम वहां पर इंफ्रास्ट्रक्चर को बढ़ा रहे हैं, उसका निर्माण कर रहे हैं, तो इससे भी रोजगार मिलता है। इसके साथ-साथ वहां पर रेलवे लाइन बन रही है, वहां पर पर्यटन पर ध्यान दिया जा रहा है, उद्योग पर ध्यान दिया जा रहा है, नये हवाई अड्डे बन रहे हैं, ये सब विकास के आयाम हैं और इन विकास के माध्यमों से भी रोजगार के अवसर मिलते हैं।

MR. DEPUTY CHAIRMAN: Q. No. 215; Bikash Ranjan Bhattacharyya ji. ...**(Interruptions)**...

सुश्री सुष्मिता देव : सर, मंत्री जी ठीक से उत्तर नहीं दे रहे हैं। ...**(व्यवधान)**...

श्री उपसभापति: प्लीज़, आप लोग बैठकर टिप्पणी न करें। उसके लिए प्रक्रिया है। Please follow that. ...**(Interruptions)**... Please ask your first supplementary, Bikash Ranjan Bhattacharyya ji. ...**(Interruptions)**... आप seat पर बैठकर बात न करें। It will not go on record. प्रश्न संख्या 215.

Merger of schools under Samagra Shiksha and NEP

*215. SHRI BIKASH RANJAN BHATTACHARYYA: Will the Minister of EDUCATION be pleased to state:

- (a) the list of States where mergers/consolidations/closures have been undertaken in the context of the Samagra Shiksha and National Education Policy (NEP) as part of the rationalisation, merger or consolidation process; and
- (b) how many children in schools, that were closed due to merger/consolidation, were provided additional transportation allowance from a Centrally Sponsored Scheme (CSS), gender-wise and State-wise?

THE MINISTER OF EDUCATION (SHRI DHARMENDRA PRADHAN): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) and (b) Education is in the Concurrent list of the Constitution and the opening, merger/closing of schools are within the purview of respective State Government and UT Administration-which are the appropriate Government under the Right of Children to Free and Compulsory Education (RTE) Act, 2009.

The Right of Children to Free and Compulsory Education (RTE) Act, 2009 provides children's access to elementary schools within the defined area or limits of neighbourhood. In pursuance to Section 6 of the RTE Act, all States have notified area or limits of their neighbourhood norms. Further, Section 8 of the RTE Act, 2009 also mandates that the appropriate government shall provide free and compulsory elementary education to every child and will ensure availability of neighbourhood schools.

Further, National Education Policy (NEP), 2020 endorses the idea of the school complex/cluster or any other innovative mechanism adopted by the States and UTs to group or rationalize schools, wherever possible and without any adverse impact on access. The aim of the school complex/cluster will be greater resource efficiency and more effective functioning, coordination, leadership, governance, and management of schools in the cluster.

SHRI BIKASH RANJAN BHATTACHARYYA: Mr. Deputy Chairman, Sir, I am pained to say that the answer given by the Minister is no answer to my question. These are all advisories. Let the Minister give specific answer. My first supplementary is: Does the Government of India maintain any State-wise record of the school mergers and consolidations? If not, why?

SHRI DHARMENDRA PRADHAN: Sir, nobody can dare to mislead this House. Let me try to answer the specific question and let me see how I can satisfy my hon. friend. He has put a question whether the mergers or consolidations or closures are part of Samagra Shiksha and National Education Policy. My answer is, 'No', it is not part of Samagra Shiksha or National Education Policy.

Sir, 'Education' is in the Concurrent List, and, it is up to the respective State as to how do they run the school. It is the State that will decide how many schools will be there, where will be the schools. All this will be decided by the respective State. Now, the supplementary question is: Do you have information of how many schools are there in the different Districts? Yes, there is a portal, UDISE, of the Department of School Education and Literacy. We collect the information at the District level from the State Governments and put it in the public domain. It is already in the public domain. It is open to everybody. But, especially, merger, consolidation and opening of new schools are up to respective State Governments.

SHRI BIKASH RANJAN BHATTACHARYYA: This is not the answer which I expected. Anyway, the question is: Have the Government of India due records about the drop-out of the students, and what is their action to check this drop-out?

SHRI DHARMENDRA PRADHAN: Sir, I have answered this. If the hon. Member is not satisfied, he can come to see me. I can invite him for a cup of coffee and we can give him the entire information. ...*(Interruptions)*... Sir, human needs and human expectations are unlimited. I am a small fry. ...*(Interruptions)*... I have tried my best. Regarding the drop-out ratio, I will again politely say that all these things are in public domain in the UDISE. Regarding the steps taken by the Government of India, yes, the entire focus of the NEP and the Samagra Shiksha Abhiyan is on improvement of quality education where drop-out numbers will be reduced. The *Pradhan Mantri POSHAN Abhiyan* is an ambitious programme in that direction. Upgradation of education quality, teachers' education quality, all these were very much focussed during consultations with the respective State Governments. We are committed to improving the quality of our teaching-learning process up to the 21st Century expectations.

SHRI ABDUL WAHAB: Mr. Deputy Chairman, Sir, I just want to ask the hon. Minister about the number of schools consolidated and closed in different States as a part of *Samagra Shiksha Abhiyan* and NEP. On some points, we welcome the NEP. But students are being affected by mergers, consolidation and closure of Government schools in different States under the NEP and *Samagra Shiksha Abhiyan*. What are the measures taken to address that and mitigate its effects?

SHRI DHARMENDRA PRADHAN: Sir, this is the same question again put in a different mode. With utmost politeness, I will say that merger, closure and all these things are not part of *Samagra Shiksha Abhiyan* or NEP. These are up to the respective State Governments. ...*(Interruptions)*...

SHRI P. BHATTACHARYA: Sir, I would like to have an answer from the hon. Minister on one thing. In the new National Education Policy, how much importance have you given to the regional languages? Are you going to introduce the regional languages up to the university level? If it is so, then please clarify the entire thing.

SHRI DHARMENDRA PRADHAN: Sir, in the new National Education Policy, there are some important features. I proudly mention this feature in this august House. Giving importance to the local language or mother tongue is one of the primary strategies of the National Education Policy. Already, we are talking about ...*(Interruptions)*...

DR. L. HANUMANTHAIAH: That is optional. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please. ...*(Interruptions)*... कृपया सीट पर बैठकर न बोलें। ...*(व्यवधान)*...

SHRI DHARMENDRA PRADHAN: Sir, I need your protection. ...*(Interruptions)*... This is a very important question. If people interrupt, then my language will get limited. ...*(Interruptions)*... मेरा गला बंद हो जायेगा। Sir, there is utmost importance given to critical thinking in higher education. A student, whether at the school education level or the higher education level, should learn the entire process in the language he is comfortable with, which is known as mother tongue or local language. The National Education Policy has given utmost priority to it. I can cite one example. The All India Institute of Technical Education (AIITE) has already started translating engineering course books in the different languages. In some parts of Southern India, in some parts of Western India and in some parts of Eastern India also around 14 institutions, have already started teaching in the local languages. We all agree on this concern about the local language. Local language has to be given priority.

DR. FAUZIA KHAN: Sir, while we all speak about the National Education Policy, I would like to know about it from the hon. Minister. The formula which the Government has recommended in the Policy is 5+3+3+4. It is very commendable. But you want to include the pre-primary section into the school ambit. Today it is with *anganwadis*. The Right to Education Act makes education compulsory between the ages of 6 and 14. I want to know whether the RTE Act will include this age group. When will this legislation be brought into Parliament?

SHRI DHARMENDRA PRADHAN: Sir, we have to see that in the NEP, the new pattern, which the hon. Member has rightly appreciated, is the approach of 5+3+3+4. That means a student at the age of 3 will come to play school/*anganwadi*. This will be a formal arrangement by different State Governments and the Government of India. I think the NEP in a way is an overarching strategy for the RTE. The RTE has to adhere to it. This is a new scenario that we are entering. If necessary, we can explore that possibility also.

MR. DEPUTY CHAIRMAN: Q.No.216. Shrimati Jharna Das Baidya.

Target of GDP allocation for education

[†]*216. SHRIMATI JHARNA DAS BAIDYA: Will the Minister of EDUCATION be pleased to state:

- (a) whether any time limit has been fixed to achieve the target of GDP allocation for education;
- (b) if so, whether the target of GDP has been achieved in the said time-limit; and
- (c) if not, the steps being taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION (DR. SUBHAS SARKAR): (a) to (c) A statement is laid on the table of the House.

[†]Original notice of the question was received in Hindi.

Statement

(a) to (c) The National Education Policy (NEP) 2020 unequivocally endorses and envisions a substantial increase in public investment in education both by the Central government and all State Governments. The Centre and States work together to increase the public investment in Education sector to reach 6% of Gross Domestic Product (GDP) at the earliest. The National Education Policy 2020 (NEP 2020) provides different timelines as well as principles and methodology for its implementation.

As per the publication “Analysis of Budgeted Expenditure on Education 2017-18 to 2019-20”, Public Expenditure (Centre and States) on Education in India is 4.39% of GDP in 2019-20, which has grown from 4.07% in 2014-15 (an overall growth of about 8% over the period).

Since education is a concurrent subject, it needs careful planning, joint monitoring, and collaborative implementation between the Centre and States. Timely infusion of requisite resources - human, infrastructural, and financial - at the Central and State levels is crucial for the satisfactory execution of the Policy. Further as per NEP 2020, implementation of the Policy requires multiple initiatives and actions, to be taken by different bodies including Ministry of Education, Union and State Governments, education-related Ministries, State Departments of Education, the regulatory bodies of school and higher education, in a synchronized and systematic manner. Accordingly, Ministry has written to all its implementing agencies, regulatory bodies, State/UT Governments, other stakeholder Ministries/Departments, etc for taking steps for implementation of NEP 2020.

In this regard, the Ministry of Education has, for the first time, been allocated a record Budget of more than Rs. One Lakh Crore for its activities for the upcoming financial year 2022-23.

SHRIMATI JHARNA DAS BAIDYA: My first supplementary question is this. What are the Union Budget announcements in respect of increase in investment in education sector?

DR. SUBHAS SARKAR: Sir, I am happy to inform the *Sadan* that this is the first time in education that the Budget has crossed the mark of one lakh crore rupees. This is for the first time. As far as meeting the benchmarks is concerned, under the leadership of our Prime Minister, Shri Narendra Modi *ji*, and with the education team under the leadership of the Cabinet Minister, Shri Dharmendra Pradhan *ji*, we will achieve the goal.

SHRIMATI JHARNA DAS BAIDYA: My second supplementary question is this. What are the recommendations of the 15th Finance Commission for education sector?

DR. SUBHAS SARKAR: Mr. Deputy Chairman, Sir, the 15th Finance Commission has made recommendations in every minute field. Recommendations in education sector are made in order to incentivize the States on the basis of their performance, which is being recorded by the Ministry of Education. The PGI is made on the basis of five parameters. One is the learning outcomes and the quality. Second is access to it. Third is infrastructure and facilities. ...*(Interruptions)*.. Fourth is equity. ...*(Interruptions)*... And fifth is governance process. ...*(Interruptions)*.... The recommendations are as follows...*(Interruptions)*...

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

DR. SUBHAS SARKAR: Sir, I need your protection. ...*(Interruptions)*... There is a grant of Rs.4,800 crore to incentivize six States each year. The incentive is of Rs.200 crore per year per State. Also, there is a grant of Rs.6,143 crore for online learning and development of professional courses. These are for incentivizing our education field.

श्री उपसभापति : प्रो. राम गोपाल यादव जी।

प्रो. राम गोपाल यादव : श्रीमन्, इस सवाल में यह पूछा गया है कि क्या इसके लिए कोई लक्ष्य निर्धारित किया गया है कि GDP का कितना पैसा शिक्षा पर खर्च किया जाएगा। इन्होंने लक्ष्य तो बता दिया कि यह 6 परसेंट है, लेकिन इन्होंने समय-सीमा नहीं बताई कि कब तक खर्च कर देंगे। जो स्थिति है, 2014-15 में यह GDP का 4.07 परसेंट था, स्टेट और सेंटर, दोनों को मिला कर। यह सब मिला कर ही होगा। चूँकि यह Concurrent List में है, तो स्वाभाविक है कि यह दोनों का ही होगा...जो पांच साल में बढ़कर अब 4.32 परसेंट हुआ है। यह 4.07 परसेंट से 4.32 परसेंट पिछले पांच सालों में

हुआ है। मैं जानना चाहता हूँ कि इस रेट से, इसी गति से यदि आपने शिक्षा में पैसा बढ़ाकर लक्ष्य प्राप्त करने की कोशिश की, तो 6 परसेंट प्राप्त करने के लिए आपको कितना समय लगेगा?

दूसरी बात यह है कि स्कूल एजुकेशन पर बड़ा बजट खर्च होता है, स्कूल एजुकेशन में मिलने वाली मिड डे मील की वजह से अगर वहाँ एक टीचर या दो टीचर्स हैं, तो वे सारे दिन कंप्यूटर पर बैठकर खर्च बढ़ाने में लगे रहते हैं, जहाँ गरीबों के बच्चे पढ़ते हैं, वहाँ की पूरी एजुकेशन खत्म होती जा रही है।

मेरा आपसे सवाल है कि क्या प्रत्येक प्राइमरी स्कूल के लिए कंप्यूटर जानने वाले एक व्यक्ति को अलग से एम.डी.एम. की व्यवस्था हो और टीचर्स मुक्त होकर पढ़ाएँ, क्या आप यह व्यवस्था करेंगे?

श्री उपसभापति : प्रो. राम गोपाल यादव जी, आपके दो सवाल हो गये। माननीय मंत्री जी, आप बोलिये।

DR. SUBHAS SARKAR: Hon. Deputy Chairman, Sir, I am very grateful to our senior Member's anxiety. But, he has also been convinced that we have brought it up as a percentage of GDP from 4.07 to 4.39. At the same time, we have not given it a long jump only; we have given a hop, step and jump to our spending of Budget in education sector. ...*(Interruptions)*... I am giving some data. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please. ...*(Interruptions)*... This is not proper. ...*(Interruptions)*... There is a system for that. You know that. ...*(Interruptions)*...

DR. SUBHAS SARKAR: It is for your information that as a percentage of GDP, we are much higher than China if we consider BRICS countries. ...*(Interruptions)*... Definitely, because of the leadership of our hon. Prime Minister, Shri Narendra Modi, this year, we will achieve further and in a better way. Within a short time, it will definitely have total participation of States, the Centre and the public.

SHRI K.J. ALPHONS: Sir, I had the privilege of being a member of the committee which formulated NEP. Since the Government of India has shown courage to implement it, I would like to ask: Do they have sufficient funds to implement the radical reforms which they have proposed under NEP?

DR. SUBHAS SARKAR: Hon. Deputy Chairman, Sir, whatever our hon. Prime Minister decides and utters in the public domain, we are always executing that with commitment. We see that in schemes like Swachh Bharat Mission, Pradhan Mantri Awas Yojana and everywhere. At the same time, in education, we are also committed to meet our target and that is why, this year, a good jump has been given. More than Rs.1 lakh crore has been given to education. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Now, Shri G.C. Chandrashekhar.

SHRI G.C. CHANDRASHEKHAR: Sir, our Karnataka Government has announced -- it is the first State to announce -- implementation of the National Education Policy in the State. But the problem is, our State Budget is around Rs.24,000 crore per annum for primary education. Out of that, around Rs.20,000 crore goes to salaries. Remaining amount of about Rs.4,500 crore goes to Mid-day Meal and other expenditures. Then, only a small amount is left for development. I want to know: How much allocation is proposed from the Central Government for implementing NEP? What is the per year estimate to implement NEP programme in the States?

DR. SUBHAS SARKAR: Hon. Deputy Chairman, Sir, again, I would say that implementation of NEP is a continuous process and it is being done by the Ministry and, at the same time, by different organisations. In respect of Budget, the Budget of the Education Department will be committed for this programme.

MR. DEPUTY CHAIRMAN: Q. No. 217.

Skill development programmes for youth of rural areas

*217. SHRI VIJAY PAL SINGH TOMAR: Will the Minister of SKILL DEVELOPMENT AND ENTREPRENEURSHIP be pleased to state:

- (a) Whether Government has formulated any plan for promotion of skill development training programmes for youth of rural areas of the country according to the needs of the rural economy so that exodus to big cities in search of job can be prevented;

- (b) If so, details thereof; and
- (c) the details/types of the skill development programmes available for youth of rural and remote areas?

THE MINISTER OF STATE IN THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP (SHRI RAJEEV CHANDRASEKHAR): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) Yes Sir. The Ministry of Skill Development and Entrepreneurship is delivering skill-training through a comprehensive network of skill development centres under various schemes for Skill Development for the youth across the country including those in rural areas. One of the aims of these programmes is that of ensuring livelihood opportunities in the rural areas through skilling the youth and imparting entrepreneurship especially since the National Policy on Skill Development and Entrepreneurship, 2015, itself prioritises the requirements of the rural youth amongst special priority groups and socio-economic growth of rural areas as an important area of work for skilling. Amongst other Ministries, the Ministry of Rural Development has specific skilling schemes and programmes for rural areas and the rural youth.

(b) Under Skill India Mission, MSDE is delivering skill training to the youth through various skill development schemes/programmes viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), National Apprenticeship Promotion Scheme (NAPS), Jan Shikshan Sansthan (JSS) and Craftsmen Training Scheme (CTS) through Industrial Training Institutes (ITIs) for entire India including rural population. Even though the MSDE has no scheme meant only for rural areas, the JSS has served the rural poor in a substantive manner, with more than 50% beneficiaries hailing from the rural areas. Their outreach programmes have been of great avail in skilling the rural youth. As per the third party evaluation report of the scheme, 77.05% of the beneficiary trainees have undergone occupational shifts.

As far as the rural farm-economy is concerned, the Central Government, through the Ministry of Agriculture & Farmers Welfare, has introduced various central schemes / programmes to impart and promote skilling in agriculture through Agriculture Skill Council of India. These are in addition to the programmes implemented by this Ministry under its schemes. Imparting of skills is essential to improve on the traditional agriculture skills, as also, to infuse new skill sets and techniques for sustainable growth and development. The skills in farming agriculture are imparted to the rural youth and farmers in agriculture and allied sectors including women in Agriculture Sector. Agriculture Crop Production, Seed Industry Segment, Farm Mechanisation & Precision Farming, Production Horticulture, Amenity Horticulture and Landscaping, Post — Harvest, Supply Chain Management, Animal Husbandry, Dairy Farm Management, Poultry Farm Management, Fisheries and other allied segments are the segments of importance for skilling of the rural people. The State Governments also are working in the area of strengthening skilling in the rural farm-economy through the skilling and promotion activities of their Agriculture and Allied Departments- data are not maintained centrally and many of these courses are not National Skills Qualifications Framework (NSQF) compliant but they are meeting needs and requirements of the local economy. Some such programmes (NSQF-compliant) are organised also under the schemes of this Ministry. Under the PMKVY (PMKVY 2.0 + PMKVY 3.0) out of 114.43 lakh trained so far, almost 13.25 lakh have been trained in job roles popular in the rural sector, as may be seen from **Annexure-I.**

The Ministry's schemes cater to skilling in various non-farm trades/job roles in both rural and urban areas. These skilling programmes, too, have been successful in stemming the tide of migration since the local population are coming forth to be skilled in various non-farm trades/job roles as per the requirements of the local market thus slowly decreasing the differences between rural and urban areas in terms of availability of various skills and skilled personnel and these personnel, too, are getting their markets.

Apart from MSDE, Ministry of Rural Development is running schemes viz. Deen Dayal Upadhyaya Grameen Kaushalya Yojana (DDU-GKY) and Rural Self Employment

Training Institutes (RSETI) Scheme. RSETI, an initiative of Ministry of Rural Development (MoRD) to have dedicated infrastructure in each district of the country to impart training and skill upgradation of rural youth geared towards entrepreneurship development. RSETIs are managed by banks with active co-operation from the Government of India and State Governments. DDU-GKY is a part of the National Rural Livelihood Mission (NRLM), tasked with the dual objectives of adding diversity to the incomes of rural poor families and of catering to the career aspirations of rural youth. DDU-GKY is uniquely focused on rural youth between the ages of 15 and 35 years from poor families. As a part of the Skill India campaign, it plays an instrumental role in supporting the social and economic programs of the government like the Make In India, Digital India, Smart Cities and Start-Up India, Stand-Up India campaigns.

(c) Kinds of job-roles/trades/professions which are occupying top positions in demands for various skills training are given in the following annexures:

- (i) List of sectors popular in rural areas under which various PMKVY training programmes offer skill training with number of trainees enrolled and those placed is at **Annexure-I**
- (ii) List of job roles/courses being conducted by JSSs during 2021-22 is at **Annexure-II.**
- (iii) List of top 20 trades/courses in Apprenticeship Training is at **Annexure-III.**
- (iv) List of courses under Craft Instructor Training Scheme (CITS) is at **Annexure-IV.**
- (v) List of courses under Craftsman Training Scheme (CTS) is at **Annexure-V.**
- (vi) List of RSETI training courses is at **Annexure-VI.**

DDU-GKY is a placement linked skill development program for rural poor youth under NRLM and imparts skilling in all sectors.

The programmes conducted are of various durations.

Annexure-I**Candidates trained in rural sectors under PMKVY 2.0 and 3.0 schemes (as on 31.12.2021)**

Sector	Number of job roles	Trained*	Reported Placed
Agriculture	64	7,99,312	50,124
Handicrafts and Carpet	45	2,62,880	7,377
Textiles And Handlooms	56	2,62,928	13,034
Grand Total	165	13,25,120	70,535

*including RPL (non-placement linked component)

Job role wise candidates trained and placed in rural sectors under PMKVY 2.0 and 3.0 schemes (as on 31.12.2021)

Sector	Job role	Trained	Reported Placed
Agriculture	Group Farming Practitioner	3,83,295	0
	Organic Grower	89,477	11,357
	Dairy Farmer/Entrepreneur	62,122	8,046
	Tea Plantation Worker	45,981	0
	Solanaceous Crop Cultivator	26,009	0
	Gardener	25,867	9,042
	Mushroom Grower	16,245	114
	Quality Seed Grower	16,220	6,056
	Small Poultry Farmer	13,611	4,633
	Sericulturist	11,715	0
	Animal Health Worker	11,262	4,484
	Friends of Coconut Tree	9,420	0
	Pulses Cultivator	8,172	0
	Tuber Crop Cultivator	7,985	0
	Micro Irrigation Technician	7,402	2,841
	Floriculturist -Open Cultivation	5,590	46
	Vermicompost Producer	5,210	19
	Paddy Farmer	4,672	0

Bamboo Grower	4,377	0
Maize Cultivator	4,213	0
Tractor Operator	3,818	1,534
Soyabean Cultivator	3,752	0
Aquaculture Worker	3,625	557
Citrus Fruit Grower	3,150	0
Cotton Cultivator	3,002	0
Green House Operator	2,636	1,122
Marine Capture Fisherman cum Primary Processor	2,630	0
Mango grower	2,611	0
Broiler Farm Worker	2,039	82
Floriculturist (Protected) Cultivation	1,483	0
Inland Capture Fisherman cum Primary Processor	1,450	0
Solar Pump Technician	1,328	0
Service and Maintenance Technician - Farm Machinery	1,231	0
Layer Farm Worker	1,130	0
Shrimp Farmer	970	0
Beekeeper	912	140
Agriculture Extension Service Provider	676	0
Chillies Cultivator	548	0
Warehouse Worker	366	0
Nursery Worker	301	0
Sugarcane Cultivator	253	0
Goat Farmer	241	0
Agriculture Machinery Repair and Maintenance Service Provider	230	0
Packhouse Worker	225	0
Plant Tissue Culture Technician	193	0
Piggery Farmer	190	0
Soil & Water Testing Lab Analyst	174	0

	Banana Farmer	167	3
	Community Service Provider	158	0
	Medicinal Plants Grower	122	0
	Bare Foot Technician	120	0
	Artificial Insemination Technician	119	48
	Seed Processing Worker	115	0
	Harvesting Machine Operator	98	0
	Veterinary Field Assistant	88	0
	Tractor Mechanic	88	0
	Agri Commodity Quality Assayer	80	0
	Dairy Worker	56	0
	Climate Change & Risk Mitigation Manager	31	0
	Floriculturist -Protected Cultivation	25	0
	Electronic Trading Supervisor-Agri Commodity	20	0
	Agri Warehouse Supervisor	8	0
	Agri Research Analyst	6	0
	Risk Analyst Manager-Agri Commodity	2	0
	Agriculture Total	7,99,312	50,124
Handicrafts and Carpet	Traditional Hand Embroiderer	67,310	472
	Carpet Weaver-Knotted	64,822	0
	Carpet Weaver-Tufted-Carpets	20,832	0
	Bamboo Basket Maker	14,532	849
	Merchandiser	12,804	0
	Bamboo Utility Handicraft Assembler	11,984	437
	Carving Artisan (Stonecraft)	7,250	0
	Crochet Lace Tailor	6,842	819
	Handloom Weaver (Carpets)	6,727	696
	Hand Crochet Lace Maker	6,276	0
	Engraving Artisan (Metal Handicrafts)	5,751	311
	Hand Rolled Agarbatti Maker	5,454	1,863
	Bamboo Mat Weaver	4,950	744

Casting Operator (Metal Handicrafts)	4,557	0
Hand Block Printer	3,273	0
Stringing/Beading Artisan (Fashion Jewellery)	2,838	0
Agarbatti Packer	1,978	1,123
Final Product Maker (Fashion Jewellery)	1,429	0
Etching Artisan - Metalware	1,274	0
Engraving/ Carving/ Etching Assistant	1,260	0
Stone Cutter (Cutting machine operator)	1,050	0
Jigger Operator (Ceramics)	800	0
Master Crochet Lace Maker	750	0
Painter (Metal Handicrafts)	749	0
Design Marker - Stonecraft	700	0
Finisher (Carpets)	700	0
Chiseler - Stonecraft	700	0
Glazing operator (Ceramics)	656	0
Stamping operator	500	0
Designer (Woodware Products)	500	0
Modeller (Ceramics)	450	0
Inlay Artisan - Stonecraft	400	0
Turner (Stonecraft)	400	0
Colour mixing operator (Ceramics)	400	0
Quality Checker - Stonecraft	350	0
Embossing Artisan (Metalware)	337	0
Paper Mache Art Designer	300	0
Polisher (Metalware)	250	0
Jute Products Stitching Operator	250	0
Quality Checker (Fashion Jewellery)	200	0
Mixing operator (Ceramics)	100	0
Moulder	100	0
Sketching and painting artisan (Ceramics)	80	48

	Sakhta Saaz (Paper Mache)	15	15
	Quality Check Technician (Ceramics)	0	0
Handicrafts and Carpet Total		2,62,880	7,377
Textiles And Handlooms	Two shaft Handloom Weaver	1,49,417	2,458
	Power Loom Operator	49,893	0
	Jacquard weaver - Handloom	23,148	0
	Ring Frame Tenter	9,470	3,957
	Autoconer Tenter	7,310	3,264
	Hank Dyer	4,614	274
	Loin Loom Weaver	3,749	0
	Warper	2,222	624
	Ring Frame Doffer	1,990	728
	Shuttleless Loom Weaver - Airjet	1,642	30
	Draw frame Operator	995	552
	Handloom Entrepreneur	970	0
	TFO Tenter	637	177
	Speed Frame Operator Tenter & Doffer	600	90
	Stenter Machine Operator	598	69
	Dyestuff & Chemical Preparation Operator	551	48
	Textile Designer - Handloom Jacquard	507	239
	Cone Winder cum Pirn Winder	487	0
	Cone Winding Operator	437	87
	Soft Flow Dyeing Machine Operator	383	0
	Fabric Checker	378	163
	Package Dyeing Machine Operator	338	0
	Hand Spinning Operator -Solar Operated New Model Charkha	320	0
	Open-End Spinning Tenter	289	193
	Carding Operator	278	0
	Fitter - Processing	204	0
	Continuous Bleaching Range Operator	168	0

	Cone Winding Operator-Manual & Assembly Winding	145	0
	Folding Machine Operator	144	0
	Shuttle less Loom Weaver - Rapier	110	81
	Oiler - Weaving Machine maintenance	109	0
	Fitter - Ring Spinning	102	0
	Shuttleless Loom Weaver - Water Jet	75	0
	Printing Machine operator	57	0
	Knotting Machine Operator	56	0
	Finishing Machine Operator (Zero-Zero/Compacting)	52	0
	Fitter Weaving Preparatory	48	0
	Blowroom Operator	48	0
	Sze Mixer	46	0
	Sizing Machine Operator	42	0
	Fitter- Shuttleless Weaving Machine: Air-Jet	41	0
	Jigger Machine Operator	38	0
	Packing Checker	35	0
	Knitting Machine Operator Flat Bed Knitting	30	0
	Warper - Direct Warping Machine	28	0
	Shuttleless Loom Weaver - Rapier	22	0
	Combing Operator	20	0
	Screen preparatory operator — rotary/flatbed	17	0
	Combing Preparatory operator	17	0
	Fitter — Spinning Preparatory	15	0
	Fitter Spinning Preparatory	8	0
	Singeing & Desizing machine operator	7	0
	Fitter - Post Spinning	6	0
	Beam Carrier - Loader	6	0

	Fitter - Shuttleless Weaving Machine: Rapier	5	0
	Drying Range Machine Operator	4	0
Textiles And Handlooms Total		2,62,928	13,034
Grand Total		13,25,120	70,535

Annexure-II

List of Job roles / courses being conducted by JSSs during 2021-22

S.No	Sector Name	Job Roles
1	Agriculture	Animal Health Worker
		Beekeeper
		Dairy Farmer/Entrepreneur
		Makhana Grower Cum Processor
		Medicinal Plants Grower
		Mushroom Grower (small entrepreneur)
		Nursery worker
		Organic Grower
		Small poultry farmer
2	Apparel. Made-Ups & Home Furnishing	Hand Embroiderer (Addawala)
		Self Employed Tailor
		Sewing Machine Operator - Knits
3	Automotive	Automotive Service Technician Level 3
		Driving Assistant
		Taxi Driver
		Welding Assistant
4	Beauty & Wellness	Assistant Beauty Therapist
		Assistant Hair Stylist
		Assistant Nail Technician
		Pedicurist and Manicurist
5	Construction	Helper Bar Bender & Steel Fixer
		Helper Construction Painter
		Helper Mason

6	Domestic Worker	Child Care taker
		Elderly Caretaker (Non-Clinical)
		General Housekeeper
		Home Cook
7	Electronics & Hardware	Assembly Operator - RAC
		Electrical Technician
		Field Technician - AC
		Field Technician - Other Home Appliances
		TV Repair Technician
8	Food Processing	Craft Baker
		Jam, Jelly and Ketchup Processing Technician
		Pickle Making Technician
		Squash and Juice Processing Technician
		Traditional Snack and Savoury Maker
9	Furniture & Fittings	Assistant Carpenter- Wooden Furniture
		Assistant Carpenter-Wooden Furniture
		Cabinet Maker- Modular Furniture-Kitchen
		Cane Seat Weaver
		Finisher - Bamboo Furniture
		Junior Assistant - Door Installation
10	Handicrafts & Carpets	Applique Artisan
		Bamboo Basket Maker
		Bamboo Mat Weaver
		Carpet Weaver - Knotted
		Carpet Weaver - Tufted
		Carving Artisan
		Crochet Lace Tailor
		Decorative Cutter - Glassware
		Decorative Painter - Glassware
		Engraving artisan (Metal Handicrafts)
		Engraving/ Carving/ Etching Assistant
		Hand Crochet Lace Maker
		Hand Rolled Agarbatti Maker

		Handloom Weaver (Carpets)
		Jute Product Maker
		Jute Product Stitching Operator
		Lacquerer (Paper Mache)
		SakhtaSaaz (Paper Mache)
		Stringing/Beading Artisan (Fashion Jewellery)
		Traditional Hand Embroiderer
11	Healthcare	Front Line Health Worker
		General Duty Assistant
12	IT-ITES	Domestic Data entry Operator
13	Iron & Steel	Iron & Steel Utility Hand-Plant Operations
14	Leather	Helper Bottom Making
		Helper Finishing
		Helper Parts Making (Goods& Garments)
15	Management and Entrepreneurship & Professional	Unarmed Security Guard
16	Mining	Mazdoor / Helper
17	Paints & Coatings	Painting Helper
18	Plumbing	Plumber (General)
		Plumber (General) Helper
		Plumber General (Assistant)
19	Retail	Retail Store Ops Assistant
20	Rubber	FRP - Helper (Plastic)
		Maintenance Of Machinery - Helper (Plastic)
		Plastics Processing - Helper
		Tool Room - Helper (Plastics)
21	Textiles & Handlooms	Hand Operated Knitting Machine Operator (Circular & Flat)
		Hand Spinning Operator (Traditional Charkha/New Model Charkha/Solar Operated New Model Charkha)
		Ikkat Artisan
		Kalamkari Artisan

22	Tourism & Hospitality	Room Attendant
		Trainee Chef

Annexure-III

List of top 20 Trades / Courses in Apprenticeship Training

SI No	Course / Trade	Type
1	Retail Trainee Associate	optional
2	Fitter	designated
3	Electrician	designated
4	Computer Operator and Programming Assistant	designated
5	Lineman	designated
6	Welder (Gas & Electric)	designated
7	Auto Component Assembly Fitter	optional
8	Assembly Line Operator	optional
9	Back Office Apprentice	optional
10	Mechanic Diesel updated	designated
11	Mechanic (Motor Vehicle)	designated
12	Manufacturing Associate - Modern Shopfloor Engineering	optional
13	Data Entry Operator	optional
14	Wireman	designated
15	Pick and Place Assembly Operator	optional
16	Mechanic Diesel	designated
17	Material Handler	optional
18	Electronics Mechanic	designated
19	Housekeeping Attendant (Manual cleaning)	optional
20	BPO Executive (Voice)	optional

Annexure-IV**LIST OF COURSES UNDER CRAFT INSTRUCTOR TRAINING SCHEME (ITIs)**

Sl. No.	Course
1.	Architectural Draughtsman
2.	Carpenter
3.	Catering & Hospitality
4.	Computer Hardware & Networking Maintenance
5.	Computer Software Application
6.	Cosmetology
7.	Draughtsman Civil
8.	Draughtsman Mechanical
9.	Dress Making
10.	Desk Top Publishing Operator
11.	Electrician
12.	Electronics Mechanic
13.	Fashion Design and Technology
14.	Fitter
15.	Foundryman
16.	Instrument Mechanic
17.	Machinist Grinder
18.	Mechanic Agricultural Machinery
19.	Mechanic Diesel
20.	Mechanic RAC
21.	Mechanic Tractor
22.	Mechanic Machine Tool Maintenance
23.	Mechanic Motor Vehicle
24.	Machinist & Operator Advance Machine Tools
25.	Office Management
26.	Plumber
27.	Painting Technology
28.	Reading of Drawing And Arithmetic

29.	Secretarial Practice (Hindi)
30.	Sewing Technology
31.	Sheet Metal Worker
32.	Surface Ornamentation Techniques
33.	Tool & Die Maker
34.	Turner
35.	Welder
36.	Lift and Escalator Mechanic
37.	Interior Design and Decoration
38.	Computer Aided Embroidery & Designing
39.	Information Technology
40.	Fruits & Vegetables Processing
41.	Multimedia Animation & Special Effects

Annexure-V

LIST OF COURSES UNDER CRAFTSMEN TRAINING SCHEME (ENGINEERING TRADES) (ITIs)

Sl. No.	Course
1.	Additive Manufacturing Technician (3D Printing)
2.	Architectural Draughtsman
3.	Draughtsman (Civil)
4.	Electrician-Power Distribution
5.	Electronics Mechanic
6.	Foundryman
7.	Interior Design and Decoration
8.	Machinist Grinder
9.	Machinist
10.	Solar Technician (Electrical)
11.	Tool & Die Maker (Dies & Moulds)
12.	Technician Mechatronics
13.	Turner
14.	Welder

15.	Information Technology
16.	In Plant Logistic Assistant
17.	Warehouse Technician

**LIST OF COURSES UNDER CRAFTSMEN TRAINING SCHEME
(NON-ENGINEERING TRADES)**

Sl. No.	Course
1.	Cosmetology
2.	Catering and Hospitality Assistant
3.	Computer Aided Embroidery and Designing
4.	Computer Operator and Programming Assistant
5.	Desktop Publishing Operator
6.	Dress Making
7.	Fashion Design and Technology
8.	Food Production (General)
9.	Front Office Assistant
10.	Fruits and Vegetables Processing
11.	Geo-Informatics Assistant
12.	IoT Technician (Smart Agriculture)
13.	IoT Technician (Smart City)
14.	IoT Technician (Smart Healthcare)
15.	Remotely Piloted Aircraft-Drone Pilot
16.	Secretarial Practice (English)
17.	Smartphone Technician Cum App Tester
18.	Soil Testing and Crop Technician
19.	Stenographer Secretarial Assistant (English)
20.	Stenographer Secretarial Assistant (Hindi)
21.	Travel and Tour Assistant
22.	Multimedia Animation & Special Effects

Annexure-VI**List of RSETI Training Courses**

Sl. No.	Qualification Name
1	Homemade Agarbatti Maker
2	Resham Kosh Utpadak Udyami
3	Dairy Farming and Vermi Compost Making
4	Paper Cover, Envelope and File Making
5	Commercial Horticulture
6	Krishi Udyami
7	Soft Toys Maker and Seller
8	Sheep Rearing
9	Jute Products Udyami
10	Poultry
11	Papad, Pickle and Masala Powder
12	Goat Rearing
13	Cultivation of Medicinal and Aromatic Plants
14	Rubber Tapping & Processing
15	Fast Food Stall Udyami
16	Business Correspondent & Business Facilitator
17	Debt Recovery Agents
18	Piggery
19	Commercial floriculture
20	Vegetable Nursery Management and Cultivation
21	Bee Keeping
22	Travel & Tourist Guide
23	Mushroom cultivation
24	Bamboo & Cane Craft Making
25	Gardening and Landscaping
26	House Aaya
27	Poly Houses & Shade Net Farming
28	Photo Farming, Lamination and Screen Printing

29	Masonry & Concrete Work
30	Installation & Servicing of CCTV Camera, Security Alarm & Smoke Detector
31	Pissiculture
32	Entrepreneurship Development Programme (EDP) for Micro Entrepreneurs
33	Photography and Videography
34	Cell phone Repairs and Service
35	Beauty Parlor Management
36	Welding and Fabrication
37	Men's Tailor
38	Vastra Chitra Kala Udyami (Embroidery & Fabric Painting)
39	Electric Motor Rewinding & Repair Services
40	Costume Jewelry Udyami
41	Two Wheeler Mechanic
42	LMV Owner Driver
43	Gharelu Vidyut Upkaran Seva Udyami
44	House Wiring
45	Men's Parlour and Salon Udyami
46	TV Technician
47	Computerized Accounting
48	Women's Tailor
49	Desktop Publishing
50	Computer Hardware & Networking
51	Candle Making
52	Plumbing and Sanitary Works
53	Refrigeration and Air-conditioning
54	Aluminium Fabrication
55	UPS and Battery Making & Servicing
56	Carpentry
57	Matsya Mitran
58	Pashu Mitra
59	Community Resource Person Enterprise Promotion (CRPEP)

60	Grocery & Kirana Shop (approved by MoRD)
61	EDP to Persons with Disabilities
62	Bank Mitra (approved by MoRD)
63	General EDP (approved by MoRD)
64	Training Programme on Financial Literacy for FLCRP's (approved by MoRD)

श्री विजय पाल सिंह तोमर : महोदय, मैं माननीय मंत्री जी से जानना चाहता हूँ कि Skill Hub Initiative क्या है तथा इसका उद्देश्य और कवरेज क्या है?

SHRI RAJEEV CHANDRASEKHAR: Sir, first of all, let me thank the hon. Member for asking this question because it is an important question and it goes to the essence of skilling, creating more opportunities for our youth in the rural economies in both the farm and the non-farm economies. We have given a very comprehensive answer in terms of what are the skilling programmes being run that would give these opportunities for the youth in the rural areas.

Sir, to his specific question about Skill Hubs, the whole objective of Skill Hubs is to use the existing infrastructure of both the education system and the existing Skill India infrastructure and network to be able to provide a comprehensive skilling and vocational training programme to students, dropout students and also to those who are seeking employment and skilling opportunities outside the education system in various skills. These Skill Hubs are going to be 5,000 in the first phase and we expect Skill Hubs to be present in almost every part of India as a conglomeration of both the education and the skilling network.

श्री विजय पाल सिंह तोमर : महोदय, मैं माननीय मंत्री जी से कहना चाहता हूँ कि ग्रामीण क्षेत्रों के लोगों को facilitate करने के लिए प्रत्येक जिले में बैंक द्वारा RSETI के प्रबंधन से यह योजना चलायी जा रही है। जिले में केवल एक लीड बैंक ही इसको चला रहा है। हमारे जो अन्य नेशनलाइज्ड बैंक्स हैं, क्या उनसे भी इसको चलाने का काम प्रारम्भ किया जाएगा?

SHRI RAJEEV CHANDRASEKHAR: Sir, the Member has drawn the attention of the House to the RSETI Programme which is being run by the Ministry of Rural Development

and not really by the Skill Ministry. So, I would refer his query to the Ministry and would revert to him with the clarifications.

SHRI V. VIJAYASAI REDDY: Sir, the rate at which the women participation in the workforce has gone down in the last few years is very, very alarming. Is it true that the share of the women in the trained workforce under the Skill Development Programmes is low compared to the men? What steps has the Ministry taken to encourage the incentives in Skill Development Programmes for women, especially, women in the rural areas?

SHRIMATI JAYA BACHCHAN: That is a very good question.

SHRI RAJEEV CHANDRASEKHAR: Sir, it is not true that there has been any major disruption of women participation in the workforce leading up to the Covid but as the Member would appreciate, during Covid, there have been significant disruptions in the overall workforce and it is very likely that women participation in the workforce was impacted. But I would like to draw the attention of the House and the Member through you, Sir, that depending on the job roles and depending on the segment of the economy, women participation has, in many areas, increased significantly. For example, in the Information Technology and the technology space, women participation has exceeded 44 per cent to 45 per cent. To the specific question that the Member has asked about rural women, our *Jan Shikshan Sansthan* network is primarily aimed at skilling women in rural areas and is doing a very good job.

डा. सुमेर सिंह सोलंकी : माननीय उपसभापति महोदय, नर्मदे हर! ग्रामीण क्षेत्रों के युवाओं के लिए कौशल विकास के अन्तर्गत कृषि, हस्तशिल्प, कपड़ा और हस्तकरघा उद्योग में job roles की कुल संख्या 165 है, जिसमें प्रशिक्षितों की संख्या 13,25,120 है तथा नियोजित रिपोर्ट 70,535 है। माननीय उपसभापति महोदय, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूँ कि ग्रामीण क्षेत्रों के युवाओं के लिए, विशेषकर जनजातीय युवाओं के लिए कौशल विकास के बाद स्वरोजगार की दिशा में लोन लेने के लिए बैंकों के द्वारा बहुत सारी कठिनाइयाँ उत्पन्न की जाती हैं, उनका उन्हें सामना करना पड़ता है, तो क्या माननीय मंत्री जी या मंत्रालय द्वारा इसके सरलीकरण की दिशा में कोई कदम उठाये जा रहे हैं?

SHRI RAJEEV CHANDRASEKHAR: Sir, the Member has drawn the attention to the difficulties in capital for those who have gone through the micro entrepreneurship and entrepreneurship programme in the Skill Ministry. Sir, if the Member meets me and sits with me, I will try to address those issues.

MR. DEPUTY CHAIRMAN: Shrimati Jaya Bachchan. ...*(Interruptions)*... Shrimati Jaya Bachchan, आपका question पूछिए; sorry. Question Hour is over. The House stands adjourned to meet at 2.00 p.m.

[Answers to Starred and Un-starred 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>]

The House then adjourned for lunch at one of the clock.

The House reassembled at two of the clock,

MR. DEPUTY CHAIRMAN *in the Chair.*

****THE BUDGET OF UNION TERRITORY OF JAMMU AND KASHMIR, 2022-23**

AND

****GOVERNMENT BILLS**

(i) The Jammu and Kashmir Appropriation Bill, 2022

(ii) The Jammu and Kashmir Appropriation (No.2) Bill, 2022

श्री उपसभापति : माननीय सदस्यगण, जम्मू और कश्मीर के बजट, 2022-23, The Jammu and Kashmir Appropriation Bill, 2022 और The Jammu and Kashmir Appropriation (No.2) Bill, 2022 पर अब तक 24 माननीय सदस्य बोल चुके हैं तथा लगभग 4 घंटे, 7 मिनट की बहस हो चुकी है। अब माननीया मंत्री जी का reply होगा। माननीया मंत्री जी।

* Further consideration on motions moved on 22nd March, 2022.

Discussed together.

THE MINISTER OF FINANCE; AND THE MINISTER OF CORPORATE AFFAIRS (SHRIMATI NIRMALA SITHARAMAN): Sir, we discussed yesterday, the Jammu and Kashmir Appropriation Bill and also the Jammu and Kashmir Appropriation (No.2) Bill both relating to J&K's Budget for the year. There has been an emphasis on the larger context of the Budget being presented here and also the need for the Legislative Assembly to actually discuss it so that there is representation on matters related to the Budget, the taxation in particular. Whilst the points are very well taken and I thank all the 24 hon. Members who have spoken with great interest on the activities which are being undertaken by the Government in J&K, political activities and also the economic activities. The economic activities are there for everyone to see as much as the political activities. In the context of the delimitation exercise which is going on, it is being undertaken with all the stakeholders actively engaging with the authorities. So, with certainty and also with a sense of rapidity, both the economic and also the political activities are happening for everyone to not just see but also to participate. And, therefore, in the context of post Article 370, the concerns expressed by the hon. Members and also the activities which are getting represented in the various budgetary allocations, in the context of the discussion and the content of the discussions as well, I thank again all the 24 hon. Members who participated in the discussion. Whilst I give you overall sense of what is happening through the Budget, I will also address some of the concerns raised by the hon. Members which are on the political side of things. As one of our hon. Members did happen to state; discussion went on to talk about many other things which may be core to the political, economic situation prevailing in the State, but it was relatively lesser on the Budget and more on the other things. That is well taken as well.

Sir, post Article 370, many of the Members have referred to the fact that about 890 Central laws have now become active in the State and they have become applicable to J&K as well. Whilst it is being applicable as and when the law has been passed in the Parliament and the entire country benefitted from it, but J&K has started getting benefit of it post removal of Article 370. Many of the unjust and discriminatory laws at the State level have also been removed. Sir, 250 State laws have been completely repealed and 130 State laws have been modified. The various impediments, which prevailed in the State, for industrial development have also been removed and the industrial promotion scheme of J&K given by the Government of India has opened new doors for the

development in J&K. I was happy to hear from the MoS, Home and also from MoS, Parliamentary Affairs and Minority Affairs, both speak on how even a delegation from the Gulf Cooperation Countries, at the moment, as we are discussing these issues in J&K, are looking at possibilities of increasing their investment propositions. So, the activity and the pace at which the activities for bringing investment, creating job opportunities and also providing the political representation are going on. Importantly, all of us have over the decades spoken about the 73rd and 74th Amendments to the Constitution and as a result of which most of us see how the third layer of our democracy is getting represented by people from all backgrounds at the Panchayat level. However, this level of democracy going down to the roots of the system and to the level of the villages was not available in J&K. So, it is only after removal of Article 370 and particularly now, this implementation of the 73rd and 74th Amendment Acts has been made effective and that has created an environment through which you find that the three-tier democracy revolution is actually now happening. And, for the first time, there are over 30,000 grass-root level elected members in J&K which is made possible now after the removal of Article 370. Also, in the name of devolution which should actually happen in most of the States, 27 functions have been transferred to the PRIs and 7 departments have been transferred to the Urban Local Bodies. These are certain concrete developments post the removal of Article 370.

Sir, looking at what is prevailing post the pandemic and after the availability of the vaccines, all States have undertaken measures to ensure that vaccines are available for all their citizens, and now, that we are talking about J&K Budget and J&K health situations and the provisions made for health in the Budget, its important here to record that 100 per cent Covid vaccination of all the eligible population has been achieved in J&K; 100 per cent. And, to add to those, two 500 bed Covid hospitals, one each in Jammu and the other in Srinagar, have been established and this has been done by the DRDO. Because of the urgency with which the hospitals were to be made, the Defence Research Development Organisation was brought in and they have created the two 500 bed each capacity hospital in Jammu and Srinagar. So, all the quick necessary steps, which were to be taken for the sake of the pandemic, have also been taken with complete participation and also reaching and saturating on the vaccine.

Sir, the sense of security about which many of the hon. Members voiced their concern, I just want to very quickly recall the kind of developments which have happened in terms of disturbances to the law and order, terrorist activities and its impact on the economy. In 2021, the kind of figures we have achieved, I want to show that there has been overall decline in such activities which disturbed peace. There has been a 33 per cent drop in infiltration; 51 per cent in 2020 versus 34 per cent in 2021. So, 33 per cent drop in infiltration. Ninety per cent decrease in ceasefire violations, 937 in 2020 versus 98 in 2021.

Sir, there is 61 per cent decline in terrorism-related incidents whereas in 2020, we had 244, and in 2021, we had 229. There is 80 per cent decline in abductions by terrorists. Again, abductions in 2020 were ten and in 2021, they are just two. There is 33 per cent decline, again, in the number of police and security personnel who were martyred. The number was 63 in the year 2020 and 42 in 2021. The number of active terrorists from 2020 to, as of 1st January, 2021, is coming down to the figure of 188 on 1st January, 2022. There was no incident of weapon-snatching in 2021, and even in 2022, as far as now. So, these figures are showing decline in those kinds of activities which have troubled Jammu and Kashmir for a very long time. Sir, this is the statistics post-Article 370 removal and in the year 2021, in particular, which I would like to place before this hon. House.

Sir, active terrorists being neutralised is also a very important index on the basis of which we assess what prevails in Jammu and Kashmir. Sir, 180 terrorists, 148 of them being locals and 32 being foreigners, including 44 top commanders were eliminated in the year 2021, they were completely eliminated. About 38 terrorists, 28 of them locals and ten of them foreigners have been eliminated this year only up till now in a total of 24 anti-terrorist operations. So, that is the second level of data that I want to provide. The decline in those activities was the first, second is the neutralisation of terrorists, and third is recruitment into terror-ranks which has also worried and bothered all of us about the youth in Jammu and Kashmir; is their recruitment increasing or what is the situation on that? Sir, there has been a 16 per cent decline in terror recruitment. The number was 164 in 2020, and in 2021, it has come down to 138. About 24 youths have joined terror ranks in 2022 so far, in comparison to 26 in corresponding period of 2021. Sir, last bit of a data which is related to these activities is 89 terror-modules were busted, leading to arrest of

670 over the ground active workers which gave a major blow to the terror eco-system. So, I just want to place this to say that with these kinds of containments which may be happening, the environment for normalcy and also for attracting investments is happening there. Sir, one thing which is very important --when very many Members spoke about inclusion-- are all the benefits reaching everybody, is common man being included in the so-called announcements which are coming? These were the words of very many hon. Members who spoke and that is a genuine concern, and I would like to address it. Sir, prior to the abrogation of Article 370, several communities were denied benefits. They were not given the right to vote for their Assembly which is a very important right in a democracy. Sir, no permanent resident status was given to them, they were not eligible for Government jobs, they were not eligible for admission in professional colleges and they could not own land. Who were these people? They were displaced persons of Pakistan Occupied Jammu & Kashmir and Chamb. They were denied all this. They were not allowed to vote for the Assembly, prior to the removal of Article 370. They were not given a permanent resident status and they were not eligible for Government jobs and not even eligible to own a piece of land. So, these were the realities of Jammu and Kashmir before Article 370 was abrogated.

So were the West Pakistani refugees also denied these rights. I did mention this once earlier, and it is worth-mentioning here, because many of us honestly and earnestly believe that benefits must reach -- and that was the Constitution given by Dr. Ambedkar -- benefits must reach those sections which have been very much denied of so much of socio-economic developments and benefits. Post-1947 since 1950 January, that is what has been implemented in every part of the country whereas that was denied in J&K. *Balmikis* and *safai karamcharis* have never received any of the benefits, which rest of the country happily and rightly provides them, that was denied in J&K. So, it is only after the abrogation of Article 370, these benefits have reached them. In fact, I can give you exact numbers; displaced persons of Pakistan-Occupied J&K and Chamb, 41,680 poor families have been given the benefits. They have been financial assistance of Rs.5.50 lakh per family under the PMDP, the Development Programme of 2015; reservations in direct recruitment and admissions in various institutions for the residents, particularly of international border, who are mostly people from Pakistan-Occupied J&K and also from Chamb region, have all been given these assistance and the total, as I said a minute ago, is 41,684 families, who did not have it any time before the abrogation. So are the

West Pakistani refugees, Sir. Again for them, Rs.5.50 lakh per family has been given as financial assistance, eligible for all the domicile certificates which they never had earlier. They are now eligible for Government jobs and other benefits and how many such families- 5,764 poor families of West Pakistani refugees have been given these benefits. Sir, I did mention about the *Balmikis* and *safai karamcharis*, 2,840 domicile certificates have been issued so far to the *Balmikis* and eligibility certificates for them being recipients of the domicile certificates, thereby we are opening doors for their appointment in Government jobs and other facilities have all been extended. I am sure the august House will be very happy to know that if the deterrent all the while, all the six decades, was the Article, prevalence of Article 370, its abrogation has immediately brought these benefits to all these people, and that is what I am sure will make the Parliament of India absolutely gratified about the fact that removal of Article 370 has actually meant benefit to those who so deserved it for so many years. Sir, specific questions related to some of the issues in the Budget were raised. Broadly, the question was how is it that the revenue expenditure decreased, particularly for very many important activities, public works, Public Health Engineering Department and so on? I just want to highlight the fact that as part of the administrative reforms, which have been undertaken in J&K, the Hospitality Department saw -4.72 per cent decrease in revenue expenditure, Public Works Department saw -8.76 per cent decrease in their revenue expenditure, Public Health Engineering Department saw -1.42 per cent, but all these are part of an administrative expenditure and expenditure reforms which we are undertaking. But the capital expenditure, on these heads, and, on other heads as well, have only increased and not decreased. I am sure that the Members do understand that increasing on capital expenditure is far more constructive and productive as it would go for building permanent assets and decrease in revenue expenditure is a desirable norm, particularly because after a point the returns on every additional penny spent or every additional rupee spent on revenue expenditure is not going to be comparable with what you get from capital expenditure. So, the capital expenditure increase has happened 282 per cent in Public Health Engineering, Disaster Management and Relief saw 390 per cent increase, Irrigation Flood Controls saw 60 per cent increase, agriculture saw 26 per cent, industries saw 33 per cent, education saw 18 per cent and tourism saw 10 per cent. Health education, of course, saw 13 per cent and culture saw 18 per cent. So, the decrease in capital budget in respect of Health Department -- I am talking of the Health Department's capital expenditure-- also in one head coming down, that is, the PMDP

2015 works have all been completed and, obviously, on that head, more could not be given. And on Covid-related activities, it was Rs.300 crore under the World Bank-aided scheme; they have all come to a completion. So, obviously, a new provision in this year could not have been made. Also, in the PWD, there is one head which saw a decrease in the capital allocation. That is because Pradhan Mantri Gram Sadak Yojana's second phase has come to a conclusion. On that head, therefore, there will naturally be a decrease.

On the employment aspect, many Members have voiced their concerns on what exactly is happening, saying that the figures are not right, that the national average is one thing and Jammu and Kashmir's average is another. Sir, the concern is well taken. The new Industrial Policy, actually, of Rs.28,400 crore, will generate 4.50 lakh employment. 4,226 investment proposals are worth a total of Rs.47,441 crore; it is also planned to have 1,96,945 youth getting jobs. So, these investments are very clearly worked out in such a way that employment for this many number of youth would happen. Sir, 20,323 posts are referred to recruitment agency, already. So, for 20,323 posts, the recruitment process is ongoing. It has already been referred to the agency. Sir, 1,37,870 youth have been provided assistance under various self-employment schemes and programmes. So, they are not only doing on their own, but are also probably employing one or two more in their different self-employment ventures.

Sir, particularly on handicrafts, quite a few Members voiced a concern saying that Jammu and Kashmir is very well known for handicrafts, that the artisans are very well respected, but whether we are giving them something or they are losing out on this transitional phase. Loans for artisans and weavers have been enhanced from the existing one lakh to two lakh rupees. Under the Artisan Credit Card System, artisans have been given credit cards. In that, 7 per cent interest subvention is being provided to artisans for availing the facility and that is a proposal in the current Budget. So, it is not as if it has been there and nobody picked up. It is a proposal on which this hon. House will approve of. I would then mention about seven crafts, including Pashmina. Yesterday, I think, it was Shri Vivek Tankha who mentioned it, who is, unfortunately, not here. I appreciate that, when the announcement was made that I will be replying today, he came and told me that he would not be here. It was a concern that the hon. Member raised. Pashmina shawls and carpet weaving in Jammu and Kashmir have been registered under the

Geographical Indication Act, which is given to certain unique traditional crafts. So, we are taking steps to make sure that the artisans, particularly the traditional-skilled ones, are helped. It is not part of the Budget, not part of the mentions which are being made here, but I am aware that there is a step being taken to revive the very famous Filigree silver work, which is very, very delicate and fine work of Kashmir; it is being restored. Master craftsmen from Odisha, if I know it right, --Amar Patnaikji will be happy to know-- Filigree silver work experts from Odisha are also being co-opted so that the workers in Jammu and Kashmir can benefit from their skills. That entire Filigree craft will get revived. This is happening.

Sir, much was spoken about the identity of J&K. I respect the symbols which stand for J&K's identity. What is happening to Dal Lake, Wular Lake etc.? It was a bit sad when Members said, 'Oh! it is in a downright bad state. If you go somewhere near it, you will only have the stench of the lake rather than Jammu & Kashmir's fresh air.' Sir, I would like to put on record here specifically the work undertaken on Dal Lake. The western foreshore road along Dal Lake is to be constructed. Part of the funding is coming from the Budget here. It will be constructed afresh. More indigenous lake cleaning machines are to be procured. About 1.5 square kilometre area has to be cleared from lily pad. I think it is some kind of a weed which grows in the water. They are cleaning it and during 2022-23, 1.5 square kilometre additionally will be taken up for this cleaning. De-weeding and dredging will be conducted along the shoreline of 1.5 square kilometre area during 2022-23. Lands were acquired near the Western side, if I understand right. Dredging land along the Lake up to 60,000 square metres acquired in 2022-23 is to be done and converted into water bodies. These are freshly acquired, and they will become water bodies. In fact, many of the Members of Parliament who would have visited Dal Lake recently would know that it is far cleaner than what it was for ages and it has to get cleaner even more.

Sir, the concern again was expressed about apples, its procurement, growing of more apples in the orchards, not just apples but also apricots and many other fruits. On that as well, the Agriculture and the Horticulture Department has been working. Efforts are underway to double farmer's income, 8.93 lakh farmers are benefited by the distribution of hybrid seeds, 5,500 metric tons of CA storage, as they call it, was added in a year and, further 50,000 metric tons of CA storage is to be added in 2022-23.

Market intervention schemes such as PARVAZ, for providing subsidy on anti-hail nets, सर, ओले जो पड़ते हैं, उसके लिए nets were introduced. There are anti-hail nets now available for horticulture farms. So, that net has been introduced to prevent loss for fruit growers and aside from fruit and horticulture, trout fish is a very famous fish there. Trout fish production is being doubled from 1400 metric tons to 2800 metric tons. So, that will be helping the local fishermen. The targets have been raised, and equal number of activities are happening for improving the lives of fishermen. Sir, there was a concern expressed that the works which have been taken up are progressing very slowly, that it is not really happening, whereas the Budget allocation for Home Department is very high. I would like to say that the Budget allocated for Home Department is only Rs. 10831 crores which is almost 10 per cent of the overall Budget, whereas the understanding was that 80 per cent of the Budget is going for Home. It is not so. It is only about 10 per cent which is going. As regards completion of projects, in 2018-19, 9,229 projects were completed. In 2019-20, that has gone up to 12,637 projects which were completed and in 2021-22, at the end of March, meaning in another few days, 40,000 projects are likely to be completed and, obviously, the details will come out in the House some time. The pace of development has increased manifold since 2019. Numbers are there for all of us to see.

Sir, I am not getting into too much of employment data which, of course, hon. Minister, Shri Kishan Reddyji, had mentioned.

I will now come to four specific points that hon. Member, Shri Jairam Ramesh, raised on the Budget. He raised questions, such as the sale of State PSUs has given you increased revenue. So, is that going to be your assumption for increasing your revenue in all for the coming year? What are your revenue resources? What are the additional resources that you are going to identify? Are you forgetting the usual raising of taxation, toll tax, other things and going in only for monetization? Also, what are your assumptions on the GST revenue? And, finally, about land is being made available by the J&K Industrial Development Corporation — a body which has land bank — for industrial development. I am trying to address all these questions raised by hon. Member, Shri Jairam Ramesh.

Sir, resource mobilization and our assumptions, particularly in J&K, now that the economic activity of the State across the board spreads and available for everyone to

see, are based on mobilizing greater resources through the local bodies, ensuring better collection through — in some categories — user charges, providing efficient service of utilities. When services rendered by utilities are better, people tend to pay promptly. Also and very importantly — the way we are doing at the Government of India level — removal of inefficiencies in collection of power utilities, Forest Department, Jal Shakti Department and also the Mining Department itself hold a lot of promise and we are able to see that removal of inefficiencies in these areas is gradually showing up in terms of benefits that we are able to get as revenue.

Sir, asset monetization has only been 2.65 per cent of our total receipts. Therefore, it is not such a big number that it gives an impression that we are selling everything and our entire assumption for revenue generation for the next year is based only on PSUs being sold off; no, not at all. It is only 2.65 per cent of what we have earned this year. But, however, of course, sick PSUs, such as — I will give only one example — the Jammu and Kashmir Cooperative Supply and Marketing Federation (JAKFED), the Jammu and Kashmir Cements Limited and other such sick units are the ones where there is a possibility, if we are able to get some kind of consensus within the State and also if the economic indices are very clearly analyzed, and may be picked up for asset monetization. It is not for privatization, but asset monetization.

Sir, a question on GST collections was raised by Shri Jairam Ramesh expecting that collection would double. I just wanted to bring the figures here, Sir. The GST collection estimates made, including compensation for the current year, is projected at Rs. 10,462 crores. That is our estimate. The estimate includes compensation it is going to get. For the next year, it is slightly higher at Rs. 10,600 crores. Now, next year, of course, from June, 2022, you are going to get no compensation. But, still, we have just given a slight increase and I explain it how. Sir, the level of collection, even for this year, as of February, itself is Rs. 12,127 crores. And, this is relating to Jammu and Kashmir. I am so proud to say that is the kind of revenue being generated in a State which is now being governed transparently and businesses are able to do their activities. Otherwise, tax collection is just not possible in a State like Jammu and Kashmir which is coming out of pandemic and reviving its economic activity.

As of February end, we are saying Rs. 12,127 crores, which is much higher than the target set for this entire year. Even though we are at slightly over Rs. 12,000 crores, our assumption for the BE for next year is only Rs. 10,600 crores because we know that from July 2022, the compensation is not going to be there. So, we have not really built on this assumption saying that it is doubling and, therefore, we are going to double revenue. We have been realistic on that. A figure, which I mentioned in some other context earlier, partly answers the question that Shri Jairam Ramesh raised about land allotment for industrial development. Four thousand two hundred and twenty-six investment proposals, worth Rs. 47,441 crores have been received. And, they are going to generate 1.97 lakh employments. And, they have applied for online land allotment. So, this is the land bank which is going to give them the land for it. Land for projects worth Rs. 14,000 crores has been approved, out of which land worth Rs. 5,000 crores is in Kashmir Division and land worth Rs. 9,000 crores is in Jammu Division has already happened.

Sir, some questions were raised by Shri Jairam Ramesh and some other hon. Members regarding the investment that is coming in; are we really getting investments from outside or is it just the locals who are investing; if just the locals have to do it, whether the economy is reviving adequately etc., etc. I just want to quickly give you a few metrics which will help us understand. During the Dubai Expo, which is going on, a lot of States went there and tried mobilizing investment capital. During the Dubai Expo in January 2022, investment proposals worth Rs. 3,000 crores have been finalized. That is for J&K! Hon. Member, Shri Mukhtar Abbas Naqvi who is here now, spoke about how the Members of the Gulf Cooperation Countries are still in J&K, talking investment possibilities. Their visit to J&K is the testimony to the fact that normalcy and also Government's commitments to draw investments are fully happening. The LuLu Group has signed an MoU with the J&K Government to invest Rs. 200 crores for setting up a food processing logistic hub. That MoU has already been signed. The Apollo Group has also signed an MoU. They are setting up a 250-bedded multi-speciality hospital in J&K. So, post abrogation of Article 370, private sector is coming in the J&K and is setting up hospitals there, which did not happen till now. Outside investors, in certain specialized areas of investments, are coming in. Other global investors which have signed MoUs include EMAAR Group, noon.com, Al Maya Group, Matu Investments, GL Employment Brokerage, etc. Many of such companies have already come. And, I understand, land

has already been allotted for investment by Jindal Steels. So, these are the investments that are happening. And, our assumptions of the Budget are very clearly explained.

Sir, probably, there are some factual misunderstandings. I want to correct them. Hon. Member, Vivekji, is not here. But, I am taking the liberty to mention it because it is a fact which needs to be corrected. A question was raised that President's rule has been there for six years and what we have done. I just want to highlight. I may sound nitpicking. But, the fact has to be cleared.

Sir, the President's rule was introduced in June, 2018 and not before. So, it is not six years yet.

Sir, there were also questions; I think, again, hon. Member, Rajaniji is not here, but she said, you must read a lot, you must know what has been said earlier. Only when you read, do you understand. I fully appreciate that concern. But I just want to say that, she said, "पढ़िए, पढ़िए।" ...**(व्यवधान)**... पढ़ लिया। सर, हम सब पढ़ने की कोशिश करते हैं, लगातार कोशिश करते हैं। पढ़ने से ही हमें जानकारी मिलती है कि J&K, जो essentially भारत देश का एक विषय है, I am very proud to say, this House, both Lok Sabha and Rajya Sabha, in 1991, passed a Resolution saying, "Those parts which are under occupation, illegal occupation of Pakistan, are also integral part of India." It was in 1991. It is essentially an India-related issue we are talking about. पढ़ने के बाद यह समझ में आता है कि इस मामले को internationalize करने वाली कांग्रेस थी। वे इसे global forum, U.N. में लेकर चले गए। इसको कौन लेकर गया? सर, पढ़ने के बाद हमें मालूम होता है कि हमारे देश के जो first प्रधान मंत्री हैं, पंडित जवाहरलाल नेहरू जी इसको U.N. में लेकर चले गए। क्यों? Because somewhere ...**(Interruptions)**...

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

SHRIMATI NIRMALA SITHARAMAN: Sir, data, Budget**(Interruptions)**...

श्री उपसभापति : प्लीज़, सीट पर बैठ कर comment न करें।

श्रीमती निर्मला सीतारमण : पढ़ने के बाद जानकारी को बोलने में क्या एतराज़ है! पढ़ने के लिए आप ही ने तो invite किया! पढ़ने के बाद हम बोल रहे हैं, तो इसको सुनने की क्षमता भी रखनी चाहिए।

पढ़ने के बाद मालूम हो रहा है कि दिसंबर, 1947 में चूँकि ब्रिटिशर्स ने उनको शायद कुछ suggestion दिया कि यह मामला otherwise सुधरेगा नहीं, आप इसको U.N. लेकर चलो, तो U.N. लेकर गए। उन्होंने इसको internationalize कर दिया। आज तक हमारा पड़ोसी उसका दुरुपयोग कर रहा है। इसका कारण कौन है? पढ़ने के बाद मालूम होता है, रजनी ताई यहाँ नहीं हैं, मगर it is an issue which should not have gone to a global forum. It is essentially an Indian issue. We could have handled it. We are handling it, and we are showing the difference now. ...*(Interruptions)*...

SHRI ANAND SHARMA (Himachal Pradesh): Will you yield for a minute? ...*(Interruptions)*...

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

SHRI ANAND SHARMA: Will the Minister yield for a minute? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: She is not yielding. ...*(Interruptions)*...

SHRI ANAND SHARMA: You can yield. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: She is not yielding. ...*(Interruptions)*...

SHRIMATI NIRMALA SITHARAMAN: I have always*(Interruptions)*...

SHRI ANAND SHARMA: If you don't want*(Interruptions)*...

SHRIMATI NIRMALA SITHARAMAN: No, no, one minute, Anand Sharmaji, don't put words into my mouth. ...*(Interruptions)*...

श्री उपसभापति: माननीय आनन्द जी, she is not yielding.

SHRIMATI NIRMALA SITHARAMAN: Yielding has never been my problem. I will yield even now.

SHRI ANAND SHARMA: That is not correct.

SHRIMATI NIRMALA SITHARAMAN: I yield even now provided I finish my sentence.

SHRI ANAND SHARMA: Sure.

श्रीमती निर्मला सीतारमण : इसलिए पढ़ने के बाद, when we try to answer or when we raise genuine issues or when we answer some of the questions, many of the Members won't be present or they will walk-out. Answer सुनने की क्षमता रखिए। मैं भी बैठ जाती हूँ, yield भी करती हूँ, मगर जब हम जवाब देते हैं, तो वे बाहर चले जाते हैं या running commentary देते हैं। मैं बार-बार याद दिलाती हूँ, मैं जवाब देने के लिए तैयार हूँ, मगर जब मैं जवाब देने के लिए उठती हूँ, तो वे बाहर चले जाते हैं या running commentary देते हैं। यह सही नहीं है। I yield.

SHRI ANAND SHARMA: Thank you. Sir, this is not an issue on which I want to have a partisan discussion or debate. I have also read the same history about our country and of that period. Sir, the fact is that it was a British Parliament which had passed the Independence/Partition of India Act, and two Dominion States were created, the Dominion of India and the Dominion of Pakistan. There were certain provisions as to how the Princely States, erstwhile Princely States, would merge, either join one Dominion or the other, through an instrument which was created, the Instrument of Accession, which has the same sanctity as to be honoured which a sovereign guarantee and sovereign signature. It was Maharaja Hari Singh who had then approached the Government. At the time of the kabaili invasion, when Kashmir was under attack and the enemy forces, Pakistani forces under the garb of kabailis or tribals, were a few kilometers from Srinagar airport. That is where the condition was made by the first Prime Minister and the first Home Minister, Sardar Vallabhbhai Patel. That history, each page of those files, has been read by both the first Prime Minister and the first Deputy Prime Minister and, accordingly, it was a unanimous decision that we would send the Indian Army only when Jammu and Kashmir signs the Instrument of Accession to become an integral part of India. Sir, the hon. Minister was talking about the United Nations. I would like to set the record straight. If the matter was taken to the UN Security Council, the issue was whether there would be cessation of the military conflict or not and vacation of occupied territory. India did not accept the plebiscite. The UN Observers' Office was never given that sanctity. India conducted elections. There were elected Governments in the State of Jammu & Kashmir. Not only that, we fought wars and we made it very clear

repeatedly, and this has been India's consistent position, prior to 2014, that Jammu and Kashmir and Ladakh are an integral part of the sovereign State of India. Let that be put on record.

श्री उपसभापति : माननीय मंत्री जी, आप बोलिये। Please. ...(व्यवधान)... No, no, please. ...*(Interruptions)*... माननीय मंत्री जी(व्यवधान)... कृपया अपनी सीट पर बैठकर न बोलें। ...(व्यवधान)... माननीय मंत्री जी, आप बोलिए।

SHRIMATI NIRMALA SITHARAMAN: Sir, we are reading history and we are coming back to where it started. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please. Let us hear the hon. Minister. ...*(Interruptions)*... Please...*(Interruptions)*...

SHRIMATI NIRMALA SITHARAMAN: Sir, it is one thing for India to be repeatedly, subsequently, fighting wars, defending the territory, also coming to the Parliament and saying that Jammu & Kashmir is an integral part of India, and so on, but all that was after having taken it to the UN body. That they cannot deny. It was not necessary at all. ...*(Interruptions)*... That has to be taken up and but for the veto... ...*(Interruptions)*... Sir, this is how it is. ...*(Interruptions)*...

श्री उपसभापति : कृपया अपनी सीट पर बैठकर न बोलें। ...(व्यवधान)...

SHRIMATI NIRMALA SITHARAMAN: Sir, we have to listen to even an intervention which a former Minister makes, and everyone was quietly listening to hon. Member, Shri Anand Sharma, but when I stand up to rebut that, there are voices! That is the culture of the current Opposition. I am sorry to say this. That is a culture which should not happen in this House. I am sorry to say this. Kindly have the patience to listen to the answer and listen to us. ...*(Interruptions)*...

श्री सैयद नासिर हुसैन (कर्नाटक): 2014 के पहले यहां थीं।...(व्यवधान)...

MR. DEPUTY CHAIRMAN: Mr. Nasir Hussain, should I name you today? ...*(Interruptions)*... Please, you are not to comment sitting there....*(Interruptions)*... Please

take your seat. ...*(Interruptions)*... मि. नासिर हुसैन, मैं आपको नेम करूंगा। ...*(Interruptions)*... No, you are not supposed to talk from there. सीट पर बैठकर आप रनिंग कमेंटरी करेंगे, यह क्या * है? प्लीज़। ...*(व्यवधान)*... माननीय एलओपी, आप इतने सीनियर मेम्बर होकर इन चीजों को encourage न करें।

SHRIMATI NIRMALA SITHARAMAN: Sir, this is a constant thing. ...*(Interruptions)*... Even the Chair is being argued with and commented upon and I, therefore, see how it is so difficult for any of us to stand up and answer. So, thank you very much, Sir.

Another point which I have to underline again is about article 370. पढ़ने के बाद, the first Prime Minister, Pandit Jawaharlal Nehru, in a reply to the Parliament, on 27th November, 1963, said, and I am quoting it -- 'Article 370 is part of a certain transitional provisional arrangement. It is not a permanent part of the Constitution. It is a part as long as it remains so. As a matter of fact, it has been eroded, if I may use the word. And many things have been done in the last few years which have made the relationship of Kashmir with the Union of India very close.' इसको बार-बार हिन्दी में भी they used to say घिस-घिस कर आर्टिकल 370 खत्म हो जाएगा, घिस-घिस कर खत्म होने वाले कानून के ऊपर जब सच में उसे निकालने के लिए जैसे फर्स्ट प्राइम मिनिस्टर, माननीय जवाहरलाल नेहरू जी ने envisage किया, the way in which he had mentioned घिस-घिस कर हो जाएगा, उसको सच में हटाने के लिए जब हम कदम उठाते हैं, they say, 'No, no. What is this? How could you do it? You have removed the special status for a State. For 70 years that transitional arrangement remained and when we removed it, you should have gone by what Pandit Jawaharlal Nehru had said in 1963 and supported it.

The transitional phase is over. I, therefore, want to quote here what our hon. Home Minister, Shri Amit Shah, on 6th August, 2019, said. I quote, "Jawaharlal Nehru also said that Article 370 will be worn out in due process. But Article 370 has been maintained with such an effort that it has been 70 years but it has not worn out at all. Now, you tell me, everyone accepts that this is a temporary provision. Can the word 'temporary' last for 70 years? When will it go? How will it go? How long does this temporary provision have to remain?" This is what our Home Minister, Shri Amit Shah, said on 6th August, 2019, while talking about abrogation. And, therefore, it is important

* Expunged as ordered by the Chair.

to understand that from Jan Sangh's days, our manifestos have spoken about abrogation of Article 370 and we have kept up that promise. Every BJP manifesto has said it and we have kept up that promise. It is a promise given to the country and, therefore, we had to do it. We fulfilled it. Repeatedly, we have heard denial about nothing happened, no genocide, no mass migration of people, no fleeing of people and no killings happened, and also various questions about who the Governor there was; that was our rule; we were in alliance in Delhi, etc. I just want to put the facts on record. The National Conference Government, with the support of the Indian National Congress, was in power in J&K from November, 1986 to January 18, 1990 and Governor, Jagmohanji, reached J&K after the resignation of the then Chief Minister, Farooq Abdullahji. Sorry to take the name here, but he was the Chief Minister then. It was the 20th January, 1990 when the Governor reached Srinagar. But whatever happened in 1990 is known to everyone and we are seeing it also. But what happened in 1989 when this Government was still in place -- November, 1986 onwards till 18th January, 1990? I will take just the example of 1989 when that Government of National Conference and Indian National Congress alliance was still there. At least, seven major events and the eighth one, which is even more important, all happened in 1989. Shrimati Prabhavati, wife of Shri Sohanlal in Chadoora, was brutally killed by terrorists and the FIR No. 46/89 is still lying in Shaheed Gunj Police Station, Srinagar. Shri Dina Nath Raina, son of Shri Tara Chand, was shot dead by terrorists in Habba Kadal and that FIR No.154/89 still lies in Shaheed Gunj Police Station. This is No.2. Thirdly, retired Judge Neelkantha, who had sentenced Maqbool Bhat ...*(Interruptions)*...

विपक्ष के नेता (श्री मल्लिकार्जुन खरगे) : सर, यह चर्चा इस साल के बजट पर चल रही है या 1989 के बजट पर चल रही है?

श्रीमती निर्मला सीतारमण : जैसे पूरा conversation 'कश्मीर फाइल्स' के ऊपर चला, बजट के ऊपर नहीं चला। ...*(व्यवधान)*...

श्री मल्लिकार्जुन खरगे : सर ...*(व्यवधान)*... Don't deviate the subject. ...*(Interruptions)*... You reply on Kashmir Budget. ...*(Interruptions)*...

श्री उपसभापति : प्लीज़, प्लीज़। ...*(व्यवधान)*...

SHRI MALLIKARJUN KHARGE : Whatever points have been raised, you reply to them. ...*(Interruptions)*... फिर आप वी.पी. सिंह के साथ क्यों थे? ...*(व्यवधान)*... वी.पी. सिंह की जो गवर्नमेंट थी, उसको ...*(व्यवधान)*...

SHRIMATI NIRMALA SITHARAMAN: I will answer that also. ...*(Interruptions)*...

श्री उपसभापति : माननीय एलओपी, प्लीज़। ...*(व्यवधान)*...

श्री मल्लिकार्जुन खरगे : आप लोग खुद सपोर्ट करके वहाँ पर बढ़ावा भी देते हैं, इधर यह बात भी हमें कहते हैं और देश बचाने के लिए हमने जो काम किया, उसका मज़ाक भी उड़ाते हैं।

श्री उपसभापति : धन्यवाद, माननीय एलओपी। ...*(व्यवधान)*...

श्री मल्लिकार्जुन खरगे : यह ठीक नहीं है। ...*(व्यवधान)*...

श्री उपसभापति : धन्यवाद, माननीय एलओपी। ...*(व्यवधान)*...

श्री मल्लिकार्जुन खरगे : अब आपको यदि कुछ कहना है, तो इसके लिए एक अलग डिबेट रखिए। ...*(व्यवधान)*...

श्री उपसभापति : धन्यवाद। ...*(व्यवधान)*...

श्री मल्लिकार्जुन खरगे : फिर सारे उत्तर हम लोग दे देंगे। ...*(व्यवधान)*...

श्री उपसभापति : धन्यवाद, धन्यवाद। ...*(व्यवधान)*... प्लीज़। ...*(व्यवधान)*... प्लीज़, प्लीज़। ...*(व्यवधान)*.. माननीया मंत्री जी, कृपया आप बोलें। केवल आपकी बात रिकॉर्ड पर जाएगी, और कोई बात रिकॉर्ड पर नहीं जायेगी। ...*(व्यवधान)*...

SHRIMATI NIRMALA SITHARAMAN: Sir, I am very happy to hear the hon. Leader of the Opposition saying, "First, answer on the subject; don't deviate from the subject." On both these points, I have all the while answered point by point on the subject for those Members who spoke on the subject, and, for those who did not speak on the subject, I will answer here, and, therefore, I request the Leader of the Opposition to have the kind patience and give me that space as a Member of the House so that I am able to answer

every hon. Member who asked me questions, some of which were on the Budget, and, majority of which were not on the Budget. If you permit me, I will draw your attention to the comment made by hon. Member, Shri Jairam Ramesh. I would like to mention the comment made by Shri Jairam Ramesh so that while standing here, I can justify the answer that I am giving now. The records can be taken out and shown. I am paraphrasing, these may not be the exact words. He started his intervention by saying, "Whilst majority of the discussion has happened on other things, I want to come back on the Budget and ask four questions, which are pertinent to the Budget." I have answered the four questions. But, coming from the Opposition desk, he himself realised that the debate on the J&K Budget was on everything else but the Budget. Please look into the records. Didn't he say this? Is it not my duty, therefore, to talk about other things also? So, why is now there an objection by the Leader of the Opposition, a senior Member of the House? I request, through you, Sir, give me the space to answer every question that has been raised, and, I am done, Sir.

So, that was number two. Number three is, Retired Judge Neelkanth who was also shot in broad daylight for having given judgement against a terrorist. That also happened in 1989. Number four is, Vijay Kumar Kupura son of Shambhu Nath, was also killed by terrorist in Maharajganj, and, the FIR 212/89 stands even now in Shaheedganj. Number fifth is, Tika Lal Taploo, son of Amarnath Taploo was shot down, the FIR 169/89 still lies in Maharajganj. Number sixth is, Advocate Prem Nath Bhat, a resident of Khawaja Mir Ali was also killed; FIR 512/89 still lies there.

Sir, they talked about National Conference and Congress Government. You were supporting the Union Government from outside.

Is it not true that the Union Home Minister's daughter was kidnapped during December, 1989? The State Government could not do anything and, Sir, law and order is the responsibility of the State Government.

Sir, the last point I want to make on this is that when the Governor, Jagmohan ji, in his first term of being the Governor, was asked to leave in July, 1989, didn't he warn the authorities at that time itself that the dark clouds of the terrorists are really overpowering Jammu and Kashmir? Necessary efforts will have to be taken by the State Government, he said that and quit. After that, all this has happened, and, after that,

the resignation of the then Chief Minister had to happen on 18th January, 1990, and, then, came Jagmohan ji's second tenure as Governor. But this happened when the State Government was controlled by the National Conference and the Indian National Congress. I wish, the dates are not played around. No, no; we were not there, you were there. There is nothing of that sort. All these dates are correct and are in the records. So, for something which has been from then messed around, and complete injustice has been done to the people of Jammu and Kashmir, after the abrogation of Article 370, you see justice reaching, democracy reaching, economic development reaching, rights for everybody reaching. Thank you for giving me this opportunity.

3.00 P.M.

MR. DEPUTY CHAIRMAN: I shall now put the motion regarding consideration of the Jammu and Kashmir Appropriation Bill, 2022 to vote. The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the Union territory of Jammu and Kashmir for the services of the financial year 2021-22, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up Clause-by-Clause consideration of the Bill.

Clauses 2, 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

MR. DEPUTY CHAIRMAN: Now, the Minister to move that the Bill be returned.

SHRIMATI NIRMALA SITHARAMAN: Sir, I move:

"That the Bill be returned."

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: I shall now put the motion regarding consideration of the Jammu and Kashmir Appropriation (No. 2) Bill, 2022 to vote. The question is:

" That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of the Union territory of Jammu and Kashmir for the services of the financial year 2022-23, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up Clause-by-Clause consideration of the Bill.

Clauses 2, 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

MR. DEPUTY CHAIRMAN: Now, the Minister to move that the Bill be returned.

SHRIMATI NIRMALA SITHARAMAN: Sir, I move:

"That the Bill be returned."

The question was put and the motion was adopted.

***DISCUSSION ON THE WORKING OF THE MINISTRY OF RAILWAYS**

श्री उपसभापति : माननीय सदस्यगण, Discussion on the working of the Ministry of Railways पर माननीय प्रसन्न आचार्य जी ने बहस initiate की थी, अब डा. अशोक बाजपेयी जी बोलेंगे, उसके बाद माननीय एलओपी बोलेंगे। डा. अशोक बाजपेयी।

डा. अशोक बाजपेयी (उत्तर प्रदेश) : मान्यवर, मैं आपका आभार व्यक्त करना चाहूँगा कि आपने रेल जैसे महत्वपूर्ण विषय पर मुझे बोलने का अवसर दिया। मान्यवर, भारत में रेल का इतिहास लगभग

* Further discussion continued from 16th March, 2022.

170 वर्ष पुराना है। इसका शुभारंभ 16 अप्रैल, 1853 को बोरीबंदर से ठाणे के बीच हुआ था। तब 14 कोचेज़ की पहली रेलगाड़ी 400 सवारियों के साथ भाप के तीन इंजनों के सहारे चली थी। यह 1853 की बात है। इस तरह से भारतवर्ष में 170 साल पुराना रेल का इतिहास है। शुरुआत में सवारी गाड़ी से इसका संचालन हुआ, लेकिन बाद में इसका बड़ा फायदा माल परिवहन में मिला और वस्तुओं की टुलाई का काम इसके द्वारा, यानी भाप इंजन के द्वारा किया जाने लगा।

मान्यवर, आज़ादी के बाद देश में 42 रेल प्रणालियाँ काम कर रही थीं। अलग-अलग राजे-रजवाड़ों की रेलें, रेलवे लाइनें थीं। उन सबको एकीकृत करके, एक साथ जोड़ करके भारतीय रेल का गठन किया गया। इस तरह से देखें, तो आरंभिक सौ साल तक रेलकर्मियों को श्रमसाध्य ढंग से रेल का संचालन करने का काम करना होता था, लेकिन 1950-51 से भारतीय रेल एशिया की सबसे बड़ी और दुनिया की चार बड़ी रेल प्रणालियों में से एक हो चुकी थी और देश का 80 फीसदी माल तथा लगभग 70 फीसदी सवारी के परिवहन का दायित्व रेलवे पर था।

मान्यवर, मैं महत्वपूर्ण बिन्दुओं की तरफ आपका ध्यान आकर्षित करना चाहूँगा। वर्ष 2014 से अब तक भारतीय रेल की जो प्रमुख उपलब्धियाँ हैं, मैं उनकी ओर आपका ध्यान आकर्षित करना चाहता हूँ। भारतीय रेलवे ने यात्री सुविधा बेहतर करने के साथ-साथ प्राकृतिक सुंदरता को प्रदर्शित करने के लिए पर्यटन मार्गों पर सौन्दर्यपूर्ण रूप से डिज़ाइन किया गया Vistadome Linke Hofmann Busch Coach पेश किया है। इस कोच में सफर करने वाले को इसकी व्यापक बॉडी साइड खिड़कियों के साथ-साथ छत के पारदर्शी सेक्शन के माध्यम से मनोरम दृश्य, हरियाली देखने का अवसर मिलता है। इस प्रकार से यात्रियों के पास प्राकृतिक सुंदरता का आनंद लेने की भी सुविधा होती है और पर्यटक रेल की ओर ज्यादा आकर्षित होते हैं। ये कोच कालका-शिमला, गुवाहाटी-बदरपुर, गुवाहाटी-नाहरलागुन, विशाखापत्तनम-न्यू जलपाईगुड़ी और अलीपुरद्वार में चल रहे हैं। यात्रियों को विश्वस्तरीय यात्रा का अनुभव प्राप्त कराने के लिए भारतीय रेल के विभिन्न ब्रॉड, मीटर, रनिंग gauge section में 57 vistadome कोच चल रहे हैं। मान्यवर, औसत वार्षिक पूँजीगत व्यय 2009 से 2014 के दौरान 45,974 करोड़ रुपये होता था, जिसे 2014 से 2021 तक बढ़ाकर 1,14,000 करोड़ प्रति वर्ष निर्धारित किया गया और उसे खर्च भी किया गया। इतना ही नहीं, रेलवे के लिए 2014 से 2021 तक और 2022-23 के लिए 2,45,000 करोड़ रुपये का उच्चतम पूँजीगत परिव्यय व्यय आवंटित किया गया है, जो अब तक एक रिकॉर्ड है कि इस 2022-23 के बजट में रेलवे के लिए 2,45,000 करोड़ रुपये का परिव्यय निर्धारित किया गया है। इसके लिए मैं माननीय प्रधान मंत्री जी, माननीय रेल मंत्री जी, माननीया वित्त मंत्री जी को बधाई देना चाहूँगा। इतना भारी परिव्यय स्वीकृत करने से देश में रेल की स्थिति सुधरेगी, हमारी रेलवे विश्वस्तरीय रेलवे बनेगी और इस दिशा में ये प्रयास किए गए हैं।

मान्यवर, नई लाइनों के निर्माण से लेकर दोहरीकरण और gauge conversion, जो मीटर gauge थीं, उन्हें ब्रॉड gauge बनाने का काम बड़े पैमाने पर किया गया है। इसमें लगभग 66 परसेंट से अधिक की वृद्धि हुई है। 2009 से 2014 के बीच gauge परिवर्तन का प्रति वर्ष केवल 1,500 किलोमीटर काम हुआ था और 2014 से 2021 के बीच gauge परिवर्तन का प्रति वर्ष 2,533 किलोमीटर काम किया गया।

मान्यवर, सिक्किम को छोड़कर पूर्वोत्तर के जितने भी राज्य हैं, हमारी सरकार ने उन्हें रेल सेवा से जोड़ने का काम किया है। इसे बहुत कठिन कार्य माना जाता था, लेकिन भारत सरकार ने पहली बार हमारे पूर्वोत्तर के तमाम राज्यों को रेल सुविधा से जोड़ने का काम किया है।

मान्यवर, एनडीए ने डीएफसी को काफी महत्व दिया और देश के समग्र विकास के लिए पर्याप्त धन आवंटन और केन्द्रीय प्रयासों के परिणामस्वरूप 2014 से नए ट्रैक बिछाने का काम किया गया। इसके साथ ही, क्षमता वृद्धि के रूप में 2020-21 में 1,110 किलोमीटर पूर्वी और पश्चिमी समर्पित freight corridor का निर्माण किया गया, जिससे freight ढुलाई के काम में बड़ी सहायता मिली है, बड़ा परिवर्तन हुआ है। 2014 से 2021 के दौरान रेलवे विद्युतीकरण की गति प्रति वर्ष साढ़े पाँच गुना बढ़ी है। 2009 से 2014 के बीच प्रति वर्ष 608 किलोमीटर रेलवे विद्युतीकरण होता था, जो 2014 से 2021 के बीच बढ़कर 3,440 किलोमीटर हुआ और 2021-22 में इसे बढ़ाकर 6,000 किलोमीटर का महत्वाकांक्षी लक्ष्य प्राप्त किया है। मान्यवर, इसके साथ ही, मैं यह भी कहना चाहूँगा कि रेल को बिजली द्वारा संचालित करने की दिशा में यह 2019-20 में 21 बीयू से बढ़कर 72 बीयू हो जाएगी और रेलवे में डीज़ल की खपत, जो 2019-20 में 2.4 बिलियन लीटर थी, वह 2029-30 तक 0.2 बिलियन लीटर रह जाएगी। इस तरह से रेलवे eco friendly बन सकेगी, पर्यावरण का संरक्षण कर सकेगी और इसके माध्यम से रेलवे का संचालन हो सकेगा। इस महत्वाकांक्षी कार्य के लिए मैं माननीय रेल मंत्री जी का आभार व्यक्त करना चाहूँगा।

मान्यवर, इलेक्ट्रिक इंजनों के उत्पादन में भी देश में उल्लेखनीय वृद्धि हुई है। 2009 से 2014 के दौरान इलेक्ट्रिक लोकोमोटिव का उत्पादन 246 प्रति वर्ष था, जो 2014 से 2021 के दौरान बढ़कर 473 लोकोमोटिव प्रति वर्ष हो गया। इस तरह देखें, तो चालू वित्त वर्ष में यह स्थिति है कि भारतीय रेलवे ने बड़े पैमाने पर 12,000 horse power के indigenous इलेक्ट्रिक लोकोमोटिव तैयार करने का काम किया है। इसके लिए रेल विभाग के इंजीनियरों की जितनी प्रशंसा की जाए, उतनी कम है।

मान्यवर, सौ फीसदी कोचेज़ को बायो टॉयलेट से लैस किया गया है, जिससे पटरियों पर खुले में शौच समाप्त हो गया है।

मान्यवर, 20 अगस्त से 11 मार्च, 2022 तक 2,137 से अधिक किसान रेल सेवाएं चलाई जा चुकी हैं। इन सेवाओं से 7.15 लाख टन से अधिक कृषि उपज और खराब होने वाली वस्तुओं को उत्पादन केन्द्रों से उपभोग केन्द्रों तक पहुंचाने में मदद मिली है।

मान्यवर, इसके साथ ही रेलवे में 'कवच' व्यवस्था को संचालित करने से विश्वस्तरीय सिग्नलिंग प्रणाली का विकास हुआ है। आज भारतीय रेल ने 2,325 इलेक्ट्रॉनिक और 3,917 रिले आधारित इंटरलॉकिंग और 649 आईएसबी ब्लॉक स्टेशनों के साथ 97 फीसदी स्टेशनों को आधुनिक सिग्नलिंग सिस्टम से कवर करने का काम किया है। इसकी मुख्य विशेषता यह है कि लोको पायलट के विफल होने की स्थिति में 'कवच' स्वचालित रूप से ब्रेक लगाकर ट्रेन की गति को नियंत्रित करता है और इस प्रकार दुर्घटनाओं की संभावना बहुत कम हो जाती है।

मान्यवर, हमारे इस बजट का एक प्रावधान यह है कि 'वंदे भारत' ट्रेन पर विशेष जोर देने का काम किया गया है। अगले तीन वर्षों में 400 'वंदे भारत' ट्रेनें संचालित करने का लक्ष्य है। 15 फरवरी, 2019 को नई दिल्ली-वाराणसी खंड पर पहली और नई दिल्ली-श्री माता वैष्णो देवी, कटरा खंड पर 3 अक्टूबर, 2019 को दूसरी 'वंदे भारत' ट्रेन चलाई गई। वर्तमान में चल रही 'वंदे भारत' ट्रेनों की प्रमुख विशेषताएँ ये हैं कि इनकी 160 किमी प्रति घंटे की परिचालन गति है और 180 किमी प्रति घंटे की परीक्षण गति है। प्रत्येक ट्रेन में दो रैक हैं, जिनमें 16 कोच कार्यकारी वर्ग के हैं तथा 14 कोच सामान्य एसी चेयर कार के हैं। इसके दोनों सिरों पर ड्राइविंग कोच दिव्यांगजनों के अनुकूल हैं। इसमें स्वचालित दरवाजे, स्लाइडिंग footsteps तथा वाई-फाई की सुविधा है। इसके कोचेज के बीच व्यापक गैंगवे को सील किया गया है। इसमें एलईडी स्क्रीन पर जीपीएस-आधारित यात्री जानकारी उपलब्ध कराई गई है। इसमें 20 प्रतिशत ऊर्जा बचत की गई है और ऊर्जा कुशल चरण-तीन आधारित आईजीबीटी टेक्नोलॉजी तथा under-slung propulsion equipments लगाए गए हैं। इस तरह से अगर देखा जाए तो वर्ष 2023 तक पूरे भारत में 75 'वंदे भारत' ट्रेनें चलाने की योजना है। इसके अलावा, ऊर्जा कुशलता के लिए 52,000 करोड़ रुपये की लागत से 400 रैक तैयार करने की मंजूरी का प्रस्ताव है। इसके अलावा, स्लीपर संस्करण 'वंदे भारत 2.0' की योजना भी बनाई गई है।

(उपसभाध्यक्ष (श्रीमती वंदना चव्हाण) पीठासीन हुईं)

इसके साथ ही, हाई स्पीड रेल की दिशा में परिवहन क्षेत्र में 508 किमी लंबाई की एक परियोजना, मुंबई से अहमदाबाद तक हाई स्पीड रेल चलाने की योजना कार्यरूप में चल रही है। इसके लिए जमीन का अधिग्रहण कर लिया गया है, पिलर्स बन गए हैं और बड़ी तेजी के साथ हाई स्पीड रेल का काम किया जा रहा है। इसके अतिरिक्त, दिल्ली-वाराणसी, दिल्ली-अहमदाबाद, मुंबई-नागपुर, मुंबई-पुणे-हैदराबाद, चेन्नई-बेंगलुरु-मैसूर, दिल्ली-चंडीगढ़-अमृतसर तथा

वाराणसी-पटना-कोलकाता आदि मार्गों पर भी रेल मंत्रालय ने हाई स्पीड रेल चलाने के लिए सर्वेक्षण करने का काम कर रखा है।...(समय की घंटी)...

महोदया, इसके साथ ही अगर स्टेशन विकास की दिशा में देखा जाए तो आज के दिन हमारे देश के स्टेशंस धीरे-धीरे विश्वस्तरीय बनते जा रहे हैं। रेलवे स्टेशनों पर वाई-फाई की सुविधा के साथ तमाम अन्य तरह की सुविधाएँ उपलब्ध कराई गई हैं। रेल की साफ-सफाई एवं स्टेशनों की साफ-सफाई को उच्चस्तरीय गुणवत्ता प्रदान करने का प्रयास किया गया है।

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

डा. अशोक बाजपेयी : मैडम, मैं पाँच मिनट में खत्म कर दूँगा।

उपसभाध्यक्ष (श्रीमती वंदना चव्हाण) : आपका 10 मिनट का समय था, जो अब समाप्त हो गया है।

डा. अशोक बाजपेयी : मैडम, मैं पाँच मिनट में खत्म कर दूँगा।

उपसभाध्यक्ष (श्रीमती वंदना चव्हाण) : पाँच मिनट नहीं, आप अभी कन्क्लूड कीजिए।

डा. अशोक बाजपेयी : इसके साथ ही, रेल यात्रियों को अधिक से अधिक सुविधाएँ देने की दिशा में लगातार काम किया जा रहा है। मैडम, इसके साथ ही मैं यह कहना चाहूँगा कि Ease of Doing Business की दृष्टि से रेलवे ने वेंडरों के अनुमोदन के लिए आरडीएसओ द्वारा लिए जाने वाले वेंडर आवेदन शुल्क को कम कर दिया है। इस पहल से उद्योग जगत की लागत कम हुई है।...(व्यवधान)...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Kindly conclude, hon. Member. Time is over.

डा. अशोक बाजपेयी : भारतीय रेल का निरंतर यह प्रयास रहा है कि आपूर्ति श्रृंखला के साथ अधिक से अधिक औद्योगिक भागीदारों को जोड़ा जाए। वेंडरों के single interface approval के लिए एकीकृत योजना लागू की गई है। विक्रेताओं को सभी स्तरों पर विवरण, चित्र और विनिर्देश तथा विक्रेता आवेदन की ट्रेकिंग का मुफ्त ऑनलाइन एक्सेस भी प्रदान किया गया है।

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Thank you, hon. Member. I will have to call the next speaker.

डा. अशोक बाजपेयी : इसके साथ ही, ...(व्यवधान)... इस पहल से 'मेक इन इंडिया' को बढ़ावा मिलेगा और उद्योग की व्यवसाय लागत कम होगी।

उपसभाध्यक्ष (श्रीमती वंदना चव्हाण) : अब आप कृपया कन्क्लूड कीजिए, नहीं तो मुझे अगला नाम बुलाना पड़ेगा। ...(व्यवधान)...

डा. अशोक बाजपेयी : इससे रेलवे को अपनी आपूर्ति श्रृंखला को अधिक विकसित करने का अवसर मिलेगा।

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Thank you, Bajpaiji. Now, Kharge Saheb.

डा. अशोक बाजपेयी : मैडम, अब मैं समाप्त कर रहा हूँ।

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): I am sorry, the time is over.

डा. अशोक बाजपेयी : मैडम, अभी दो मिनट बाकी हैं।

उपसभाध्यक्ष (श्रीमती वंदना चव्हाण) : नहीं साहब। Time is over. 10 मिनट समाप्त हो गए। खरगे जी, अब आप बोलिए। ...(व्यवधान)...

डा. अशोक बाजपेयी : मैडम, मेरा 15 मिनट टाइम है। ...(व्यवधान)...

उपसभाध्यक्ष (श्रीमती वंदना चव्हाण) : नहीं, आपकी पार्टी ने आपको 10 मिनट का समय दिया है और वह कम्प्लीट हो चुका है।

डा. अशोक बाजपेयी : मैडम, दो-तीन महत्वपूर्ण बातें हैं, जिनको मैं आपके संज्ञान में जरूर लाना चाहता हूँ।

उपसभाध्यक्ष (श्रीमती वंदना चव्हाण) : प्लीज़, अब आप कन्क्लूड कीजिए।

डा. अशोक बाजपेयी : मैडम, मैं अभी कन्क्लूड कर रहा हूँ। ...(व्यवधान)... मैडम, 24,000 किमी रेल मार्गों का विद्युतीकरण किया गया है। भारत सरकार की 100 कार्गो टर्मिनल्स बनाने की योजना है और अर्बन ट्रांसपोर्ट को भारतीय रेलवे के साथ जोड़ा जाएगा। ...(समय की घंटी)... 'प्रधानमंत्री गति शक्ति

योजना' के अंतर्गत सड़क, रेलवे, बंदरगाहों एवं बड़े पैमाने पर परिवहन को गतिमान बनाने की योजना है। 'प्रधानमंत्री गति शक्ति योजना' के माध्यम से देश के युवा नागरिकों को रोजगार के अवसर प्रदान किए जाएंगे। इस योजना के तहत उत्पादन एवं उद्योग के क्षेत्र में वृद्धि होगी। One station, one product योजना को लोकप्रिय किया जाएगा।

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Thank you, Bajpaiji. ...*(Interruptions)*... Thank you, I would have to call out the next name. ...*(Interruptions)*...

डा. अशोक बाजपेयी : सुरक्षा एवं क्षमता वृद्धि के साथ दो हजार किलोमीटर रेलवे नेटवर्क विश्वस्तरीय प्रौद्योगिकी 'कवच' के अंतर्गत आच्छादित किया जा रहा है।

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): That is all. ...*(Interruptions)*... That is all which would go on record. ...*(Interruptions)*... Now, Shri Mallikarjun Kharge. ...*(Interruptions)*... I am sorry. ...*(Interruptions)*... Thank you, Bajpaiji.

विपक्ष के नेता (श्री मल्लिकार्जुन खरगे) : उपसभाध्यक्ष महोदया, मुझे इस विषय पर बोलने की अनुमति प्रदान करने के लिए धन्यवाद। खासकर आपने मुझे भारतीय रेलवे के कामकाज पर बात करने का मौका दिया। सरकार ने रेलवे में जो काम किया है, इससे पहले भी इस क्षेत्र में जो काम हुए हैं, उनके बारे में यहां पर बहुत सी बातें रखी गईं और बहुत सारी बातें महामहिम राष्ट्रपति जी के अभिभाषण में रखी गईं। उस वक्त भी इस सदन में बहुत चर्चा हुई और बहुत सारी बातें सरकार की तरफ से बताई गईं।

मुझे खुशी है कि रेलवे डिपार्टमेंट एक बहुत बड़ा डिपार्टमेंट है, जिसका मैं भी एक-डेढ़ साल के लिए मंत्री था। यह बहुत ही बड़ा डिपार्टमेंट है, जो हमेशा independent Department रहता था, autonomous रहता था। इसकी history 170 वर्ष से ज्यादा की है और यह देश की एक lifeline है। कश्मीर से लेकर कन्याकुमारी रेल से जुड़ा हुआ है और गुजरात से लेकर असम तक रेल चलती है। इसकी progress तो बहुत पहले ही हो चुकी है, जो बची-खुची प्रोग्रेस थी, वह भी चल रही है, लेकिन जब मैंने भाषण सुना, पहले भी सुना, तो हर भाषण में ऐसे बोलने लगे कि जैसे Railway Department का जन्म ही वर्ष 2014 में हुआ है!

श्री नीरज शेखर (उत्तर प्रदेश) : यह बहुत सही बात कही है।

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): No comments please. ...*(Interruptions)*...

श्री मल्लिकार्जुन खरगे : नीरज जी, आप शांत बैठिए। आपके पिता जी हमारे दोस्त थे और बड़े senior leader थे।

श्री नीरज शेखर : आप अच्छा बोल रहे हैं, तो क्या मैं इसे भी खराब बोलूँ!

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Hon. Member, no comments please. ...*(Interruptions)*...

श्री मल्लिकार्जुन खरगे : हमारे गुलबर्गा में तीन बार उनका आना हुआ, चन्द्रशेखर, मोहन धारिया, कृष्णकांत - उस वक्त सब लोगों के ऊपर केस हुआ था।

पर्यावरण, वन और जलवायु परिवर्तन मंत्री; तथा श्रम और रोजगार मंत्री (श्री भूपेन्द्र यादव) : खरगे साहब, उन्होंने तब कांग्रेस को छोड़ दिया था।

श्री मल्लिकार्जुन खरगे : वे वर्ष 1969-70 में गुलबर्गा आए थे। Congress Forum for Socialist Action.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Let us not indulge in cross-talking please. ...*(Interruptions)*... Let us concentrate on the topic. ...*(Interruptions)*... सर, आप टॉपिक पर बोलिए।

श्री मल्लिकार्जुन खरगे : महोदया, आज ये ऐसी बात कर रहे हैं कि रेल और उससे संबंधित हर प्रोजेक्ट का जन्म वर्ष 2014 के बाद हुआ है। आज लोग बहुत परेशान हैं, क्योंकि एक तरफ प्राइवेटाइजेशन की गूँज उठ रही है, जिससे कर्मचारी बड़े चिंतित हैं। यह एक ऐसा बड़ा डिपार्टमेंट है, जिसमें बहुत से लोगों को नौकरियां दी जा सकती हैं। पहले तो यह अच्छा चल रहा था, लेकिन किस वजह से रेल बजट को फाइनेंस डिपार्टमेंट में merge किया गया? अब हर वक्त फाइनेंस डिपार्टमेंट के पास जाना पड़ता है। पहले बोर्ड बहुत से decision लेता था, उनके पास discretion था और जरूरी कामों को भी जल्द से जल्द किया जाता था। आज हर चीज़ के लिए queue में लग कर फाइनेंस डिपार्टमेंट से मंजूरी लेनी पड़ती है। ऐसा करने से ज्यादा efficiency आ गई है या कम हुई, मुझे इसके बारे में मालूम नहीं है। उसके बारे में मंत्री जी अपने उत्तर में बताएं।

उपसभाध्यक्ष महोदया, आज़ादी के बाद रेलवे हमें बड़ी जर्जर स्थिति में मिली थी, खासकर 40 परसेंट रेल लाइन पाकिस्तान में गई थी, बाकी का हिस्सा हमारे पास था। उस समय प्राइवेट कंपनीज़, राजा-महाराजाओं की अपनी रेलें थीं। कम-से-कम 40 राजाओं और प्राइवेट कंपनीज़ की मिलाकर जो लाइन्स थीं, उन सभी को आज़ादी के बाद नेहरू जी एक सिस्टम में लेकर आए। इनको

मर्ज करने के बाद रेल डिपार्टमेंट इतना बढ़ा कि इसको छह जोन्स में बांटा गया, ताकि इसका काम बड़ी efficiency के साथ हो सके। खासकर 80-90 परसेंट गरीब लोग, जो 'सी क्लास' कोच में बैठते हैं, जिसको पहले 'थर्ड क्लास' कहते थे, उससे ही ज्यादा से ज्यादा लोग जाते हैं, लेकिन हम लोग उधर कम ध्यान देते हैं और दूसरी चीजों पर ज्यादा ध्यान देते हैं। मैं सुन रहा था कि जब यहां पर नॉर्थ-ईस्ट का बजट पेश हुआ, तो हर चीज का क्रेडिट उन्हीं लोगों ने लेना शुरू किया, जिन्होंने शुरू में कुछ नहीं किया था या जब मौका मिला, उस वक्त भी नहीं किया था। देखिए, Dedicated Freight Corridor, चाहे जम्मू-कश्मीर हो या नॉर्थ-ईस्ट हो, इन परियोजनाओं की बुनियाद कांग्रेस सरकार ने रखी। आप हमारे योगदान को जनता से क्यों छिपा रहे हैं? जनता को यह बताइए कि यह किस साल प्रारम्भ हुआ, इतना काम हो चुका था और बाकी का काम हमने किया। आप क्रेडिट लीजिए, लेकिन उस वक्त जो चीजें हुईं, उनका जिक्र करने से भी आप लोग शर्माते हैं। आप ऐसा सोचते हैं कि क्यों नाम लिया जाए? जैसे ही पंडित जवाहरलाल नेहरू जी का नाम आता है, तो जो जवाहरलाल नेहरू यूनिवर्सिटी में पढ़े हैं, वे लोग भी ऐसे कूदते हैं जैसे जवाहरलाल नेहरू नाम कहीं और का है। वे साढ़े 13 साल जेल में रहे, देश के लिए लड़े, उन्होंने अखबार निकाला, अपने घर को ऑफिस बनाया, उनके बारे में आप ऐसी बातें करते हैं कि उन्होंने कुछ भी नहीं किया है और सब कुछ आपने ही किया है। यह अच्छी बात नहीं है।

महोदया, मैं और एक बात बताना चाहता हूँ कि उस वक्त कश्मीर का भी जिक्र हुआ था। हमने वर्ष 2012 में पीर पंजाल की 11 किलोमीटर से लंबी सुरंग बनाकर जम्मू-कश्मीर को रेल से जोड़ा। उस वक्त मैं खुद भी वहां गया था। Jammu Tawi-Udhampur Railway Line को 13 अप्रैल, 2005 को पूरा किया गया। उसका भी क्रेडिट आप ले रहे हैं। Baramulla- Qazigund Railway Line 28 अक्टूबर, 2009 को पूरी हुई। वैष्णो देवी यात्रा के लिए कटरा रेल पहुंचाने का काम भी हमने किया। नॉर्थ-ईस्ट के ज्यादातर प्रोजेक्ट्स यूपीए की देन हैं। दस साल तक डॉ. मनमोहन सिंह जी जब प्राइम मिनिस्टर थे और राज्य सभा में वहां से चुनाव जीतते थे, तब उन्होंने उस इलाके में बहुत काम किया, लेकिन आप उसका जिक्र भी नहीं करते हैं। इतनी jealousy, इतनी hatredness अगर डेमोक्रेसी में रही, तो बड़ा मुश्किल है। यह डेमोक्रेसी है, यह इसी ढंग से टिकती है। इसमें जो अच्छा काम हुआ, उसकी सराहना कीजिए, जो नहीं हुआ और जहां टीका करना है, वहां आप टीका कीजिए। हर बात को तोड़-मोड़ कर कहना गलत है। एक ज़माने में मैं जम्मू-कश्मीर गया था, उसके बाद वाराणसी भी गया था, उस वक्त वहां के लोगों ने कहा, खास कर हमारे बेंगलुरु के लोगों ने कि साहब, हम बेंगलुरु में इतने नॉर्थ इंडिया के लोग हैं - राजस्थान के हैं, बिहार के हैं, यूपी के हैं, कश्मीरी पंडित हैं, सब लोग हैं, हमें वाराणसी जाने के लिए या वैष्णो देवी जाने के लिए और अजमेर जाने के लिए कोई ट्रेन नहीं है। तब मैंने खुद उन स्वामी जी के पास जाकर कहा कि आपकी ट्रेन बेंगलुरु से काशी तक एक महीने में चलेगी और हमने चलाकर दिखाई। वैष्णो देवी के लिए यशवंतपुर से वैष्णो देवी के लिए भी मैंने कार्य किया। उसके बाद अजमेर के लिए भी पूछा गया, तो वह भी करके दिया। उसमें पार्टी पोलिटिक्स नहीं थी। हमारा मकसद यही था कि सबको सहूलियत हो, यह पोलिटिक्स बाहर करेंगे, जब चुनाव

आएगा, तो वह लड़ेंगे। वे अपने उसूलों की बात कहें और हम अपने उसूलों की बात कहेंगे। ठीक है, आपकी ideology की जीत हो गई होगी, मेरी ideology को स्वीकार नहीं किया होगा, उसके लिए हम लड़ेंगे, अपने उसूलों के लिए लड़ेंगे और स्वयं को मजबूत करेंगे, लेकिन ऐसा नहीं कि किसी को एक गाड़ी देनी है, तो भी पार्टी सोचती है, किसी बच्चे को सीट देनी है, तो वह पार्टी सोचती है, कोई ESI hospital देना है, यह अभी आपने सोचा नहीं है, आप आगे सोचेंगे। देना है, तो भी पार्टी क्यों सोचे? ...**(व्यवधान)**...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Kindly don't divert, please. ...**(Interruptions)**... Hon. Member, please don't divert.

श्री मल्लिकार्जुन खरगे : मेरा यह कहना है कि development सबसे मिल कर होता है, अकेला आदमी नहीं करता। मैंने जब ESI hospital खोले - जोशी साहब यहां नहीं है, उनकी constituency में जब मैं जाता था, उनको preside करने के लिए बोलकर, उनके सारे काम करके देता था, क्योंकि उसका फायदा सिर्फ जोशी जी को नहीं होने वाला था, उस इलाके के सभी लोगों को उसका फायदा होने वाला था, चाहे वोट किसी को भी दें। आप हमें इन्विटेशन भी नहीं भेजते हैं, बुलाते भी नहीं हैं और जिन-जिन लोगों ने हमसे काम लिया है, जिनके साथ हमने काम किया है, वे भूल जाते हैं। आप समझ रहे हैं कि और 50 साल आप ही रहने वाले हैं! मनुष्य की आयु तो देखिए। आज देश में average age 66 years है, अब 69 हो गई है, इससे ज्यादा तो आप बचने वाले नहीं हैं, तो दुश्मनी क्यों है? काम भी नहीं करते हैं - hatred policy, और कुछ किया तो वह भी हमने किया! ठीक है, जितना किया, उतना आप कीजिए। सात साल में आपने सब कुछ किया। मैं एक उदाहरण देता हूं। अभी उधर से एक माननीय सदस्य ने कहा कि हमने इतना ब्रॉड गेज बनाया, बहुत ब्रॉड गेज बनाया। साहब, नैरो गेज, मीटर गेज, ब्रॉड गेज को अगर किसी ने जोड़ा, यूनीगेज किया, तो उसके लिए श्री पी.वी. नरसिम्हा राव ने एक पॉलिसी निकाली थी। उस समय डा. मनमोहन सिंह फाइनेंस मिनिस्टर थे। उस वक्त इस पर काम शुरू हुआ और हमने उसे पूरा किया, लेकिन आज उसका भी क्रेडिट आप लेते हैं। उसके बाद मैं एक बात और आपके सामने कहना चाहता हूं कि यूनीगेज का फायदा सिर्फ तेलंगाना को ही नहीं हुआ, इसका फायदा कर्णाटक को हुआ, महाराष्ट्र को हुआ, असम को हुआ, तमिलनाडु को हुआ और मध्य प्रदेश को भी हुआ, इसका भी क्रेडिट आप लेते हैं।

नॉर्थ-ईस्ट विज़न 2020 के संबंध में मैं आपको बताना चाहता हूं कि पूर्वोत्तर की सभी राजधानियों को 2017 तक रेल से जोड़ने की बात थी, जिसे आप नहीं कर सके, लेकिन लुमडिंग-सिल्वर ब्रॉड गेज का असली काम हमारा था और उसका उद्घाटन आपने किया। आपने यह भी नहीं बोला कि डा. मनमोहन सिंह जी के ज़माने में इस पर काम शुरू हुआ था और बचा-खुचा काम हमने किया, यह भी आपकी ज़ुबान से नहीं निकलता है।

महोदया, हमने अरुणाचल में 7 अप्रैल, 2014 को रेल पहुंचाई। हमने मेघालय की रेल लाइन मार्च, 2014 तक बनाकर दे दी और बनारस के बारे में तो आप क्या ढोल पीटते हैं, क्या ढोल पीटते हैं! आप कहते हैं कि रेलवे स्टेशन देखो, लाइट देखो, ये सब बोलते हैं। ...**(व्यवधान)**... साहब, वहां पर बहुत बड़ा रेलवे इंजन का कारखाना, डीजल इंजन का कारखाना किसने लगवाया, उसे लालबहादुर शास्त्री जी ने शुरू किया और वह हमारे ज़माने में शुरू हुआ था। बनारस का शानदार स्टेशन श्रीमती इंदिरा गांधी जी ने बनवाया। जब कभी ज़ोनल मैनेजर्स की मीटिंग होती थी, तो पंडित जवाहरलाल नेहरू जी उसमें जाकर बैठते थे, देखते थे और कुछ कमियां होती थीं, तो उनको ठीक करने की सलाह देते थे। वे रेल से भी सफर करते थे, लेकिन आपको तो आठ हजार करोड़ रुपये का हवाई जहाज ही चाहिए, उसी में बैठकर आप यात्रा करेंगे। ...**(व्यवधान)**... आप रेल से नहीं जायेंगे, लेकिन रेलवे स्टेशन पर ठहर कर फोटो जरूर खिंचवा लेंगे या रेल के डिब्बे पर अपनी फोटो लगवा लेंगे। ऐसा आप लोग कर रहे हैं। साहब, आप थोड़ी ग्राउंड रियेलिटी को समझिये। आप प्रचार में आगे होंगे, लेकिन प्रचार से ही पेट भरने वाला नहीं है, लोगों को जब तक काम नहीं मिलेगा, जब तक लोगों को उनकी रोज़ी-रोटी नहीं मिलेगी, तब तक वे चुप बैठने वाले नहीं हैं, वे तब तक लड़ते रहेंगे। ...**(व्यवधान)**...

एक माननीय सदस्य : फिर वोट कैसे मिल रहे हैं? ...**(व्यवधान)**...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Hon. Member, please, no comment from this side. ...**(Interruptions)**... Please respect hon. Member who is speaking.

श्री मल्लिकार्जुन खरगे : मैं आपको बताना चाहता हूँ कि वोट तो ऐसे लोगों को भी मिलते हैं - अगर कोई आपके इलाके में रहता है और समाज में उसकी कोई acceptance नहीं है, फिर भी ऐसे लोग वोट लेकर असेम्बली में पहुंचते हैं। यह आपको मालूम है न, इसलिए आप चुप बैठ जाइए। ...**(व्यवधान)**...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): No comments, please.

श्री मल्लिकार्जुन खरगे : महोदया, वर्ष 2012-13 में भारतीय रेल अमेरिका, चीन और रूस जैसे एक अरब टन से ज्यादा माल ढोने वाले खास देशों में शामिल हुई, यह तो आपको मालूम है। इन देशों के साथ मैं हम आ गए थे, ऐसा तो 2012-13 में ही हो गया था। मैं यह इसलिए कह रहा हूँ, क्योंकि आपका focus privatisation पर है। क्योंकि आपने घोषणा की थी, आप बोलेंगे कि उस वक्त आप नहीं थे, यानी यह आपसे पहले की बात है। इसमें क्या है? इसमें 150 गाड़ियों को private players को देने का एलान किया गया था। आपने कहा था कि इसमें लाखों लोगों को नौकरी मिलेगी - ऐसा आपने ही

कहा था। इसका मतलब क्या है? इसका मतलब यह है कि आप 150 ट्रेन्स, लाइन्स को privatise करने वाले हैं। जब आप यह बात कहते हैं, तो क्या करें? अगर हम बार-बार ऐसा बोलेंगे, तो आप कहेंगे कि नहीं, हम privatise नहीं कर रहे हैं, यह असत्य है, यह सत्य से दूर है। आप यह भाषा बोलेंगे, लेकिन मैं बताना चाहता हूँ कि last year आपने ही तो बजट में कहा था। आज चाहे Aviation sector हो, चाहे Shipping sector हो, आप तो ये sectors अमीरों के हवाले कर रहे हैं, आपने उनके हवाले किए हैं और अगर आप यह रेल भी उनके हवाले कर देंगे, तो बेचारा गरीब मर जाएगा, आपको उसकी बहुत आंखें लगेगी।...(व्यवधान)..आप इस पर सोच लीजिए।...(व्यवधान)..

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): No comments, please. No comments, please. You respond when your chance comes.

श्री मल्लिकार्जुन खरगे : आप यह भी कहें...(व्यवधान)..मैडम, प्राइम मिनिस्टर भी कहें...(व्यवधान).. 'अरे, इस देश में हवाई चप्पल पहन कर चलने वाला आदमी, हवाई जहाज से सफर करेगा।'...(व्यवधान)..मैडम,...(व्यवधान)..आपने उसके लिए तो बोला, लेकिन आपका तो ऐसा ही हाल है कि जैसे पहले गैस फ्री दी थी, लेकिन अब वह 1 हजार रुपये की हो गई है।...(व्यवधान)..चलिए, आप चुप बैठिए।...(व्यवधान)..आपकी बात ही अलग होती है। आपकी कथनी और करनी में अलग-अलग चीजें हैं और बोलने में अलग-अलग चीजें हैं। मेरा कहना यह है कि आप जो बातें कहते हैं, उसके मुताबिक चलते नहीं हैं, खास कर रेलवेज के लिए privatisation का यह idea, जो आपके दिमाग में बार-बार आ रहा है, आप उसको छोड़ दीजिए। अगर वह कारगर रूप में आ गया, तो इससे गरीब पूरी तरह से तंग और तबाह हो जाएगा, ईवन आपको जो cheapest सामान मिलता है, रेल की freight से जो सामान जाता है, वे सब भी महंगे हो जाएंगे, इसलिए मैं आपसे यही अपेक्षा करता हूँ कि आप लोग इसको privatisation के दायरे में मत लाइए। क्योंकि आपने यह बात कही है - एक माननीय सदस्य श्री के.सी. रामामूर्ति, वे यहाँ नहीं हैं, मैं यहाँ पर उनके एक unstarred question no. 1,746 का जिक्र करूँगा। उन्होंने कहा था कि the aims and objectives of National Monetisation Pipeline. इसमें दूसरे क्वेश्चन्स भी हैं, मैं उन क्वेश्चन्स पर नहीं जाता हूँ, लेकिन मैं इस पर कहूँगा कि तब आपने यह कहा था - कहाँ-कहाँ, कैसे-कैसे। आपने railway stations के बारे में कहा था कि यह privatise करने की बात है। नई दिल्ली, मुंबई, नागपुर - मैडम, इसमें आपका गाँव भी आ रहा है, अमृतसर, देहरादून, ग्वालियर, साबरमती, नेल्लोर, तिरुपति, पुदुच्चेरी आदि-आदि। States in which assets identified or located, आप इनको आहिस्ता-आहिस्ता privatise करने की तरफ ले जा रहे थे, लेकिन अभी क्यों रुके हुए हैं, यह बात मुझे मालूम नहीं है, लेकिन यह आपकी घोषणा है और यह आपका इस सदन में दिया गया इस प्रश्न का उत्तर है। मैं इसको यहाँ सदन के पटल पर रखूँगा।

उपसभाध्यक्ष महोदया, मैं दूसरी चीज़ operating ratio पर बताना चाहता हूँ। क्योंकि हमने ऐसा सुना है कि आप bureaucracy से आए हैं और विद्वान भी हैं - वह बात ठीक है, लेकिन एक

practical काम अलग होता है और administration करना अलग बात होती है। महोदया, चलाना अलग होता है और लिखना अलग बात होती है। मैं आपको एक उदाहरण देता हूँ कि operating ratio बुरी तरह से बिगड़ गयी है। रेलवे की माली हालत का सबसे बड़ा पैरामीटर operating ratio है - आप इसको तो मानते हैं। यू.पी. में इसका औसत 91.7 परसेंट था। जो आज के आपके राज में 96.07 परसेंट हो गया है। यह मेरा कहना नहीं है, CAG ने 2019-20 के operating ratio को 10 साल में सबसे खराब माना है, इसका लक्ष्य 95 फीसदी था, लेकिन पेंशन को जोड़कर यह 114.35 परसेंट हो गया है। मैं CAG की रिपोर्ट पढ़ूंगा, क्योंकि हमारी बातों पर आपका कम भरोसा रहता है। कम से कम जो CAG की रिपोर्ट है, जो एक independent Authority है, उसी के ऊपर आप बहुत से भाषण करके हमारी सरकार को टोकते रहे और हमें बदनाम करते रहे, उसी की रिपोर्ट में पढ़ रहा हूँ। देखिये, page no. 16, para 1.6.1 on operating ratio. Operating ratio के बारे में वे क्या कहते हैं, "Against the target of 95 per cent in the Budget Estimates, the operating ratio of Railways was 98.36 per cent in 2019-20. यानी 100 रुपये कमाने के लिए आप 98 रुपये खर्च करते हैं। "This meant that Railways spent 98.36 to earn 100 rupees as compared to the operating ratio of 97.29 during 2018-19." हमारे ज़माने में तो यह 95 परसेंट था। "There was a deterioration in 2019-20.." यह CAG का कहना है, मेरा नहीं है। "Further had the actual amount कितना? Rs.48,626 crores required to meet the expenditure on pension payments of Zonal Railways being appropriated to the pension fund, instead of Rs.27,708 crores, the Railways working expenses would have increased with the increased working expenses, the O.R. would have been 114.35 per cent." यह उनका ही कहना है, मेरा कहना नहीं है। तो 114 परसेंट आप खर्च कर रहे हैं। उसके बाद में 2021-22 में, in the Union Budget 2021-22 document, it has been mentioned that 'with the required level of appropriation to pension funds from Railway revenues in 2019-20, the operating ratio would be 114.19 per cent, thus O.R. of 98.36 per cent shown by the Railways does not reflect the true financial performance of the Railways'. This is CAG Report, इसको तो आप मानते नहीं। यादव जी, आप इसको तो मानते हो। मैं भी Public Accounts Committee में था, आप भी थे, आपको मालूम है। मैं उनको बता रहा हूँ कि देखिये, आपके ज़माने में operating ratio कितना बढ़ा है, जो एक ज़माने में 93, 94, 95 परसेंट था, वह अब बढ़कर 114 परसेंट हो गया है। यह CAG ने point out कर दिया है, इसका क्या मतलब होता है, आप ही सोचिये।

उसके बाद, आपका तो ऐसा है कि चार आने की मुर्गी, 12 आने का मसाला, हमेशा आप चार आने प्रोजेक्ट पर खर्च करते हैं, 12 आने advertisement पर खर्च करते हैं, इसीलिए आपको अच्छा दिखता है, क्योंकि आप सिर्फ वह फोटो देखते हैं। अगर आप actual ground reality देखें तो आपकी यह हालत है और CAG ने रिपोर्ट में आपकी धज्जियां उड़ाई हैं। दूसरी चीज़, इन बातों को छिपाकर

आप सिर्फ प्रचार करते हैं। मैं यही कहूंगा कि भारत की जो रेल है, यह जनता के खून-पसीने से बनी हुई है।

सर, यह लोगों का पैसा है, उसको लोग देते हैं। उसको बचाना, उसकी आमदनी बढ़ाना और उसको अच्छा रखना, यह हम सबका काम है। इसलिए सरकार इधर ज्यादा ध्यान दे। रेलवे के ऊपर किसकी फोटो लगे, आप उसको ज़रा छोड़ दीजिए। हम लोग हमेशा passengers की मदद करने के लिए freight charges या जो मालगाड़ी होती है, उस पर ज्यादा ध्यान देते थे, ताकि वहाँ आमदनी बढ़े और हम passengers को कम दाम में पहुँचाएँ, लेकिन आपको इसकी चिंता नहीं है। इसको घाटे में बता-बता कर किसी private party को देना, आप यह मकसद रखते हैं, इसीलिए आप इसको रोज़ घाटा-घाटा-घाटा बताते आ रहे हैं। आप यह मत कीजिए, क्योंकि यह सबसे बड़ा employment देने वाला डिपार्टमेंट है। पहले 1980 में इसमें 18 लाख लोग काम करते थे, उसके बाद घटते-घटते ये 13 लाख हो गए, फिर 12 लाख हो गए। मैं आगे आपको आँकड़े पढ़ कर बताऊँगा कि आप इसको जिस ढंग से चला रहे हैं, अब घटते-घटते यह हो रहा है कि 2 लाख, 65 हजार posts खाली हैं और 3 लाख, 18 हजार लोग contractual basis, यानी daily wages पर हैं। ये लोग, जो regularized नहीं हैं और जो अभी regularized हैं, जो केवल 9 लाख, 67 हजार हैं, इनको कोई सुविधा नहीं मिलती है, इनको कोई पेंशन नहीं मिलती है। इसलिए जो daily wages पर हैं, वे भी वैसे ही हैं और जो contractual basis पर हैं, वे भी वैसे ही हैं और खाली posts इतनी हैं। कम से कम अगर नौकरियाँ रहीं, तो इससे SC/ST को reservation मिलता है, OBCs को reservation मिलता है। आजकल आपने EWS के लिए भी, यानी Upper Castes में जो गरीब लोग हैं, उनके लिए भी आपने एक प्रावधान किया है। लेकिन यह कहाँ मिलेगा? आप नौकरियाँ घटाते ही जा रहे हैं और जो खाली हैं, उनको भर ही नहीं रहे हैं, तो आप बोलिए कि आपका मकसद क्या है! जो लोग स्वाभिमान से जीना चाहते हैं, आप उनको गुलाम बना रहे हैं और आप उनको गुलामी में रहने के लिए प्रोत्साहित कर रहे हैं। एक ज़माने में जब बाबू जगजीवन राम जी रेल मंत्री थे, तो जब भी रेलवे में भर्ती के लिए पद खाली होते थे, वे जल्दी भर्ती करते थे। बाद में हमारे ज़माने में भी हमने कोशिश की, लेकिन इधर एक ऐसा वातावरण तैयार किया जा रहा है कि efficiency नहीं है। क्या contractual labour में efficiency होती है, अगर उसको permanent नहीं बनाया गया? क्या daily wages वालों में efficiency आती है? वे तो बेज़ार से काम करते हैं। आप लोग in the name of liberalization, हमारी गवर्नमेंट में भी यह किया गया होगा, मैं इनकार नहीं करूँगा, लेकिन मेरी व्यक्तिगत राय तब भी थी, आज भी है और आगे भी रहेगी। आप गरीबों के पेट पर लात मार कर अमीरों को बचाने की कोशिश मत कीजिए, आप रेलवे को उनके हाथ में देने की कोशिश मत कीजिए। ये retire भी हो रहे हैं। आप भर्ती कीजिए। इसके बाद मैं आपको एक और बात बताना चाहता हूँ।

आप चुनाव के मद्देनज़र बहुत अच्छा काम करते हैं, आपकी केमिस्ट्री बड़ी अच्छी रहती है कि वोट लेने के लिए क्या करना चाहिए, क्या नहीं करना चाहिए। आपने चुनाव के हिसाब से 15 फरवरी, 2019 से वंदे भारत ट्रेन शुरू की, परंतु तीन साल में आप केवल दो ट्रेन्स ही चला सके, अब फिर आपने अनाउंस किया है कि आप 400 वंदे भारत ट्रेन्स चलायेंगे। आप जो काम तीन साल में नहीं कर सके, तो क्या आप 400 वंदे भारत ट्रेन्स एक-दो सालों में चलायेंगे? आप लोगों से ऐसा * क्यों बोलते हैं? * बोलकर वोट क्यों लेते हैं या सत्य से दूर रखकर बात क्यों कहते हैं? जितना होता है, वह कहिये। इसीलिए मैं आपको ये आंकड़े दे रहा हूँ और मैंने ये आंकड़े आपके पास से ही लिये हैं। चार सौ वंदे भारत ट्रेन्स चलाने का एलान आपने कर दिया, इससे साफ हो जाता है कि आपकी नीयत में कुछ खोट है।

महोदया, टेक्नोलॉजी की बात आती है, मॉडर्नाइज़ेशन की बात आती है। मॉडर्नाइज़ेशन होता जाता है।...(व्यवधान)...

श्री शिव प्रताप शुक्ल (उत्तर प्रदेश) : महोदया, मेरा निवेदन है कि एलओपी तथा हम सब सदन का सम्मान करते हैं, हो सकता है कि मुंह से निकल गया हो, इन्होंने * शब्द कहा है, जो संसदीय नहीं है, कृपया उसे कार्रवाई से निकाल दिया जाए।...(व्यवधान)...

श्री मल्लिकार्जुन खरगे : इसीलिए तो मैंने कहा - सत्य से दूर।

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): We will examine it and an appropriate decision will be taken. Sir, you have only three minutes.

श्री मल्लिकार्जुन खरगे : मैं जानकर भी अपने आपको करेक्ट कर लेता, क्योंकि यादव जी हमेशा यह बात उठाते हैं, वे बुक लेकर बैठते हैं।

उपसभाध्यक्ष (श्रीमती वंदना चव्हाण) : सर, आपका तीन मिनट का ही समय बचा है।...(व्यवधान)...

श्री मल्लिकार्जुन खरगे : मुझे आप मत सिखाइये। आपने 'नेशनल रेल प्लान' बना दिया और कहा कि हमने 2050 तक के लिए 'नेशनल रेल प्लान' बना दिया। तीस साल बाद क्या होगा, किसको मालूम है, तीस साल का यह प्लान है। अगर कोई पंचवर्षीय योजना होती या नीति आयोग के द्वारा भी कोई पांच-दस साल की योजना होती, तो हम समझते कि इसमें कोई सत्यता है। तीस साल का प्लान बना दिया, तीस साल बाद पूछने के लिए मैं यहां नहीं रहूंगा और बोलने के लिए आप वहां नहीं रहेंगे। तीस साल

* Expunged as ordered by the Chair.

तक आप देश का मार्गदर्शन भी करने वाले नहीं हैं। ऐसी * बातें बोलकर, सॉरी, सत्य से दूर बातें बोलकर ...(व्यवधान)...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Don't disturb. ...*(Interruptions)*... You have only three minutes. ...*(Interruptions)*...

श्री मल्लिकार्जुन खरगे : सत्य से अलग बोलें तो क्या है, मुझे जो भाषा आती है, मैं वही बात करूंगा। ...(व्यवधान)...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Hon. Member, please continue. *(Time-bell rings)*

श्री मल्लिकार्जुन खरगे : लेकिन उनसे बेहतर है। दुनिया भर में योजनाएं पांच-दस सालों के लिए बनती हैं, लेकिन आप तो केवल चुनावी योजनाओं के लिए जोर लगा रहे हैं। बजट में 'पीएम गति शक्ति' कहा गया है, लेकिन बजट में क्या करना है, उसके बारे में कुछ नहीं बोला। इसमें 'पीएम गति शक्ति', एविएशन और अन्य सारी चीजें आपने बोलीं, लेकिन 'पीएम गति शक्ति' की तरफ आपने ज्यादा ध्यान दिया, रेलवे के बजट पर और रेलवे को सुधारने के बारे में आपने कुछ नहीं बोला।

एक दूसरी चीज हम आपके सामने ला रहे हैं और वह है बुलेट ट्रेन। मोदी सरकार ने पहले रेल बजट में 2014-15 में कहा था कि 2022 में बुलेट ट्रेन चलने लगेगी। 14 सितम्बर, 2017 को इस प्रोजेक्ट का भूमि पूजन हुआ, लेकिन बुलेट ट्रेन का काम बैलगाड़ी के जैसा चल रहा है, इस रफ्तार से चल रहा है। 1 लाख, 8 हजार करोड़ रुपये का प्रोजेक्ट है, इसकी टेक्नोलॉजी आप जापान से ले रहे हैं, जापान से लोन ले रहे हैं। जापान को इसका खूब पैसा मिलेगा। ...(व्यवधान)...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Hon. LoP, you will have to move towards concluding your speech.

श्री मल्लिकार्जुन खरगे : थोड़ा सा बाकी है। ...(व्यवधान)... मैं रेलवे मिनिस्टर से कहूंगा कि आप इसके बारे में देख लीजिए, क्योंकि 1 लाख, 8 हजार करोड़ रुपये इसके लिए खर्च हो रहे हैं। पहले आपने यह कहा था कि यह 2022 में चलेगी। मैं जब रेल मंत्री था, तब इस प्रोजेक्ट को मैंने व्यक्तिगत रूप से अपोज़ किया था। मैंने इसको क्यों अपोज़ किया था? मैंने कहा कि 500 किलोमीटर रेल लाइन बनाने के लिए आप कितना खर्च कर रहे हैं - 1 लाख, 8 हजार करोड़ रुपये! I understand, यह भी लोक

* Expunged as ordered by the Chair.

सभा का ही question है, उसी के reply में आपके सामने पेश कर रहा हूँ। In a reply to an Unstarred Question in the Lok Sabha, in 2015, the Government said that the cost of one kilometer of high-speed rail track is between Rs. 100 crores and Rs. 140 crores. यानी एक किलोमीटर के लिए इतना खर्च कर रहे हैं। 2014-15 में एक किलोमीटर के लिए ...(समय की घंटी)...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): You will have to conclude, hon. LoP.

श्री मल्लिकार्जुन खरगे : मुझे तो 40 मिनट टाइम दिया गया है।

उपसभाध्यक्ष (श्रीमती वंदना चव्हाण) : आपका 40 मिनट का टाइम पूरा हो गया है। आप देख लीजिए, 41 मिनट हो गये हैं। ...(व्यवधान)...

श्री मल्लिकार्जुन खरगे : मैं खत्म कर रहा हूँ। ...(व्यवधान)... मैं 5 मिनट में खत्म करूँगा।

उपसभाध्यक्ष (श्रीमती वंदना चव्हाण) : 5 मिनट नहीं, सर। You move toward conclusion.

श्री मल्लिकार्जुन खरगे : 2014-15 में एक किलोमीटर के लिए यह खर्च कितना था? आज हम गरीबों के लिए जो ट्रेनें चलाते हैं, that is round about Rs. 10 crores per kilometer, वह 140 करोड़ है। इसलिए मैं चाहता था कि कम से कम 11,368 किलोमीटर रेल लाइन इससे बिछा सकते हैं, इसीलिए मैंने भी उस वक्त इसको अपोज किया, लेकिन आपको मालूम है कि कैबिनेट में कोई भी चीज़ unanimously हो जाती है, जिसके बारे में हम बाहर कोई बहस नहीं कर सकते। लेकिन चूँकि यह प्रोजेक्ट अभी शुरू नहीं हुआ था, इसलिए आप इसको रोक सकते थे और रोक कर 11,368 किलोमीटर रेल लाइन इससे बना सकते थे, जिससे गरीबों को ज्यादा फायदा हो सकता था, बहुत से एरियाज़ में रेल चल सकती थी।

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Hon. LoP, kindly conclude.

श्री मल्लिकार्जुन खरगे : मैं पहले ही बहुत सी चीज़ों पर बोलने वाला था। मैं इसीलिए चुप बैठा रहा, क्योंकि क्वेश्चन ऑवर भी चलने दें, यह भी चलने दें। अगर ऐसे टाइम बरबाद होता, तो मुश्किल था।

मैं आपके सामने एक-दो चीज़ें रख कर अपना भाषण खत्म करूँगा, क्योंकि यह बताना जरूरी है कि आमदनी में भी काफी गिरावट आयी है। एक तरफ 2018-19 में यह 1 लाख, 90 हजार करोड़

था, 2019-20 में यह कम होकर 1 लाख, 75 हजार करोड़ पर आया और 2020-21 की बात छोड़ दीजिए, क्योंकि यह कोविड का पीरियड था और आप बोलेंगे कि इसीलिए यह कम हुआ। तो एक तरफ यह बात है और आपने अपने Revised Estimates में भी सुधार के लिए जो 25,000 करोड़ रुपये लिए थे, उसमें से भी आपने 18,000 करोड़ रुपये ही खर्च किये हैं। इस प्रकार एक तरफ पैसे रहते हुए भी आप खर्च नहीं कर रहे हैं, दूसरी तरफ आपकी आमदनी भी घट रही है और तीसरी तरफ आपके खर्च भी बढ़ रहे हैं। ये सारी चीजें क्या दर्शाती हैं? इसलिए आप लोगों को इस पर ज्यादा काम करना है और हमारा 31,814 करोड़ रुपये का जो resource gap है, आपको इस gap को भी मिटाना है।

मैं आखिर में यही कहूँगा कि ये जो pending projects हैं, उस वक्त इस सदन में या उस सदन में बहुत बातें करते थे..

4.00 P.M.

आपकी सरकार में तो 1.5 लाख करोड़ रुपए के pending projects हैं। आप कैसे करेंगे? आप क्यों वायदे करते हैं? आपकी सरकार में 7 लाख, 53 हजार करोड़ के projects pending हैं। आप उस वक्त तो टीका-टिप्पणी करते थे और आज आपके इतने projects pending हैं! आप उसके लिए पैसे कहां से लायेंगे और कब उन कामों को खत्म करेंगे, यह जवाब आपको देना है। बहुत सी और भी बातें हैं, लेकिन मैं इससे ज्यादा नहीं बोलना चाहता। आप रेलवे की हालत दिन-पर-दिन बदतर मत करिए। यह एक पब्लिक सेक्टर है, इसे पब्लिक सेक्टर के रूप में ही रखिए। भारतीय रेलवे में 13,523 यात्री गाड़ियां हैं, 9,146 मालगाड़ियां हैं, तो मैंने जैसा पहले कहा कि इसकी जो lifeline बनी हुई है, इसको बरकरार रखना है। आप किसी की बात मत सुनिए। आप even मोदी साहब की बात भी मत सुनिए, क्योंकि रेलवे को सुधारना है। कई बार ऐसा होता है कि जब आप argue करेंगे, तभी आपकी बात सुनी जायेगी। अगर आप argue ही नहीं करेंगे, तो कैसे होगा!

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Hon. LoPji, kindly conclude.

SHRI MALLIKARJUN KHARGE: One minute. महोदया, मेरा सुझाव है कि गरीबों के हित में इस रेलवे को और बेहतर बनाने का प्रयास कीजिए। स्टेशनों के नाम बदलने या अपनी फोटो लगाने से काम नहीं चलेगा। देश को मजबूत बनाइए, रेलवे को मजबूत बनाइए, गरीबों को बचाइए और privatization मत करिए। धन्यवाद, 'जय हिन्द'।

DR. KANIMOZHI NVN SOMU (Tamil Nadu): Hon. Chairperson, thanks for the opportunity given to me to speak on the working of the Ministry of Railways. I want to tell one thing for our hon. Members of this House. We all know, just a few years back and

even now, only the railway tickets were for sale, but now the Railway Department itself is for sale, Madam. ...*(Interruptions)*... This Union Government has stuck to what it knows the best -- Privatization and Selling of the Assets. DFC privatization, CONCOR disinvestment, Railway station privatization, train privatization, the list goes on and on and on. ...*(Interruptions)*... Exactly.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): No comments, please. Let the hon. Member speak.

DR. KANIMOZHI NVN SOMU: 'Selling from railway tickets to Railway Department', what a development we have! Thanks for the Union Government for selling the Railway Department.

Respected Chairperson, Indian Railways is the fourth rail network in the world with a workforce of nearly 1.3 million employees. Remarkably, out of 1.3 million Indians, nearly 23 million passengers travel in 13,000 passenger trains across 64,000 kilometres of railway line daily. The livelihood of crores of our people is dependent on the railways. I want to know whether the Union Government is willing to unite this nation or not. The Indian Railways 'did' a noble job for the welfare of Indians. The reason I mentioned did which is in the past tense because now the Ministry of Railways has also started spreading this Union Government's propaganda of social injustice, dominance and hate politics.

Hon. Chairperson, a few examples are: Nearly 200 years old organization has largely subsidized travel expenses for millions of Indians daily since Independence. It offered concessions to 53 categories, including those for senior citizens, disabled persons, students, sportspersons and medical professionals, etc. But now it has all been withdrawn. No concessions to senior citizens, disabled persons and students as well, aiming for the profitability.

Before Independence, only the Railways had worked for the main purpose, aiming profitability. But now the Union Government is also for the same profitability. They are aiming for the same profitability. Are we in a non-Independence era? Can we call this as a social injustice?

Hon. Chairperson, I request the hon. Minister to consider resuming the concessions for, at least, the unreserved and sleeper class passengers.

Madam, may I humbly remind the hon. Minister for Railways that he is the chief representative of the PSU of a republic nation and he is not the CEO of any MNC? At this point, I am thankfully reminded of Laluji who was running this Ministry for the poorest people of India and, at the same time, got huge profits to the revenue of this Department. Nowadays, we are widely talking about awareness about environment, but he was a leader who thought about it 15 long years ago. If my memory is right, he introduced mud cups for selling tea at the railway stations. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): You may respond when you get the chance. ...*(Interruptions)*... You may respond when you get the chance. Madam, you may continue.

DR. KANIMOZHI NVN SOMU: If my memory is right, he introduced mud cups for selling tea at the railway stations. That way, Laluji also sold tea at railway stations. Yes, he was selling tea at the railway stations, but he never sold the railway department. Madam, it is my pride to thankfully remember our Bihari Dravidian leader and social justice warrior, hon. Laluji now.

Madam, we are aware that food, clothing and shelter are the basic necessities of any human being in this world. Every Government has the duty and responsibility to ensure that people get these basic necessities to their fullest. Among the few ministries, Railway Ministry also has the opportunity to serve the people with food, which forms a part of the unique cultural identity of people. The Indian Railways is doing a major disservice to the people's cultural identity. To quote an incident, which has appeared on the social media, people from my State, travelling from Coimbatore to Chennai on the Shatabdi Express, were forced to consume foods like roti, shahi paneer, dal tadka, fatafat bhel, chanajor garam, etc. Please correct me if my pronunciation is wrong. When I am not able to spell these words, how do the people of my State eat this when they are travelling? When we have our own foods like idli, dosa, pongal, sambar and vada, which is a part of our cultural identify, why are foreign foods being imposed on our passengers? Likewise, the Ministry is forcing their cruel propaganda on the people who

have a unique cultural identify. These kinds of imperialist practices unleashed on the distinctive identities of each State are antithetical and disruptive to India's unity. Can we call this dominance?

Hon. Vice-Chairman, I have a long list of demands that are much needed for Tamil Nadu. I would mention a few here and send a separate request to the hon. Railway Minister. Kindly consider that.

There are long pending new railway line projects, like the Rameswaram-Dhanushkodi project, the Madurai - Bodinayakkanur doubling project, construction of a fourth line between Chennai Beach and Chennai Egmore and the Pamban Bridge. A meagre amount of Rs. 303.42 crore has been allocated for various railway electrification works in Tamil Nadu, which is not sufficient for the progress of the electrification process.

Madam, there are railway projects in our State that need the Government's attention and also generous funding, but, unfortunately, the amount allocated in this Budget was paltry and insufficient. I urge the Government to allocate substantial funds for the execution of the following railway projects -- Tindivanam-Gingee-Tiruvannamalai, Tindivanam-Nagari, Athipattu-Puththur, Erode-Palani, Chennai-Cuddalore, Madurai - Aruppukottai - Thoothukudi, Sriperumbudur-Guduvancheri-Irunkattukottai-Avadi, Morappur-Dharmapuri and the doubling project of Katpadi-Villupuram section. A meagre amount of Rs. 1.5 crore had been allocated for the Salem-Karur-Dindigul doubling project as against the project cost of Rs. 1,600 crore. There is no justification for this. Similarly, for Rs. 650 crore Erode-Karur doubling project, the Centre has allocated only one crore rupees. This was the third consecutive budget in which the Centre had given meagre funds for the projects in Tamil Nadu.

For Madurai-Bodi gauge conversion work, which has been going on for ten years, the Centre had allotted just Rs. 125 crore, for the Vanchi Maniyachchi-Nagercoil doubling project, Rs. 425 crore and for the Thiruvananthapuram-Kanniyakumari doubling project, Rs. 700 crore, which is still less.

Madam, under the fund allocation for new railway lines, Southern Railway has been granted a paltry sum of Rs. 59 crore for eleven projects out of which ten projects have been allocated only a token amount of Rs. 1,000. Such a generous approval from the Railway Minister! This has been the case ever since this Government removed the standalone Railway Budget in 2016. In August, 2021, the Central Government launched the National Monetization Pipeline (NMP). Under NMP, the value of Railways' assets to be monetized is estimated to be Rs.1.52 lakh crore. This is about 26 per cent of the value of all the assets of the Union Government covered under NMP. Again, why is the service organisation in a republic nation dependent on the private players?

Hon. Vice-Chairperson, the funniest part here is, the Ministry is not ready to allocate funds for the development project which is initiated by the Ministry itself and, at the same time, the Railway Ministry is not ready to approve the proposal from the State Government of Tamil Nadu which is funded by the State Government. Is the Ministry implicitly stating that it is not ready to undertake or approve or support any kind of developmental projects for the State of Tamil Nadu? Can we call this, again, hatred politics?

Hon. Chairperson, for your kind note, one of the long-standing demands from the Delta district of Thanjavur is the opening of a new railway line from Thanjavur to Pudukkottai, the survey for which had been completed and submitted by the British just before Independence. Even a few years back, a survey was done again but it was shelved. If it is completed, around 60 kms. will be reduced from Rameshwaram to Chennai in mainline and also the fuel cost. This is the long-standing request of passengers not only from Tamil Nadu but also from all over India because people visit from all over India to that place.

Hon. Chairperson, the people of Tamil Nadu are totally dejected to see such a large-scale injustice done as far as the Railway needs of this State are concerned. Let me remind the hon. Minister and this Union Government, we are not different from you. We are also MPs elected or nominated to serve the interests of people. Just because you have the numbers and the Government today, it doesn't give you the right to have a vendetta against those who did not vote for you.

Remember, power is not permanent. You shall reap your *karma*. Learn from our hon. Chief Minister of Tamil Nadu, Thiru M.K. Stalin, who works for the State of Tamil Nadu and not just the people who voted for him.

To protect this federal Indian constitutional structure, State autonomy should be protected, unique cultural identity should be valued, the need and the sensibility of the people should be honoured. The present Government and the Minister should understand that they are running a Ministry in a democratic republic nation. I would like to put on record in this august House that Tamil Nadu, being the second highest contributor to the Central exchequer, deserves better than this. Thank you.

SHRI AYODHYA RAMI REDDY ALLA (Andhra Pradesh): Hon. Vice-Chairperson, thank you for giving me the opportunity to talk on the working of Indian Railways. As we all are aware, the Indian Railways is considered the backbone of our country and, rightly so. Its importance as means of public service became apparent during the pandemic when *shramik* trains were started for carrying people, for carrying food items, for carrying medical supplies like oxygen, etc., and also when railway coaches were converted into isolation wards. The railway employees served as frontline workers. So, this great asset of our nation, even when the pandemic came, stood ahead of everything and really worked in the larger interests of our nation. After 75 years of our Independence, if you ask me, have we really given as much to this sector, I will say, I don't think so; we just used this asset so far. The time has come that for the next 75 years we have to reshape this great national asset. We need to plan it now. I am sure the hon. Minister, who himself is a technocrat, understands the sector reasonably well. I am sure this Government and the hon. Minister will give it a direction, a vision and a mission for the next 75 years to this sector. I have a few suggestions and also a few demands. My suggestion to the Minister is: please come out clearly with the next 75-year plan - 25:25:25. Regarding the Public-Private Partnerships, please understand that the Railways are very conservative, very cautious, as I see them, on every front. Even in the PPP mode, they are never allowing the asset to be completely sold out. They are giving it only on the lease model, which means at the end of the day, it is going to come back. It is going to be managed well. It is not that it is going into some private hands, etc. No. So, let us all understand. In this House, we have to understand that if we have to take this country and the Railways to the next level, we need a lot of money; we need a vision;

and, we also need the right kind of models. Otherwise, the coming generations are not going to spare us. So, as I told, actually, we have used this asset for the last 75 years. We have not given anything to it. Let us start working on that. These Public-Private Partnership initiatives must be encouraged. You have to come out clearly with the deliverables around the infrastructure, digitisation, technology, services and the models in which you are going to ultimately give the value to the user, that is, the Indian public. I am sure, you have to come out with the best of the consultants. Please bring in the best of the global practices and then come out with clarity. When I see the Indian Railways, it has got very good talent, knowledge and skill within the organisation. But the point is that most of it was done traditionally during the last several years. Now, we have come of age and we have to completely revisit, taking the Indian Railways to the next level.

Regarding the manpower, looking at the future needs, one important factor is technology and the second is the manpower. Manpower certainly needs to be strengthened and competent people have to be brought in. Regarding the newer technologies, when we look at the high-speed trains, the bullet trains, that is the order of the day. We have to certainly bring in these things, but let us see technically and economically, how far they are going to be viable. I am sure the hon. Minister has the competency to understand that.

Then, most of the Railways have to be made green, environmental friendly in every aspect. We have to bring in the strategies and operational methods to see that the entire integration and also all the stakeholders around Railways have to be environmental friendly. And, then, long-term sustenance has to be brought in around every aspect that we are going to address around this.

I have a few demands. As you are aware, Andhra Pradesh is deprived on several fronts after its division. We have lost most of our assets. We want you to please help our State wherever we are losing out. I mean, this may not be the platform where I want to tell everything but we have given a lot of submissions. Please note that the State is really losing out on several revenues. So, kindly help us in implementing our projects with innovative methods wherever our contributions have to be brought in. We are facing some problems. We want you to please come out with new concepts and help. It will

be a win-win situation for both of us. The most important is the South Coast Railway Project. PM Gati Shakti was the highlight of the Budget Speech focussing on driving economic growth through seven engines, the Railways being one of them. Madam Finance Minister also mentioned that speedier implementation would be one of the focus areas. This will help in implementing the projects. The Railways is certainly failing in timely implementation of the projects. Separate dedicated teams have to be brought in. Timely implementation is a must. We want you to look at it.

Madam, if you look at the timelines for the Coastal Railway Zone, from June, 2014 till now, it is just at the DPR stage. It is a very sorry state of affairs. Kindly do something in this regard. On the issue of dissolution of Waltair Division, I would say that it is very important issue for the people of Andhra Pradesh. We request Waltair Division should be continued. We want the Railway infrastructure in Visakhapatnam to be supported with SCoR headquarters as well as Waltair Division. Madam, this will not involve any extra expenditure and we want the support to be given. *(Time-bell rings)*

As far as vacancies in Railways are concerned, while the implementation things can be taken up, but existing gaps in recruitment must be taken up.

THE VICE-CHAIRMAN (SHRIMATI VANDANA CHAVAN): Reddy ji, please conclude.

SHRI AYODHYA RAMI REDDY ALLA: On the important issue of discontinuation of concessions for senior citizens, through you, Madam, I want to request the hon. Minister to look into this issue and ensure that all the support, which was being extended prior to Covid-19, must be reinstated. Thank you very much.

SHRI JOHN BRITTAS (Kerala): Madam, we have a concept for the Railways. It is the single-largest public employer, the vehicle of economic growth and virtually the artery of the nation.

For the last several years, because of the policy paralysis, policy summersault, unprofessionalism and lack of finance, we have been depleting in this area. I do not wish to elaborate on that because many hon. Members have already spoken about that. Here, I would like to give two statistics. In 1950, Railway had 84 per cent share in

national goods transport; now, it is hardly 28 per cent. As far as passenger transport is concerned, it is more pathetic; from 79 per cent in 1950, it has come down to 12 per cent. I am sure that the hon. Minister will not oppose me on this statistics because he must be sure about all these facts and figures.

Madam, we all talk about the social causes. During the pandemic, the Minister had been very benevolent. When I visited the Minister, he asked our Chief Minister if any service from the Railways was required. See, what has now happened? In 2021-22, the passenger revenue increased by 191 per cent as he hiked the fare by 200 to 350 per cent. This is the service that he gave to those hapless people who were trying to escape to their safe havens in their villages.

Madam, now, I will come to a topic which is agitating the minds of an average Malayali. For the last several weeks, there is a burning issue in Kerala, that is, K-Rail issue. When Prasanna Acharya ji opened the discussion, he referred to the hon. Minister as a soft, astute, able, brilliant and erudite administrator. I also have my admiration for the hon. Minister. In the last several weeks, in the context of Kerala, he has been cheering for the disruptors and jeering at the performers. This is what has been happening with regard to the project, and, this is the attitude of the Minister towards a very important project of Kerala.

Now, let me come to the semi high-speed railway. Many of the Members who have spoken have argued for such railway projects in their States. It includes Ashwini Vaishnaw ji's very favourite State, Odisha. Madam, on 30th December, 2015, the Union Cabinet, that is, the Modi Government, took a decision and said that the States should be partners for the railway projects, and, developing the railways should not be the sole responsibility of the Central Government. The States have to come forward and to be collaborative of such projects. Sir, we are a poor State. We adhered to the decision of the Cabinet. We signed joint venture with the Railways. But, what happened, Madam? Now, they are saying that, 'look, we have several issues with regard to the project.' They should realize the fact that the Silver Line is owned by not only the Kerala Government, it is owned also by the Railways. They have 49 per cent of the share in the joint venture. Now, the Minister is distancing away from the project and joining the disruptors to defeat this project. His every word and deed is adding fuel to the fire. He

does not recognize that. He has been giving lengthy interviews to many newspapers and television channels. I have read diligently an interview which he had given to the Times of India. 'Our cardinal goal is to develop semi speed and high speed railway tracks in this country.' The K-rail Silver Line is a semi high speed project, which you should be supporting. Why are you opposed to it? Madam, while replying the debate in Lok Sabha -- I was carefully listening to the Minister -- he was concerned about the genuine environmental concerns attached with this project. How did he come to know about that? Mr. E. Sreedharan, the Metro Man, came and briefed him as a part of the BJP delegation. All of a sudden, he got a revelation that the project has a lot of pitfalls, environmental issues! Doesn't he know the fact that the Metro Man, the technocrat, has turned to be a BJP politician, a candidate in the Assembly and an aspiring CM candidate who had already opened his office in Palakkad. Madam, I would invite the attention of the hon. Minister towards how his Cabinet colleague, Mr. Nitin Gadkari, behaved when such delegations came and visited him. What did he do? Mr. Nitin Gadkari gave a patient hearing to them, gave them *vada paav* and sent them back. He continued with the project. I expected Ashwini Vaishnaw ji, the poster boy of this Government, to do the same. He is younger to me, though his hair is grey. He is much wiser to me. I agree that. But I expected that प्याज़ की कचौड़ी देकर उसको वापस भेजें।

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

Instead of that, he has got a revelation that there are a lot of environmental issues. Sir, Mr. E. Sreedharan, when he drilled every mountain in the Konkan region, razed the hills, filled all the water bodies, he was called somebody who tamed the nature. See, now he is finding a lot of environmental issues. What has happened to Konkan Railway? Ashwini ji, you have been talking about the railway tracks getting submerged in the rains. What has happened to the Konkan Railway? Every monsoon, you have a separate schedule. Tell me a day when exceptional floods were there in Kerala, when the tracks were submerged. You have a complete lockdown in Chennai for almost one month. Don't you permit railway projects there? Should you play petty politics? Think about your predecessors. They all failed. That is why Modi ji brought you there. Do you also want to fail? History will not absolve you, Mr. Ashwini Vaishnaw. I am just cautioning you. I really want you to perform. You are a person with high caliber. But you should

not indulge in petty politics. That is the only issue. *(Time-bell rings)* Sir, he shot a personal attack. I am just responding to him.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please conclude.

SHRI JOHN BRITTAS: I am just quoting a letter written by none other than the Finance Minister of this country. She sent a letter to my Chief Minister saying that 'please move forward, engage JICA, finalise the designing of package which would facilitate co-financing and in the meanwhile land acquisition and other clearances may be expedited by the agencies.' They don't even allow us to have a social impact study. There is collaboration between Congress and BJP there. Both are hand in glove. ...*(Interruptions)*... Even Muslim League. ...*(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): Sir, ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): He is on a point of order.

SHRI JOHN BRITTAS: Sir, he is interrupting me. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): He is on a point of order. ...*(Interruptions)*... He will have to...*(Interruptions)*...

SHRI JOHN BRITTAS: I am not yielding. ...*(Interruptions)*... I am not yielding. ...*(Interruptions)*... I am not yielding. ...*(Interruptions)*... I am not yielding. ...*(Interruptions)*... What is the point of order? ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): No, no. ...*(Interruptions)*... Don't do that. ...*(Interruptions)*... He is on a point of order. ...*(Interruptions)*... I have allowed the point of order. ...*(Interruptions)*...

SHRI V. MURALEEDHARAN: Place it on the Table of the House. ...*(Interruptions)*...

SHRI JOHN BRITTAS: Sir, I will not stop my speech. ...*(Interruptions)*...

SHRI V. MURALEEDHARAN: The letter was not written to the hon. Member. ...*(Interruptions)*... The letter was written by the Finance Minister to the Chief Minister. ...*(Interruptions)*... And if it is in your possession, place it on the Table of the House. ...*(Interruptions)*... Table it. ...*(Interruptions)*... Otherwise, ...*(Interruptions)*...

SHRI JOHN BRITTAS: Sir, a Minister should not be allowed to disrupt an ordinary Member. ...*(Interruptions)*... This is a wrong practice. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): You conclude now. ...*(Interruptions)*... Your time is over. ...*(Interruptions)*... Your time is over. ...*(Interruptions)*...

SHRI JOHN BRITTAS: Sir, grant me some more time. ...*(Interruptions)*... Sir, my only submission to the hon. Minister is this. We are all partners in this project. We came to this Joint Venture because your Cabinet took the decision. If there are deficiencies, let us sit together. You guide us. Instead of jeering at us and collaborating with the disrupters, you sit with us. Guide us. Let us put our heads together and see how we tread ahead. Don't play petty politics.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Thank you.

SHRI JOHN BRITTAS: No, Sir.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Your time is over.

SHRI JOHN BRITTAS: I need two more minutes, Sir.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): I have given you three minutes more. ...*(Interruptions)*... You got three minutes more because of me. ...*(Interruptions)*... Now the next speaker ...*(Interruptions)*...

SHRI JOHN BRITTAS: Sir, I need three minutes.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): I have given you five minutes more because I came...*(Interruptions)*...

SHRI JOHN BRITTAS: I was disrupted.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): That time also is over. Now you conclude. ...*(Interruptions)*... I am calling the next speaker. ...*(Interruptions)*... I am calling the next speaker.

SHRI JOHN BRITTAS: No, Sir. I am concluding. Sir, if the Railways were to be professional, a project which was announced in the Railway Budget of 2008 the cost of which was hardly Rs.120 crore, the Nemom terminal..

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Thank you.

SHRI JOHN BRITTAS: After 14 years, even the DPR hasn't been approved. I wrote to the Minister. This is the professionalism that they have.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Thank you. The next speaker is Dr. M. Thambidurai. ...*(Interruptions)*... Yes, Dr. M. Thambidurai. ...*(Interruptions)*...

SHRI JOHN BRITTAS: *

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Nothing else will go on record. Only what Dr. M. thambidurai says will go on record.

DR. M. THAMBIDURAI (Tamil Nadu): Sir, I thank you very much for having given me the time to speak on the Discussion on the Working of the Ministry of Railways.

I rise to speak on the Discussion on the working of the Ministry of Railways. First of all, let me congratulate the hon. Minister for expressing categorically in the other

* Not recorded.

House that this Government does not intend to privatize the Railways. On behalf of the AIADMK, I welcome the declaration of non-privatization made by the Minister and I once again thank him very much.

Sir, before I go into the details of the Railway demand, I would like to place on record our gratitude and appreciation for the hon. Prime Minister of India, Narendra Modi ji, and also for the hon. Minister for naming the Chennai Central Railway Station after our beloved leader and a great champion of the poor, Dr. Puratchi Thalaivar M.G.R. We, his disciples, not only in Tamil Nadu but also living all over the world will be eternally grateful for this wonderful gesture. I am also requesting the Government to install a statue of Dr. M.G.R. in the railway station premises for the generations to come to remember the great son of India. That is my request, Sir.

Our Railways play an important role in our economy and national integration and provide employment to the youth of this country. India's railway network is recognized as one of the largest railway systems in the world under one single management. Our Prime Minister has envisaged a five trillion dollar economy for India by 2024 and towards that goal our Railways contribute in a large way. To complete ongoing projects in Tamil Nadu, an amount of Rs.3,865 crore has been allotted. These projects include 25 new lines, gauge conversion, doubling projects covering 3,077 kilometres, etc. Considering the fact that total estimated cost of those works is Rs.28,307 crore, the same may be allocated. That is the original demand for these projects. But our hon. Minister has only allotted Rs.3,865 crore, which is a very meager amount. Therefore, I request him to consider enhancing the amount.

Sir, I want to know about the 'One Station One Product' idea, which was announced in the Budget. It sounds interesting as it is planned to enhance the future opportunities for local business and supply chain ecosystems. I request the hon. Railway Minister to enlighten the House on this 'One Station One Product' concept and what kind of work has to be done to implement this idea.

Sir, now, I would come to the demands of Tamil Nadu. Because the time is limited, I request you to allow me 2-3 more minutes to highlight certain demands, which are required for Tamil Nadu. Chennai-Cuddalore *via* Mamallapuram coastal railway line

and Sriperumbudur-Guduvancherry line are very important projects which are to be considered. Chennai-Cuddalore new project needs to be completed as East Coast link from Chennai to Tuticorin. It will be an alternative to the present congested route *via* Madurai. Sriperumbudur-Guduvancherry line will be connecting important industrial clusters with trunk routes which will attract more freight traffic.

Sir, one of the main demands, which we have always been raising from 1984 onwards when I was the Deputy Speaker, Lok Sabha, and Shri Madhavrao Scindia was the Railway Minister at that time, is, a new rail line between Jolarpettai and Bengaluru *via* Hosur, Bargur and Krishnagiri. It has been our demand for several decades. It has been surveyed many times but it is yet to come up. It is already announced. I hope it will come through. Hosur is fast becoming an industrial production centre. It has been upgraded into a corporation from a municipality. The existing Chennai-Bengaluru line is highly congested. Therefore, this project is very, very important, which has to be taken up.

Sir, for the kind attention of the Minister, I would like to mention that 12 years ago, the Railway Board had taken up the survey but it is not yet started. Announcement is there. I request him to consider this. One more thing is there. Other hon. Members have requested for Karur. I have represented Karur; many times, I was a Lok Sabha Member. The railway line from Tiruchirappally to Erode has to be doubled *via* Karur. Also, line from Karur to Salem has to be doubled. That is a demand. Also, the special express trains which go *via* Karur station have to be stopped there. That is our request. It is an industrial centre. More facilities should be provided at Karur railway station. That is our demand.

Sir, the western region of Tamil Nadu has long been neglected of train connectivity for several years. The line works between Erode and Palani still remain a dream. Palani is a holy city and pilgrimage centre for the Hindus all over the world. It is considered a place for Tamil God; we always respect our Tamil God. Therefore, most of the Tamilians, even from international places, are coming to worship at that place. Even Kerala people are coming to Palani. So, it is spreading. Therefore, considering the tourist importance, the Government should act fast and sanction the new lines which I mentioned.

Sir, the Railway Minister, in his Budget Speech, mentioned that the Prime Minister Gati Shakti will be given an extra thrust and the Indian Railways is set to see its highest-ever capital expenditure of Rs.2.45 lakh crore for 2022-23 which is 14 per cent higher than the Revised Estimates of Rs.2.15 lakh crore. The hon. Railway Minister has said that the Indian Railways is spending Rs.96.98 for every Rs.100 it earns. It is a welcome development. Kindly ensure that the States which contribute more to the growth of GDP and tax collection are encouraged, and they must get sufficient and more allocation. While it is important to keep in mind the needs of the underdeveloped States, it is also equally important not to make developed States suffer. Therefore, I am requesting you that you have to allocate more funds to Tamil Nadu. Long pending projects must be completed. As I requested, Sir, our dream project, Jolarpettai to Bargur, my native place, then Krishnagiri, Hosur and Bangalore, it has to be...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Mr. Thambidurai, please address the Chair.

DR. M. THAMBIDURAI: When this project comes up, Puducherry also should be connected. Puducherry State, Tamil Nadu State and Karnataka State, three States would be benefited. Therefore, it is a big project. Please consider it. That is my request. Thank you very much, Sir.

उपसभाध्यक्ष (श्री भुबनेश्वर कालिता) : अगले स्पीकर श्री विशम्भर प्रसाद निषाद हैं। विशम्भर प्रसाद निषाद जी, आप कृपया अपना भाषण आरंभ कीजिए।

श्री विशम्भर प्रसाद निषाद (उत्तर प्रदेश) : उपसभाध्यक्ष महोदय, आपका बहुत-बहुत धन्यवाद कि आपने मुझे इस अवसर पर बोलने का अवसर दिया है। मैं समाजवादी पार्टी के राष्ट्रीय अध्यक्ष अखिलेश यादव जी, सदन में अपनी पार्टी के नेता माननीय प्रो. राम गोपाल यादव जी की तरफ से रेलवे बजट 2022-23 पर हो रही चर्चा में भाग ले रहा हूँ।

मान्यवर, जब रेलवे का अलग से बजट होता था, तो पूरे देश की निगाहें इस बात पर टिकी रहती थीं कि आज रेल का बजट पेश होने वाला है। उस समय पूरा देश टी.वी. के सामने खड़ा रहता था, रेडियो सुनता था, लेकिन जब से इसको main Budget में मिला दिया गया है, तब से लोगों का interest खत्म हो गया है। पहले लोग प्रतीक्षा करते थे कि हमारे इलाके में कौन-सी train चलने वाली

है, कितना किराया बढ़ने वाला है, कितना किराया घटने वाला है, क्या-क्या होने वाला है आदि-आदि।

मान्यवर, दुनिया में रेल का सबसे ज्यादा जाल हमारे भारत में है और हमारे भारत के लोग सबसे ज्यादा रेल से यात्रा करते हैं, लेकिन हम कुछ दिनों से देख रहे हैं कि जब से निजीकरण का मामला आ गया है, तब से रेलवे के किराए बढ़ा दिए गए हैं। जो passenger trains थीं, MEMU trains थीं, उनका उच्चीकरण करने के नाम पर दुगना, तिगुना किराया बढ़ा दिया गया है। इससे लोगों में हताशा और निराशा आई है।

महोदय, रेलवे सबसे ज्यादा रोजगार, यानी employment देने वाला विभाग था, लेकिन जब से निजीकरण की शुरुआत हुई, तब से लोगों में हताशा आई। मैं इस संदर्भ में खास तौर पर एस.सी./एस.टी., ओबीसी वर्ग के लोगों के बारे में कहूंगा कि जब निजीकरण हो जाएगा, तो आरक्षण खत्म हो जाएगा, लोगों को नौकरियाँ नहीं मिलेंगी।

महोदय, माननीय मंत्री जी ने जो भी railway stations उच्चीकरण के लिए दिये हैं - इनमें बड़े-बड़े रेलवे स्टेशन्स हैं, जहाँ पर अच्छी आमदनी हो सकती है, इन्होंने उन स्टेशन्स को निजीकरण के दायरे में देने का काम किया है। वहाँ पर rate बढ़ा दिए गए हैं, वहाँ पर parking rate बढ़ा दिये गए हैं, platform ticket के रेट बढ़ा दिए गए हैं और घंटे के हिसाब से रेट तय कर दिये गये हैं।

मान्यवर, इन्होंने कहा था कि bullet train चलाएंगे, इन्होंने तीन साल में 400 वंदे भारत ट्रेन्स चलाने की योजना बनाई है, लेकिन हम समझते हैं कि हमारे देश में जो स्थिति है, उसको देख लेना चाहिए। मान्यवर, जब से माननीय मंत्री जी की सरकार आई है, तब से पूरे देश में 'अन्ना प्रथा' चालू कर दी गई है। सड़कों और रेल की पटरियों पर साँड़ और गायें घूम रही हैं। हम जब तक उन रेल की पटरियों की सुरक्षा नहीं करेंगे, तब तक उचित नहीं होगा। हम अकसर यह देखते हैं कि उनकी सुरक्षा जरूरी है। मैं आपको बताना चाहता हूँ कि मैं झाँसी गया था, वहाँ पर रोज पाँच, दस गायें, साँड़ रेलवे स्टेशन्स पर कट रहे हैं। वहाँ यात्री बैठते हैं, जो उनके लिए खाना डाल देते हैं, वे खाना खाने के चक्कर में वहाँ पर आते हैं और ट्रेन की चपेट में आ जाते हैं। उनको बचाने के लिए, railway line की सुरक्षा के लिए हम जब तक उसकी पूरी boundary नहीं बनाएंगे, तब तक fast train, जो हम विदेशों की तर्ज पर सोच रहे हैं, वे नहीं चला सकते हैं।

मान्यवर, मैं जल्दी से अपनी कुछ माँगें रख दूँ, नहीं तो आपकी तरफ से घंटी बजने लगेगी। महोदय, खजुराहो अंतर्राष्ट्रीय पर्यटन स्थल है। खजुराहो, कालिंजर, सिमौनी धाम, फतेहपुर बाया रायबरेली होकर एक नई रेलवे लाइन का सर्वे हुआ था। एक टूरिस्ट सर्किट बनेगा। बाँदा-फतेहपुर रेलवे स्टेशन पर स्वचालित सीढ़ियाँ बनाई जाएँ, उत्तर-मध्य रेलवे, फतेहपुर के गेट नं., 49 पर

आरयूबी का निर्माण कराया जाए। फतेहपुर, बाँदा स्टेशन का आधुनिकीकरण कराया जाए। हमारे यहां फतेहपुर से बहुत से लोग मुम्बई, सूरत, वापी होकर मुम्बई जाते हैं, क्योंकि उनके लिए कोई ट्रेन सुविधा नहीं होती है, इसलिए मेरी फतेहपुर से सूरत, वापी होकर मुम्बई तक ट्रेन चलाने की मांग है। तुलसी एक्सप्रेस प्रयागराज से बाँदा होकर चलती है, अभी वह वीकली चलती है, उसे प्रतिदिन किया जाये। उत्तर-मध्य रेलवे के अन्तर्गत नरैनी-महोबा बाइपास रोड पर निर्माणाधीन उपरिगामी पुल का शीघ्र निर्माण कराया जाये। इसका सिर्फ ऊपर का काम शेष है, बाकी साइड का काम स्टेट गवर्नमेंट ने करा दिया है। ट्रेन नं. 12987 और 12988 सियालदह-अजमेर का ठहराव फतेहपुर रेलवे स्टेशन पर कराया जाये। प्रयागराज से चलने वाली दुरन्तो एक्सप्रेस का ठहराव भी फतेहपुर में कराने की हमारी मांग है।

मैं माननीय मंत्री जी से निवेदन करूंगा, चूंकि आप तेजी से काम कर रहे हैं, इसलिए देश के नौजवानों की निगाहें आपकी तरफ हैं। लोग पढ़कर निकल रहे हैं, लेकिन उन्हें नौकरियां नहीं मिल रही हैं। इधर कोरोना काल में काफी लोगों की नौकरियां चली गई हैं। आज संविदा पर जो लोग लगे हैं, उनका ठेकेदार शोषण करते हैं। कम से कम उनकी सुरक्षा हो, उनके स्वास्थ्य के लिए, उनके बीमे के लिए प्रावधान हो। उनका फ्यूचर क्या होगा? क्योंकि ठेकेदार जब चाहते हैं, तब उन्हें नौकरी से निकाल देते हैं, जब चाहते हैं, तब रखते हैं। संविदा पर जो लोग ट्रेनों में काम करते हैं, प्लेटफॉर्म पर काम करते हैं, उस पर निगाहें रखी जायें, उसके लिए एक सर्वे करा लिया जाये। जो लोग बहुत लम्बे समय से लगे हैं, एक साल, दो साल के बाद उनको भी हटा दिया जाता है। उसमें भी हमने देखा है कि ठेकेदार उनसे इतना पैसा ले लेते हैं कि उनको जो पूरी तनखाह मिलती है, वह रिश्वत में ही चली जाती है, इसका भी सर्वे कराया जाये। इसमें जांच कराने की जरूरत है कि जो बेचारे गरीब लोग हैं, संविदाकर्मी हैं, उन्हें निजीकरण से आरक्षण के कोटे का नुकसान न हो। इन्हीं शब्दों के साथ मैं आपको धन्यवाद देता हूं।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The next speaker is Shri V. Muraleedharan. Muraleedharanji, can I call Shri Binoy Viswam to speak for three minutes because you will speak for about 15 minutes? ...*(Interruptions)*...

SHRI BINOY VISWAM (Kerala): He can speak. You called him.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): No; he will speak longer. ...*(Interruptions)*...

SHRI BINOY VISWAM: You called him. He is a good friend of mine. Let him speak.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please, it is your turn. I have called your name. ...*(Interruptions)*...

SHRI BINOY VISWAM: Let him speak. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The Minister has yielded, so, you can speak. ...*(Interruptions)*...

SHRI BINOY VISWAM: No, no, Sir, Shri Muraleedharan.... ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): No; I have called your name, please. ...*(Interruptions)*...

SHRI JOHN BRITTAS: Sir, he is a senior leader, so, he should speak.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): When I have called the name of Shri Binoy Viswam, he will speak. ...*(Interruptions)*... He will speak. ...*(Interruptions)*... The Minister will not speak now. ...*(Interruptions)*... Please. ...*(Interruptions)*... Please. ...*(Interruptions)*... No; why do you... ...*(Interruptions)*... I don't understand. ...*(Interruptions)*...

SHRI BINOY VISWAM: Sir, you called him first and I am okay on that position. ...*(Interruptions)*... Please call him.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Mr. Viswam, do you want to speak or not? ...*(Interruptions)*...

SHRI BINOY VISWAM: I will speak after Shri Muraleedharan. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Do you want to speak or not? ...*(Interruptions)*... Otherwise, your turn will come in the last. ...*(Interruptions)*...

SHRI BINOY VISWAM: I will speak but only after Shri Muraleedharan. ...*(Interruptions)*... You called his name. ...*(Interruptions)*... You called him first and I stand with your words. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): He yielded and he has given chance to you. ...*(Interruptions)*...

SHRI BINOY VISWAM: Sir, I request you to stand by your words. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): No; I have called you now. ...*(Interruptions)*...

SHRI BINOY VISWAM: No, Sir.... ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Now, if you don't speak, then your name will go to the last. ...*(Interruptions)*...

SHRI BINOY VISWAM: You called him first. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Now, Shri Muraleedharan.

SHRI V. MURALEEDHARAN: Hon. Vice-Chairman, Sir, the House is discussing the functioning of the Indian Railways. Indian Railways, as it has been mentioned by many Members, is one of the largest railway networks in the whole world spreading across almost 70,000 kilometres of network with almost 2.5 crore passengers travelling every day, more than 13,000 passenger trains and around 7,500 railway stations. It is recognized as one of the largest railway systems under a single management. The Indian Railways under the hon. Prime Minister, Shri Narendra Modi's leadership is on the way of *atmanirbharta*. It has become the pride of India. It has moved away from the UPA era when it was unpredictable mode of transportation and has become the safest, trusted, on-time and most efficient growth engine of Indian economy. I must congratulate the hon. Railway Minister for introducing the policies which are investor-friendly, investing it in the infrastructure of Railways, and he has moved quickly to enable Foreign Direct

Investment in Railways to improve infrastructure for freight as well as high speed trains. There have been many engineering...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please don't make any comments. ...*(Interruptions)*... If you have to say something, let him finish and, after that, you can speak. ...*(Interruptions)*...

SHRI V. MURALEEDHARAN: I will come back. ...*(Interruptions)*... Don't worry. Sir, I will manage. There have been many engineering landmarks that have been achieved by the Indian Railways; the longest tunnel on Udhampur-Srinagar-Baramulla route which is 12.758 kms.; the 111 km. stretch between the lower Himalayas, Katra-Banihal section which is also under progress at a rapid pace and the project which is at the highest altitude railway network in the Pir Panjal mountain range. All these, I would consider, are the landmark achievements of the Indian Railways which makes it the pride of India, the pride of the whole world.

Regarding capital investment, during the period of UPA from 2009 to 2014, the capital investment was Rs.45,980 crores in Railways. Whereas, during 2014 to 2019, the first five years of Prime Minister, Narendra Modi ji, it almost doubled and beyond that and went up to Rs.99,511 crores. And this year, in 2022-23, again I must congratulate the Railway Minister for having a record capital allocation of Rs.2,45,800 crores. Sir, this is a great achievement that the Indian Railways has achieved under the leadership of hon. Prime Minister. I can go on and add on many such things, but I would also like to add that the Budget allocation has not been limited only to the difficult areas of North-East or the Kashmir Valley or the areas of other parts of the country, but spread across every region and Kerala has also benefitted. I would like to thank the Railway Minister for the benevolent support that Kerala has been receiving. During the UPA era, the average allocation from 2009 to 2014, under the UPA-II, the total outlay was Rs.372 crores. Kerala had almost eight Ministers in the Government of India during the UPA period. ...*(Interruptions)*... Eight Ministers in the UPA era representing Kerala and we got an average of Rs.372 crores with all your friends! ...*(Interruptions)*... From Rs.372 crores, last year, that is, 2021-22, the allocation got doubled and went up to Rs.871 crores. And again, this year, I must thank the hon. Railway Minister for allocation of Rs.1,085 crores for 2022-23. Regarding the ongoing projects, the railway line doubling projects, the

facilities in the railway stations, the over-bridges, the facilities for providing lifts for the sick divyang passengers, senior citizens, the video-surveillance systems, the central monitoring system; on all these aspects, there has been progress that has been made in Kerala and the people of Kerala are thankful to the Prime Minister and the Railway Minister for this support for the State of Kerala. Just now, while speaking, my friend Mr. Brittas, mentioned about the support that they require from the Government of India. Of course, the Government of India has been trying to implement. And, he also quoted, I don't know, he got the information from the Cabinet decision of 2015, wherein it was mentioned that the Railways wanted that the States should share the burden of expansion of infrastructure development. I have an answer given by the Railway Minister to the party colleague of Shri Brittas and also two Members, Mr. A.M. Ariff and Advocate Dean Kuriakose on 2nd February, 2022, where the issue was about Sabari Rail Project. ...*(Interruptions)*... And, Sabari Rail Project, the Minister says that in 1997-98, the cost estimated was Rs.550 crores, and, now the anticipated cost in 2017-18 is Rs.2,815 crores. But, the Government of India, the Railways, I must quote the statement, says that 'Railways had requested the Government of Kerala vide letters dated 06.09.2011, 22.12.2011, 08.10.2012 to share at least 50 per cent of the cost'. Again, these are all earlier Governments. ...*(Interruptions)*... After that, during this Government also, the Ministry of Railways had latest letter on 11.01.2020, before that on 06.02.2018, 01.03.2018, three letters during the period of this Government... ...*(Interruptions)*... And, let me conclude. I didn't... *(Interruptions)*... I am ready to place it on the Table of the House. I only requested you to place that letter you got on the Table of the House. ...*(Interruptions)*... I didn't run away from that. And, the Railway Minister says, 'Because of lack of support from the Government of Kerala and because the Government of Kerala did not respond positively, that project could not be undertaken and they could not solve the law and order issues that arose'. Now, let me come to the latest issue. The Government of Kerala said that they don't have money to support the thousand-and-odd crores project; Rs. 2,815 crores is the estimate for the Sabari Project and requested that 50 per cent may be shared. The Government of Kerala says, 'we don't have that much money'. And, now, the Government of Kerala says that we are coming up with the project of Rs. 1 lakh crore. Where is the money going to come from? And, you say that... ...*(Interruptions)*... You accused that... ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Mr. Brittas, don't make running commentary. ...*(Interruptions)*...

SHRI V. MURALEEDHARAN: I will come to that. ...*(Interruptions)*...

5.00 P.M.

They accuse that BJP is playing petty politics. We saw what politics was being played here. What was the response of your party when the high-speed railway project was being implemented from Ahmedabad to Mumbai? Your party opposed that; you said that high-speed railway is not at all required. Then, how do you come up with such a project in Kerala? You are opposing projects in other parts. Here also, I saw parties which were opposing high-speed rails in their States and now they are supporting CPM's arguments. The parties which had opposed ...*(Interruptions)*... I will come to it. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please wait, let him finish. ...*(Interruptions)*...

SHRI V. MURALEEDHARAN: Wait, be patient. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Mr. Brittas, please sit down. ...*(Interruptions)*...

SHRI V. MURALEEDHARAN: Now, the people of Kerala are on the streets for the last one month protesting against the unilateral move of the Kerala Government over the so-called silver line project. The State Government is misleading the people of the State, despite the Government of India making it clear, despite the Ministry of Railways making it clear that it has not approved the project. The Government of India, very specifically, hon. Railway Minister on the floor of the other House mentioned that the DPR that is submitted is faulty. It needs to undergo a detailed study. It is not yet approved, but, the Government of Kerala goes ahead. I would like to share with the Members of this august House the way the people were treated, ...*(Interruptions)*... the way the protestors were treated. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please do not interrupt. ...*(Interruptions)*... Do not make running commentary. ...*(Interruptions)*... You have not been given a chance, please be seated. ...*(Interruptions)*...

SHRI V. MURALEEDHARAN: Now, the representatives of the Government, ...*(Interruptions)*... they say that this opposition is ill-motivated. This opposition is motivated by other interests. They say that communal forces are on play. They say that there is a second liberation struggle in the coming. Who says that? It is a six year old girl who was weeping because the police dragged her mother in front of her. ...*(Interruptions)*... The male police dragged that woman in front of that six year old girl and that girl was weeping, and, the State Government says 'that Right of Children are affected, so, we will take up a case against the mother'. ...*(Interruptions)*... Is it the planning of a second liberation struggle being done by a six year old girl? ...*(Interruptions)*... Do you feel that a six year old girl will start the second liberation struggle? ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): No interruption will go on record; no interruption will go on record. ...*(Interruptions)*... Please be seated.

SHRI V. MURALEEDHARAN: The Government of Kerala says that we are not doing the land acquisition; we are only doing Social Impact Assessment. What is Social Impact Assessment? They are laying yellow stones and trespassing the houses. There are some places where the revenue authorities scaled over the compound wall and went into the house compound. They tried to have the survey stones planted there. No traffic survey, no geo-technical survey, no environmental survey and no social impact study. Sir, Leftists were considered to be the people who are for poor. Those were the days many decades ago, many decades ago. But, now, I do not agree that these Leftists can claim to be the proponents of the poor.

So, in the name of surveying and social impact assessment, they are laying stones on people's land. They are forcing people to do it by using the police and without advanced notice. What does Land Acquisition, Rehabilitation and Resettlement Act of 2013 say? It very clearly mentions about social impact assessment as to how it should be

done. It says that local bodies have to be consulted for the SIA even at ward and village level. Has it been done anywhere? Never! It has not been done anywhere. So, the Government says that 'we are doing Social Impact Assessment.' The Social Impact Assessment does not mean terrifying the people, displacing the people. ...*(Interruptions)*...

SHRI JAIRAM RAMESH (Karnataka): Will you yield for a minute? ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please, no. ...*(Interruptions)*... He is not yielding. ...*(Interruptions)*... Let him finish. ...*(Interruptions)*... You have another speaker, you brief him, he will speak. ...*(Interruptions)*...

SHRI JAIRAM RAMESH: Sir, I am very happy that the hon. Minister has quoted the 2013 Act, which his Government has now repeatedly tried to amend. ...*(Interruptions)*... But today he is using that law to justify his position, I congratulate him.

SHRI V. MURALEEDHARAN: Let me clarify. ...*(Interruptions)*... In Kerala, the Government says that 'we are doing the Social Impact Assessment.' It is their Government's claim, not my claim and I am quoting this rule to them. At least, they should have followed that. ...*(Interruptions)*... They should have followed that. ...*(Interruptions)*... They should have followed that. ...*(Interruptions)*... They are those who were proponents of that. They should have followed that. ...*(Interruptions)*... They should have followed that. ...*(Interruptions)*... So, now let me conclude. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Mr. Brittas, let him conclude. ...*(Interruptions)*... Please be seated. ...*(Interruptions)*... No interruption will go on record. ...*(Interruptions)*... No interruption will go on record. ...*(Interruptions)*... Please be seated. ...*(Interruptions)*... Mr. Minister, please continue.

SHRI V. MURALEEDHARAN: I am concluding. ...*(Interruptions)*... It is a serious law and order situation that is emerging in Kerala. ...*(Interruptions)*... The protesting innocent people are beaten up black and blue. ...*(Interruptions)*... They are being threatened. ...*(Interruptions)*... The Chief Minister and many other Ministers every day, they are threatening the people who are coming on the streets to protest. It is not motivated or

led by any political party. It is being done by ordinary human beings. I visited personally many of the places where people were beaten up by your police. ...*(Interruptions)*... I went there being their representative. ...*(Interruptions)*... When the so-called representatives of the people beat the people, then we have to go. Being the representative of the Government of India, I went. People told me. 'I had only three cents of land. Where do I go if this house is taken away from me? Where do I go if this land is taken away from me?' ...*(Interruptions)*... So, I would like to request the hon. Railway Minister...*(Interruptions)*... I want to request the hon. Railway Minister that the Government has announced 400 Vande Bharat Trains. I would like to request what Kerala requires. People want a fast mode of travel. Kerala requires a fast mode of travel. At present, the double-lining is going on. I would request that the Railways be pleased to sanction a third railway line, one exclusively for freight and the other two for the passenger service. One more point is regarding the upgrading of tracks so that 160 kilometers per hour train can be run on those tracks. It should be 160 kilometers per hour train, that is, Vande Bharat! If that can be done and then run Vande Bharat-- Kerala is 500 kilometers --160 kilometers per hour means that Kerala can be connected, from one end to the other end, in three to three-and-a-half hours. The Chief Minister says that the new railway line is to connect one end to the other in four-and-a-half hours. Vande Bharat train will connect that within three-and-a-half hours! Why do we want a new rail with Rs. 1 lakh crore when the Vande Bharat train can do that?

Sir, I would like to highlight one more point. The announcement of the alignment, that has been made, is not clear whether it is on embankments or it is with pillars or with barrier walls. Whether it is embankment or barrier walls, it is going to be an ecological disaster for the entire State. We have suffered two floods. We had Ockhi. Because of wrong policies of the Government in power, don't punish the people of Kerala. I request the hon. Railway Minister to look into this aspect and take a considered view, looking into all these aspects and see that such disastrous projects are not supported by the Government of Shri Narendra Modi, under your leadership. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Mr. Venugopal, your party's time is over. I am giving you a few minutes.

SHRI K.C. VENUGOPAL (Rajasthan): Mr. Vice-Chairman, Sir, thank you for giving me an opportunity to participate in the discussion on Demands for Grants for the Railways. We are all really proud of the Indian Railways, which is the third largest network in the world. Currently, the Indian Railways is funded primarily by three different sources. We know that. One is by the Budget support from the Central Government; then by the extra Budgetary resources, primarily by borrowing; and, by public-private-partnership. Then, the most important thing is the internal resources, including passenger revenues. Surprisingly, over the past so many years, extra Budgetary resources are increasing by the day, including loans and privatisation and the funding by internal resources is coming down. Whether this is good for a healthy economy or not, the Minister can throw some light in that area. In the year 2019-20, EBR was Rs.83,247.33 crore; in 2020-21, it was Rs.1,28,567 crore; in the last Budget, it was Rs. Rs.1,01,500 crore. Therefore, the Government is heavily depending upon the EBR, basically including loans and privatisation. We know that when we take loans for developmental works, the burden of interest will come on the common people only. Finally, the people will suffer. Therefore, in the long run, this will depreciate the overall financial situation of the Indian Railways. Therefore, I think, the Minister should throw some light on this.

Mr. Muraleedharan already pointed out about the Vande Bharat trains. You have announced 400 new Vande Bharat trains in 2022-23. I would like to know whether we are equipped to build these many Vande Bharat trains. Or, what is the Government's plans on this? I would like to know about this.

I have to share two-three concerns with the hon. Minister. Earlier also, during Question Hour, I took the opportunity to bring to your notice about the senior citizens' issues. On concessions, so far, it is not solved. I raised that issue in Parliament and that issue is not resolved. The concession given to the senior citizens has been suspended since the regular trains stopped running in 2020. With the Covid pandemic relaxed, the Railways have resumed train services also. What is the stand of the Government on the Senior citizen's concession? We are talking so much about senior citizen's upliftment, the benefits, but what is the clear stand of the Government on this? I would like to know about that. In 2020, the Railways used to give concessions in 53 categories, including senior citizens, students, sportspersons and medical professionals, etc. Out of the 53, only 15 categories are now getting concession. Earlier, 50 per cent discount was given

to female senior citizens. We are talking about women empowerment, and 40 per cent was given to male senior citizens. That has already been stopped. Therefore, it should be reviewed. I hope the Minister will give some concrete, positive reply in this regard. Sir, I am coming from Kerala. I am representing Rajasthan. Therefore, both the States need some Railway assistance financially even though we are having so much of financial constraints. I think, the Ratlam-Dungarpur via Banswara Rail Project was sanctioned in the Railway Budget, but work is in slow progress. Completion of Ajmer-Sawai Madhopur Rail project in Rajasthan should be expedited in a bigger way. Now, all over India, the passenger services have started, but only a few are running. In Kerala, only one passenger train, the Trivandrum-Nagercoil Rail, has started so far. The common people, the ordinary people are using passenger trains only. Therefore, the Minister should consider starting passenger trains all over India in a full-fledged manner. (Time-bell) One point is very, very important. Hon. Members Shri Brittas and Shri Muraleedharan raised the issue of Silver Line Rail Project. I am very sad to say, hon. Vice-Chairman, Sir, that our CPI (M) colleagues and we together fought against the Mumbai-Ahmedabad Bullet Train. Why? The Mumbai-Ahmedabad Bullet Train was made by taking Rs. 1,25,000 crores from the public exchequer. It is not a priority-based project. The people are suffering while travelling in ordinary coaches. Coaches are of lacking there, railway tracks are lacking. The Government is not modernising anything. The Modi Government is only concentrating on Mumbai-Ahmedabad Bullet Train. The CPI (M) passed a Resolution against that project. We, the Congress party stand together with the CPI (M) to fight against that project. We are still thinking that Maharashtra unit of CPI (M) is totally opposing that project. ...*(Interruptions)*... Why this hurry of Silver Line Rail Project, my dear colleagues? About 30,000 families are going to be evicted. Kerala is called God's own country. We are calling it as God's own country. Why? It is because of the natural beauty of Kerala, it is because of ecological fragileness of Kerala, but now we are hearing the sounds of people crying, children crying, senior women crying. Can you even imagine that a Communist Government is bulldozing this anti-environmental project like this? Can you imagine! I can imagine that the BJP Government is totally sponsored by corporate groups. It is bulldozing these types of things. Can you imagine that a Communist Government is bulldozing all these things? Hon. Railway Minister, a stone is put everywhere in the name of Central Government. They have got in-principle sanction from you. That is why they are putting a stone. Every morning, some family members come to see the sun, but instead of seeing the

sun, they are seeing that some stone is put in their house. Actually, it is as if they are the villains of life. Therefore, there is no environmental impact study. He had already mentioned that. There are two floods which we faced. The people of Kerala are in a very difficult situation.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please conclude.

SHRI K. C. VENUGOPAL: Sir, I will conclude in two minutes.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): You party does not have time, but the Chair has given you time. Five minutes were given and you have crossed five minutes.

SHRI K. C. VENUGOPAL: I am concluding. They are talking about 65,000 projects, but now it will come to around one lakh. From where is the money coming from, Sir? From where will Rs. one lakh crores come? There is a line. ...*(Interruptions)*... Whenever we talk about common people, you say that BJP and Congress are together. ...*(Interruptions)*... You people are together. ...*(Interruptions)*... Sir, CPI(M) and BJP are together. ...*(Interruptions)*...

SHRI JOHN BRITTAS: *

SHRI K.C. VENUGOPAL: No, no. We don't want BJP's support. ...*(Interruptions)*... We don't want BJP's support. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): You kindly conclude now. ...*(Interruptions)*...

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

SHRI JOHN BRITTAS: *

* Not recorded.

DR. V. SIVADASAN: *

SHRI ELAMARAM KAREEM: *

SHRI K.C. VENUGOPAL: Sir, I am telling only one thing. ...*(Interruptions)*... Sir, we have four airports — Kannur, Kozikode, Cochin and Trivandrum. ...*(Interruptions)*... Sir, in Kerala we have only four airports. What would be the fare in this high-speed rail? We know that. ...*(Interruptions)*... Develop these four airports, brother. Make use of UDAN Scheme everywhere and develop the existing railway line. ...*(Interruptions)*...

SHRI JOHN BRITTAS: *

SHRI K.C. VENUGOPAL: Take support of the Government of India and expand the existing railway line. ...*(Interruptions)*...

SHRI SUSHIL KUMAR MODI (Bihar): Sir, I am on a point of order. ...*(Interruptions)*...

SHRI K.C. VENUGOPAL: Without doing that, the Government of Kerala is bulldozing the people. ...*(Interruptions)*... I would like to ask the hon. Railway Minister. It is the duty of the hon. Minister to clear whether the Government of India has given sanction for this project, whether the DPR has been approved, whether the Social Impact Assessment has been done and whether any Economic Impact Study has been conducted. ...*(Interruptions)*... Sir, this project is causing a lot of problems to the common man of Kerala. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Thank you, Mr. Venugopal. I am calling the next speaker. ...*(Interruptions)*... Mr. Venugopal, please sit down. ...*(Interruptions)*... Now, Mr. Bhuyan. ...*(Interruptions)*...

SHRI K.C. VENUGOPAL: I would like to know from the hon. Minister whether he is going to intervene and stop these things. ...*(Interruptions)*... I would like to have clarity on this from the hon. Minister. Thank you.

* Not recorded.

SHRI SUSHIL KUMAR MODI: Sir, I am on a point of order. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Mr. Bhuyan, he is on a point of order. Under which rule, Mr. Modi? ...*(Interruptions)*...

SHRI SUSHIL KUMAR MODI: Sir, it is under Rule 235 — Rules to be observed in the Council. Sir, 235(ii) says that a Member shall not interrupt any Member while speaking by disorderly expression or noises or in any other disorderly manner. सर, हाउस में यह क्या हो रहा है? क्या यह केरल-डे है, जो एक घंटे से केवल केरल पर डिबेट हो रही है? उपसभाध्यक्ष महोदय, यह रूल 235 का disobedience हो रहा है। ...*(व्यवधान)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): I agree. ...*(Interruptions)*...I have announced that no interruption will go on record. Now, Mr. Bhuyan. ...*(Interruptions)*... Please don't talk. ...*(Interruptions)*... Don't interrupt. Now, Mr. Bhuyan. ...*(Interruptions)*... Please don't interrupt. ...*(Interruptions)*...

SHRI AJIT KUMAR BHUYAN (Assam): Thank you Mr. Vice-Chairman, Sir, for giving me this opportunity to participate in the discussion on the Working of the Ministry of Railways.

Sir, Railways is not only a mode of transport but it also connects people across the country to have a strong sense of nationhood. Poor people use this mode of transport for both short and long distances. But, some recent decisions by the Government in the railway sector have generated a very strong perception that it is going the Air India way.

Sir, travelling by train, in general class, one can get a sense of the price that the common man pays for slow pace of decision-making by those who are in power. We often see the pathetic sight of overcrowding and even travelling on the rooftop of the train! Don't they deserve humanly treatment? This is my question.

Sir, this is naturally the result of a shortage of additional coaches and locomotives, and, more important, the apathy of the system. I feel a sense of frustration when I am told that the coaches and locomotives are not sufficient to match the needs. How long

will the average rail-traveller have to put up with sleeping on the floor just like cattle? The poor man's transport system, without a doubt, is in mess. The railway has become like an orphan with none to care.

Sir, those who die in railway accidents are maximum the poor, and all they get is an ex-gratia of Rs. 5 lakhs. Is the worth of a human being just Rs. 5 lakh? Is it correct not to care about safety and then equate the lives of people with money?

Sir, the entire Railway Board is demoralized and one can witness a collapse of transport for poor people. We need to act fast and the need of the hour is to have a National Railway Policy. We need a robust system, and Railways cannot and should not be used as personal property. The time has come to look beyond politics as far as the Railways are concerned.

Sir, Railways is a subject matter of the whole nation, whole country. But I will talk about matters pertaining to North-East Frontier Railway, and, perhaps, the House will appreciate this.

Sir, the North-East Frontier Railway started its operation on January, 15, 1958, around 64 years ago. The truth is that 64 years is not a short period of time. In fact, there has been no significant development on the North-East Frontier Railway. This is really embarrassing and sad.

Progress of work in the 2nd line between Bongaingaon to Kamakhya via Goalpara is very slow. Because of congestion in lines, passenger trains between Kamakhya and Bongaingaon require more than five hours to complete a travel distance of around 150 kilometres. The Government should take steps to speed up the work and set a target for early completion.

The condition of the retiring rooms of various stations in Assam is pathetic and it requires improvement as per standard applicable in other parts of the country.

The concession that is admissible in rail tickets discontinued in the Covid-19 situation is yet to be restored. The senior citizens of the country are the worst victims because of this.

Sir, Train No. 55754, 15754 Guwahati-Alipurduar Inter City needs to be taken back to its original time, that is, 14.20, so that local passengers can avail the services as before. There are no services from 5.00 a.m. to 5.00 p.m. from Guwahati towards Rangia Junction, Nalbari, Barpeta Road, etc., for suburban passengers.

Sir, I want to draw the attention of the Minister to this particular point. It is very sad and also interesting that since December 2018, an amount of Rs. 19 lakhs were due to the Tinsukia Division in the name of maintenance which has not been paid yet. The Station Masters themselves have to look after the station-maintenance due to lack of employees. Since December, 2018, the Station Masters have to bear the maintenance cost of the station from their own pocket. This is one example of the failure of the highly acclaimed *Swachh Bharat Abhiyan*.

From Makum to Ledo, which is a 45-kilometre stretch, there is only one Station Master operating the entire stretch. Again, the stretch from Jorhat Railway station to Furkating Railway Station, approximately 67 kilometre, remains closed in day time. In this stretch, only one Station Master has been doing night duty continuously for a long time. This can become a big threat to the life of railway passengers.

The Railway platform of the historical heritage Sibsagar town is still not completed. Till now, there are only 200 metres of the platform. The passengers of many Mail Express trains, including Rajdhani Express, have to suffer for this. According to rules, such important railway stations need, at least, 400 to 450 meters of the platform. Sir, because of this, many passengers have to stand outside the platform. ...(*Time-bell rings*).. Because of this, senior citizens, Divyang, physically-challenged people, women and children, in particular, are the worst sufferers.

Sir, Furkating Junction under Tinsukia Division is another important junction and many trains pass through this junction, but there are only two platforms in this junction.

Many passenger trains stop on line number 3, which has no platform at all. Because of this passengers are facing lots of problems.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please conclude now.

SHRI AJIT KUMAR BHUYAN: Sir, I was given five minutes.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): I have given you seven minutes.

SHRI AJIT KUMAR BHUYAN: Sir, all these are in the North East. Perhaps you would appreciate it.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): I understand. Please conclude now.

SHRI AJIT KUMAR BHUYAN: Sir, after the withdrawal of lockdown, local train services, including short distance services, have been resumed in several States. But the delay in resumption of local trains in Assam has badly hit the livelihood of the common people. Due to the non-restoration of local train services, those who have suffered the most are the economically weaker sections of the society, including students and patients. Besides employees, farmers, petty traders and vendors who sell their products in urban areas on a daily basis are also in trouble.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Thank you. Please conclude now.

SHRI AJIT KUMAR BHUYAN: Sir, I would make one more point. There are many tourist places in Assam which are inter-connected with one another and the resumption of local trains is the most important thing for the development of the tourism sector. Train services should have passenger-friendly timings. Lower Assam people are passing through harrowing times while travelling to Silchar. In view of traffic jams on the roads, it takes almost a day to arrive at the Guwahati Station from suburban places nowadays.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): You will have to conclude now. I am calling the next speaker.

SHRI AJIT KUMAR BHUYAN: Sir, I have raised these issues earlier in the House. I have also written letters to the hon. Railway Minister stating all these problems, but nothing has been done so far. I hope, this time, the Minister would take note of this. Thank you, Sir.

SHRI BINOY VISWAM: Sir, if it was a personal debate, I would have liked to oppose my friend, Shri Ashwini Vaishnaw. I regard him as a learned man and as a good friend, may be more than you do. But at this moment, I am on my legs to oppose his policies and his way of doing things in the Railway Ministry. Their policy is not meant for the good of the nation or for people's benefit.

Sir, everybody knows that the Railways are the lifeline of this country. I remember the famous quote from Karl Marx. You should be knowing it. 170 years ago, when the Railways began in India, Marx wrote that. He wrote that by starting the Railways and English education in India, the British colonial masters are becoming the unconscious tool in the hands of history. He was right. The purpose of the Britishers behind starting the Railways was not the good of India. It was meant for them to bring the timber logs and cotton harvest to the ports of India, to be exported to Manchester and other British places of industry. That was the purpose. But the Railways changed the face of India. The Railways gave a new momentum to the Freedom Struggle. The Railways allowed the people of India to know each other. The Railways kindled a great enthusiasm in the Freedom Struggle of this country. So, that way, we regarded the Railways as the greatest concern of India. The BJP should remember that. That Railways, in your rule, is facing a lot of troublesome days and policies. These policies are actually hampering the real growth of the Indian railway system.

Sir, the biggest employer of this country is the Railways. It employees 30 lakhs of people. But, today, it is nurturing unemployment. I expect the hon. Minister to tell the extent of vacancies that exist in the Indian Railways today. I request him to make an assurance in this House as to when these vacancies are going to be filled. My friend, Ashwiniji, I am very sure, you know what has happened in Patna. It was 1.25 lakhs of

people who were trying to get the job as applicants. How many were the vacancies? The proclaimed vacancies were only 35,000. For those vacancies, 1.25 lakhs of young people applied. Most of them were well-qualified; they were engineers and professionals. Chaos happened on the streets of Patna and parts of UP. It is known to you. It shows how adamant Railways are in not filling those vacancies. Considering the gravity of the unemployment situation in the country, this House demands you to fill the vacancies now. Make a statement here, while you reply, that these vacancies can be filled in a definite span of time. People are retiring in the Railways now. When people retire, no new recruitment is taking place. All are contract employees. Those people who retire are again coming back as contract employees. They are exploited. The Railways, as a PSU, is supposed to uphold the social concerns and obligations. Now, under you, the social responsibilities of the Government, of the Railways, are completely forgotten. You talk about railway growth and that growth trajectory is not a truth. That is why we oppose it. As we see in every sector of the country, Railways are also feeling the wrath of privatisation. The Railways are also for sale and your Government is very keen for that. We know that you are very much interested to sell the Railways, the tracks, stations and everything to the private sector. You tried for that. We know ...*(Interruptions)*... This is injustice. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please don't disturb him. ...*(Interruptions)*... Your five minutes are over now. ...*(Interruptions)*...

SHRI BINOY VISWAM: Sir, Jairamji and Brittasji are coming together to oppose me; yes, they are preventing me from speaking. ...*(Interruptions)*... Sir, I am coming to certain issues which we face. We believe very firmly and very strongly that Kerala is a part of India, but this Government often forgets this. Just to name certain projects, what is your approach on the Railway zone for Kerala? Tell us where that coach factory that you have promised for Kerala is. What has happened to it? What about the doubling of the lines? What about the improvement of the gauge system? What about the concessions that you have talked in Kerala? What about the passenger trains that you have wound off? These are the answers that we expect from you. My dear friend, please explain that. We want to tell you very categorically that the New Pension Scheme that you offer for the workers from the next year is anti-workers; it is not for the workers. So, don't go with that. We expect that railway employees need a wage revision. Lakhs and lakhs of them

are waiting for that. What has happened to the wages which are due for improvement and revision? That has to be strengthened. What is your policy on privatisation? What is the truth behind the Vande Bharat trains? You promised 400 Vande Bharat trains. How many actually started? Only two, out of 400, actually started. That shows the bankruptcy of the Government.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please conclude. Your time is over.

SHRI BINOY VISWAM: In the same way, we can see the bids that you offered for privatisation of the trains and routes. In 12 clusters, you offered 151 trains. You know it. Out of that, how many bids came? Bidders have shown interest in zero out of the nine clusters. For nine of the clusters, no takers are there. For rest of the three clusters, there were some takers. How many of them were there? Only five bids came. That means even the private sector players don't believe you. They are your friends; they are your colleagues; they are your cousins; but, even they do not believe you. So, please understand that the Railways have a social obligation. Don't forget that.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Thank you, Binoy Viswamji. Your time is over. I am calling the next speaker.

SHRI BINOY VISWAM: Sir, I will say one word about Kerala. Kerala Government is the Left Government. That Government will not forget the rights of the people. That Government will not forget concerns of the environment. And, the Government has assured that K-Rail project will only be implemented keeping in view the people's lives and concerns and environment. That is the position of the Kerala Government, which has been stated by the hon. Chief Minister always and we stand by that.

उपसभाध्यक्ष (श्री भुबनेश्वर कालिता) : श्री राम नाथ ठाकुर जी।

श्री राम नाथ ठाकुर (बिहार) : उपसभाध्यक्ष महोदय, आपने मुझे रेल मंत्रालय के कार्यकरण पर हो रही चर्चा में भाग लेने का अवसर प्रदान किया, इसके लिए मैं आपका आभारी हूँ। महोदय, हमारी सरकार का मूल मंत्र परिवहन से परिवर्तन है। "प्रधान मंत्री गति शक्ति योजना" का पूरा फोकस देश में परिवहन के आधार पर ढांचे के निर्माण को तेज़ करना है। इस वर्ष के बजट में रेलवे को एक लाख,

चालीस हजार करोड़ रुपये से अधिक का आवंटन किया गया है, ताकि आमान परिवर्तन, विद्युतीकरण, रेलवे स्टेशनों पर यात्री सुविधाओं का विकास, नई रेल गाड़ियों के परिचालन, नई रेल लाइनों का निर्माण जैसी विभिन्न परियोजनाओं को तेज़ गति से पूरा किया जा सके।

उपसभाध्यक्ष महोदय, यह भी खुशी की बात है कि सरकार ने इस वर्ष के बजट से आगामी तीन वर्षों में 400 नई वंदे भारत ट्रेनों को चलाने की घोषणा की है। मेरा आग्रह है कि इन क्षेत्रों पर विशेष ध्यान दिया जाए, जहां पर ट्रेनों की ज्यादा जरूरत है, क्योंकि वहां से बड़ी संख्या में लोग रोजगार के लिए देश के विभिन्न स्थानों पर जाते हैं।

उपसभाध्यक्ष महोदय, मैं आपके माध्यम से सरकार से निवेदन करना चाहता हूं कि रेल गरीबों की सवारी है और ट्रेनों में गरीब लोग ज्यादा आते-जाते हैं। यह लोगों के लिए 170 वर्ष पुरानी सवारी है। इसमें आपने परिवर्तन किया है, सुविधाएं दी हैं, लेकिन इसमें और सुविधाएं बढ़ाने की आवश्यकता है। मैं दो-तीन बातों की तरफ माननीय मंत्री जी का ध्यान आकृष्ट करना चाहता हूं। मैं माननीय मंत्री जी से दो-तीन बातों का निवेदन कर रहा हूं। महोदय, रेलवे में 18 लाख लोग काम करते थे, तो रोजगार का सृजन होता था और आय होती थी, लेकिन मैं आपके माध्यम से सरकार से निवेदन करना चाहता हूं कि जो पद खाली हैं, उन सभी पदों को भरा जाए, उनको एक समय-सीमा के अंदर भरा जाए, तो इससे लोगों को सुविधा मिलेगी।

दूसरा, मैं पिछले आठ साल से रेल बजट पर, सुझाव के तौर पर यह मांग कर चुका हूं और फिर से यह निवेदन कर रहा हूं कि पूर्व रेल मंत्री श्री रामविलास पासवान जी ने बिहार के हाजीपुर वाया भगवानपुर-महुआ-ताजपुर-पातेपुर-कर्पूरीग्राम होते हुए बड़ी रेल लाइन का सर्वे करवाया था। मैं आपको बताना चाहता हूं कि कर्पूरीग्राम के लोगों ने ट्रेन को नहीं देखा है, वे ट्रेन पर नहीं चढ़े हैं। वहाँ सर्वे हो चुका है। मैं आठ वर्षों से निवेदन कर रहा हूं, लेकिन उस पर अभी तक भी कोई कार्रवाई नहीं हो रही है। मैं आपके माध्यम से रेल मंत्री जी से निवेदन कर रहा हूं कि उस सर्वे को ध्यान में रखते हुए रेल लाइन बनाने में और वहाँ के लोगों को रेल पर चढ़ने का मौका दें तथा यश के भागी बनें। महोदय, मैं इनसे यह निवेदन कर रहा हूं।

महोदय, मैं आपसे छोटा-सा निवेदन कर रहा हूं कि कोरोना काल में, वर्ष 2020 में, 24 मार्च से आने-जाने की रेलें बंद हो गई थीं। अभी ट्रेन्स तो शुरू हो गई हैं, लेकिन जिन स्टेशन्स पर ट्रेन्स रुकती थीं, वहाँ पर अभी तक इनका आदेश नहीं हुआ है कि वहाँ ट्रेन रुके और टिकट कटे। मैं आपके माध्यम से इनसे यह निवेदन कर रहा हूं कि आप इस चीज़ को ध्यान में रखकर ट्रेन चलाने का काम करें।

महोदय, मैं छोटे-छोटे रेलवे स्टेशनों के सौंदर्यीकरण के लिए कई बार निवेदन कर चुका हूँ, मैं रेल बजट में बोल भी चुका हूँ, लेकिन उस पर अभी तक कोई कार्रवाई नहीं हो पाई है। हम आपसे यह निवेदन करते हैं कि आप छोटे-छोटे रेलवे स्टेशन्स के सौंदर्यीकरण का काम करें और गरीबों को ट्रेन में चढ़ने देने के लिए जो उपाय प्रयुक्त होते हैं, उन पर अमल करें।

महोदय, रेलवे की 66.66 लाख एकड़ जमीन खाली पड़ी हुई है। हम कई बार कह चुके हैं कि उन जमीनों पर कोई उद्योग-धंधा लगाने का काम करें, कोई मॉल बनाने का काम करें, कोई पार्क बनाने का काम करें। रेल बजट पर बोलने के बाद भी अभी तक ऐसे छोटे-छोटे कामों पर, आम समस्याओं पर इनका ध्यान नहीं जा रहा है। मैं चाहता हूँ कि इनका ध्यान इन पर जाए और ये कोई कार्यवाही करने का काम करें। महोदय, मैं बड़े दुख के साथ रेल मंत्री जी से निवेदन कर रहा हूँ।

महोदय, आप ऑफिसर रहे हैं, मैं आपसे कहना चाहता हूँ कि जब गाँव में पंचायत से समस्या का हल नहीं होता था, तो लोग ऑफिसर के पास जाते थे, जब ऑफिसर के यहाँ से काम नहीं होता था, तो वे विधान सभा, विधान परिषद्, लोक सभा, राज्य सभा में आते थे और जब जन-प्रतिनिधि के माध्यम से उस चीज़ पर ध्यान देने के लिए प्रश्न होते थे, भाषण होते थे, तो उससे छनकर बात निकलती थी और काम होता था। ..(समय की घंटी).. हमारा महत्व खत्म होता जा रहा है। लोक सभा में, राज्य सभा में, विधान सभा में, विधान परिषद् में जन-प्रतिनिधि के बोलने के बाजवूद भी काम नहीं होता है, तो फिर बोलने से क्या फायदा है? मैं दो-तीन बातें कह कर अपनी बात समाप्त करना चाहूँगा। रेल मंत्री जी, क्या 2020 और 2021 के बजट में ..उपसभाध्यक्ष जी, ज़रा हमारी तरफ भी ध्यान दिया जाए, उधर ध्यान नहीं दिया जाए।

उपसभाध्यक्ष (श्री भुवनेश्वर कालिता) : हमारा पूरा ध्यान आपके ऊपर है।

श्री राम नाथ ठाकुर : जिन माननीय सदस्यों ने प्रश्न के माध्यम से, बजट में बोलने के माध्यम से आपसे जो निवेदन किए थे, आरजू की थी, क्या आपने अपने चैम्बर में, अपने अफसरों के साथ बैठकर 2020-21 और 2022-23 के बीच में कितने माननीय सदस्यों का काम हुआ है- इस पर कभी चर्चा की है? मेरा यह कहना है कि आपने चर्चा नहीं की है। ऑफिसर्स तो मीटिंग में कह देते हैं कि हाँ, ठीक है, काम हो जाएगा, परंतु काम होता नहीं है। मैं गुस्से में नहीं हूँ, लेकिन आपको यह बताना चाहता हूँ कि मैं जिस पृष्ठभूमि से आया हूँ, उस पृष्ठभूमि के तहत मैं रेलवे की तीन मीटिंग्स में सम्मिलित हुआ था। मैं 27 नवम्बर को, 14 जनवरी को और 17 जनवरी को सोनपुर मंडल, समस्तीपुर मंडल और पटना मंडल की मीटिंग में सम्मिलित हुआ, अफसरों को निवेदन किया, आरजू की, विनती की, प्रार्थनी की कि हमारे छोटे-छोटे काम हैं, उन कामों पर आप ध्यान क्यों नहीं देते हैं तो बोलते हैं कि सर, आपका काम हो जायेगा। मीटिंग के बाद भोजन होता है, लोग भोजन करते हैं। लेकिन मैं बहुत दुख के साथ कहना

चाहता हूँ कि काम नहीं होता है। इस सदन का क्या उपयोग है और हमारे बोलने का क्या मतलब है? हम आपके गठबंधन में हैं, हम पर भी आपका कभी कुछ ध्यान होना चाहिए।

जो नये-नये प्लेटफॉर्म बने हैं, मैं देखता हूँ, मैं 16 तारीख को ट्रेन से जा रहा था, स्टेशन पर पहुंच गया और एनाउंसमेंट हो गई कि ट्रेन की सारी सुविधाएं चालू हो गई हैं, लेकिन वहां पता लगा कि bedroll नहीं है, चादर नहीं है, कंबल नहीं है, तकिया नहीं है, फिर आप और क्या दीजिएगा? वहां मैं चादर ले गया, बिछावन किया तो यह क्या है? इन छोटी-छोटी बातों को सुनने में आपको अच्छा लगता है?

उपसभाध्यक्ष (श्री भुवनेश्वर कालिता) : ठाकुर जी, अब आप अपनी बात समाप्त कीजिए।

श्री राम नाथ ठाकुर : यह मैं शिकायत के तौर पर नहीं कह रहा हूँ, आपके गठबंधन में रहने के कारण मेरी जो पीड़ा है, उस पीड़ा को मैं व्यक्त कर रहा हूँ और कह रहा हूँ कि बिहार की गरीब जनता के वोट से हम लोग यहां बैठे हैं।

“मैं नहीं कहता कि तू सवेरा कर दे,
दो काम में एक काम तू मेरा कर दे,
रोशनी तो कर दे कि मैं कुछ देख सकूँ,
नहीं तो घनघोर अंधेरा कर दे।”

इन्हीं चन्द शब्दों के साथ आज रात में या कल सवेरे आप अफसरों को बुला कर मैंने जिन बिन्दुओं को उठाया है, उन बिन्दुओं को उठाने का काम करें और मेरे जैसे सदस्य को संतुष्ट करने का काम करें। मैं आपके माध्यम से अफसरों को कहना चाहता हूँ कि:

“हमें भूलने की इजाजत नहीं है,
तुम्हें याद रखने की आदत नहीं है,
ये आदत तुम्हारी तुम्हें हो मुबारक,
हमें तुमसे कोई शिकायत नहीं है।”

धन्यवाद।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Now, Shrimati Priyanka Chaturvedi. Not present. Dr. Anil Agrawal. माननीय अनिल अग्रवाल जी, कनकमेदला रवींद्र कुमार जी को जल्दी जाना है, इसलिए वे पहले बोलना चाहते हैं। क्या आप थोड़ी देर बाद बोलेंगे?

डा. अनिल अग्रवाल (उत्तर प्रदेश) : सर, अब तो टाइम ही खत्म होने वाला है, इसलिए मैं short में बोल कर अपनी बात खत्म करता हूँ।

माननीय उपसभाध्यक्ष जी, भारतीय रेल भारत को socially, economically और culturally, सभी को जोड़ने के लिए एक सूत्रधार है और lifeline है। भारत को एकसूत्र में पिरोने में यह काफी मदद करती है। भारतीय रेल दुनिया में सबसे अधिक passengers travel कराने वाली रेलवेज़ में से एक है और भारत की एक बहुत बड़ी lifeline के रूप में है।

माननीय उपसभाध्यक्ष जी, माननीय प्रधान मंत्री, श्री नरेन्द्र मोदी जी ने जब देश में स्वच्छता अभियान शुरू किया, तो उस समय भारतीय रेलवे ने भी उसमें अपना बहुत बड़ा योगदान दिया। भारतीय रेल ने भारत में ट्रेन के नीचे पटरियों पर जो मल पड़ा रहता था, उसको दूर करने के लिए green toilets का निर्माण करना आरंभ किया, जिससे बहुत गंदगी दूर हुई है। मैं इस मामले में आपके सामने एक आँकड़ा भी रखना चाहता हूँ। 2004 से 2014 तक मात्र 9,587 green toilets बनाए गए, जबकि 2014 से 2021 तक 2,46,403 green toilets बनाए गए।

माननीय उपसभाध्यक्ष जी, माननीय प्रधान मंत्री जी और माननीय रेल मंत्री जी के नेतृत्व में रेलवे में बहुत बड़ी मात्रा में रेलवे लाइनों का electrification किया गया है, बहुत सारी लाइनों को double किया गया है और safety के लिए जो भी precautions हो सकते थे, वे सब लिए गए हैं। उसी के तहत बहुत सारी नई ट्रेनें आरंभ की गईं, जिनमें वंदे भारत ट्रेन, तेजस ट्रेन और उदय ट्रेन, सभी high speed trains हैं। इन trains में automatic entrance door information system, LED screen system, fire and smoke detector system, passenger information display system, GPS-based passenger information system लगाए गए हैं।

माननीय उपसभाध्यक्ष जी, भारतीय रेल ने कोरोना काल में भी लोगों की जान बचाने के लिए बहुत बड़ा काम किया है। जब देश में ऑक्सीजन की कमी हो रही थी, तो fast speed trains चला कर इसने लोगों को ऑक्सीजन उपलब्ध कराने का काम किया है। इन सब चीजों के साथ-साथ रेलवे ने अपनी punctuality बहुत बढ़ाई है। आपको ध्यान होगा कि पहले जब हम रेलवे में जाते थे, तो पता लगता था कि ट्रेन बहुत लेट है। Punctuality of trains 94.17 per cent हुई है, जिसके लिए मैं माननीय रेल मंत्री जी को बहुत-बहुत बधाई देना चाहता हूँ। रेलवे में centralized traffic control system लागू किया गया है, जो कि traffic planning और real-time traffic planning बेहतर करता है। जैसा कि मैंने अभी आपको बताया, रेलवे में इन सब systems के लागू करने से जहाँ एक ओर दुर्घटनाएँ घटी हैं, trains की speed बढ़ी है, वहीं लोगों को समय से अपने गंतव्य स्थान पर पहुँचने में आराम मिला है। हम सब जानते हैं कि इस समय रेलवे केवल passengers को ढोने का काम ही नहीं करता है, बल्कि माल ढोने का काम भी करता है।

6.00 P.M.

पहले अक्सर शिकायतें आती थीं कि जब रेलवे पार्सल कार्यालय पर सामान देने जाते हैं, तो उसमें चोरी हो जाती है, तो रेलवे के उन पैसंजर्स के लिए, जो अपना माल रेलवे के थ्रू ढोने का काम कराते हैं, उनके लिए अब सीसीटीवी कैमरे लगाये गये हैं। इसके साथ-साथ 63 रेलवे स्टेशनों का सौंदर्यीकरण कराया गया है। जैसा कि अभी मेरे पूर्व वक्ताओं ने भी कहा कि रेलवे की भूमि का सदुपयोग किया जाए, उन प्लान्स पर भी रेलवे बहुत सघनता से काम कर रही है। आप जानते हैं कि बहुत सारे लोग अपने ऑफिस में जाने के लिए डेली रेलवे का उपयोग करते हैं और बड़ी संख्या में स्पेशली मेट्रो सिटीज़ में जो लोग काम करते हैं, वे लोग अपने सीज़नल टिकट्स बनाते हैं। बहुत सारी चीजों के दाम बढ़ने के बावजूद भी रेलवे ने अपने सीज़नल टिकट्स के दामों में कोई बढ़ोतरी नहीं की है और वे अभी भी उन्हीं दरों पर लोगों को मिल रहे हैं।

महोदय, रेलवे ने जहां बहुत सारी ट्रेन्स चलाई हैं, तो वहीं पुरानी ट्रेनों की फ्रीक्वेंसी भी बढ़ाई है। रेलवे द्वारा बहुत सारी लग्जरी ट्रेन्स का भी संचालन किया जा रहा है।

उपसभाध्यक्ष (श्री भुवनेश्वर कालिता): डा. अग्रवाल जी, आप एक मिनट रुक जाइये। अभी छः बजे हैं, if the House agrees, we can take a little more time because we have Special Mentions also. Is there a sense of the House to extend for some time? ...*(Interruptions)*... Okay, the sense of the House is to go beyond 6 p.m. Dr. Agrawal, please continue.

डा. अनिल अग्रवाल : इससे टूरिज़्म को भी बढ़ावा मिल रहा है और देश के बाहर भारत की छवि भी बहुत अच्छी हो रही है। 'महाराजा एक्सप्रेस ट्रेन' विश्व की सर्वोत्तम लग्जरी ट्रेन्स में से एक है। 'पैलेस ऑन व्हील्स' एक बहुत अच्छी ट्रेन है, जो राजस्थान टूरिज़्म डेवलपमेंट कॉरपोरेशन के साथ चलाई जा रही है, उससे बहुत सारे लोगों को फायदा हो रहा है तथा न केवल प्रदेश की, बल्कि देश की आर्थिक व्यवस्था को सुदृढ़ करने का काम भी हो रहा है। 'बुद्धिस्ट सर्किट स्पेशल ट्रेन' चलाई जा रही है, जो भगवान बुद्ध को मानने वाले लोग हैं, उनके लिए इससे काफी सुविधा हुई है। Deccan Odyssey एक ऐसी इंडियन लग्जरी ट्रेन है, जो बहुत सारे लोगों को उनके गंतव्य तक ले जाती है और South Western part में यह बहुत उपयोग सिद्ध हो रही है।

महोदय, इन सबके साथ-साथ passenger reservation systems लगभग 3,274 locations पर चलाये जा रहे हैं, जो कि लगभग 3 हजार ट्रेन्स को डील करते हैं। इसके अलावा Automatic ticket vending machines लगाई जा रही हैं, ताकि लोगों को उनका फायदा मिले। Online and mobile ticketing system लगाया जा रहा है, ताकि लोगों को इसका खूब फायदा मिले, e-ticketing system भी शुरू किया गया है, जिससे लोगों को सुविधाएं मिलती हैं।

महोदय, मैं एक चीज और बताना चाहता हूँ कि पहले जो लोग रेलवे क्रॉसिंग्स को क्रॉस करते थे, कई स्थानों पर वे दुर्घटना का शिकार हो जाते थे। धीरे-धीरे रेलवे उस सिस्टम को समाप्त करके वहां रेलवे ओवर ब्रिज बना रहा है। रेल यात्रियों को सुविधा देने के उद्देश्य से public private partnership में Computerized PRS-cum-UTS terminals आरम्भ किये जा रहे हैं, जिनसे लोगों को बहुत फायदा हो रहा है।

महोदय, रेलवे द्वारा freight operations पर बहुत बड़ा काम किया जा रहा है। इससे जहां 2019-20 में 1,11,472 करोड़ रुपये का बिज़नेस किया गया, वहीं 2020-21 में 1,15,738 करोड़ रुपये का बिज़नेस किया गया। इसके साथ-साथ एक wagon leasing scheme भी लागू की गई, जिससे माल की ढुलाई बहुत आसान हो रही है।

महोदय, इसके साथ-साथ इंडियन रेलवे ने एनर्जी के क्षेत्र में भी काम किया है तथा clean energy देने का काम किया है। इंडियन रेलवे द्वारा 103.4 मेगावॉट विंड बेस्ड पावर प्लांट्स लगाये गये हैं, जिनसे क्लीन एनर्जी मिल रही है और वातावरण को ठीक करने के लिए 2020-21 में लगभग 93 लाख पेड़ भी लगाये गये हैं। रेलवे ने ये जो काम किये हैं, ये सराहनीय हैं। माननीय रेल मंत्री जी माननीय प्रधान मंत्री जी के निर्देशन में जो काम कर रहे हैं, वह देश को एकता में पिरोने का काम कर रहे हैं तथा देश की एकता और अखंडता के लिए भी रेलवे काम कर रही है। इसके लिए मैं उन्हें बहुत-बहुत बधाई देता हूँ और मैं उम्मीद करता हूँ कि आने वाले समय में इस बजट के माध्यम से रेलवे रेल यात्रियों को बेहतर सुविधा देगी और देश के लिए हम जो पांच ट्रिलियन डालर की इकोनॉमी की बात करते हैं, उसमें भी सहयोग करेगी। इन्हीं शब्दों के साथ मैं अपना वक्तव्य समाप्त करता हूँ, धन्यवाद।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The next speaker is Shri K. Ravindra Kumar. Do you want to speak tomorrow? ...*(Interruptions)*... All right. Now, Dr. Fauzia Khan. ...*(Interruptions)*... If you want to speak tomorrow, Dr. Fauzia Khan will speak now. ...*(Interruptions)*... You can speak tomorrow. ...*(Interruptions)*... You said that you will speak tomorrow. ...*(Interruptions)*... The time is extended beyond 6 p.m. You said that you would speak tomorrow; so, I have called her. ...*(Interruptions)*... Please.

DR. FAUZIA KHAN (Maharashtra): Thank you very much, Sir. Today, the train of Indian democracy is in the hands of the NDA but it is quite rightly said that driving the train does not set its course, the real job is laying the track. While the track is laid, the place that is deprived is deprived of development if connectivity does not reach that place. I am

talking of my own region which is the Nanded division in Maharashtra. This comes under the South Central Railways. In the Railway Budget, the South Central Railways have been allocated Rs.9,125 crores this year, which is an increase of 21 per cent over the last year. However, only a share of Rs.575 crores has been given by them, in turn, to the Nanded division. A provision of Rs.2,817 crores for ongoing new railway projects has been made, and there is no provision at all for the Nanded division. All projects are in other divisions except this division. Out of Rs.5,517 crores, allocated to the South Central Railways for doubling of lines, only Rs.5 crores have been allocated for the doubling of Akola-Dhone railway line in the Nanded division. My question is this. Why is this division constantly neglected?

Sir, I would like to give you one instance. Purna is a very important junction in this division. Purna's headquarters have been shifted to Nanded proper. 200-300 acres of land is lying there unutilized with a lot of buildings there but a very sad thing that has happened yesterday is that the South Central Railways has written to C.B.S.E. to close down a school which was set up in 1903. A hundred year old school -- a glorious heritage it had -- has been decided to shut down. I think this is gross injustice. During recruitment also, the candidates from Nanded division hardly seem visible. Therefore, my request, my appeal, my prayer to you is that please shift Nanded division as a separate entity on the lines of Konkan Railways in Maharashtra or please detach it from South Central Railways and attach it to Central Railways. I think that would solve the injustice.

Sir, in my last year's speech also, I had raised a request about the birthplace of Shri Sai Baba. At Pathri, in the Nanded division again, there is a need for a new railway line as a special pilgrimage train from Aundha Nagnath, Mandwat, Pathri, Parli Vaijnath. All these are important spiritual places. It would be a very good move because so many devotees are there and this would indeed help this sector, the spiritual sector, a lot.

Apart from this, new trains must be started from Nanded, Purna, Aurangabad in the Marathwada division to Delhi, Bangalore, Mumbai, Pune, Tirupathi, Ahmedabad and Calcutta. There are many other issues which I would like to give you. I would give you these in writing in my letter, the concerns of my local area. I would also like to request you for a chord line at Parbhani, where I live. That is my hometown. The RoR policy is a

great hindrance to the development of these remote areas, backward areas. This policy needs to be revisited because otherwise we would never develop. Rich areas, which have good returns, are developed and poor areas remain poor and deprived. Regarding a pit line at Aurangabad, you have approved; you have sent me a letter that it would be approved but the Minister of State says that it would be approved in Jalna. So, please clarify what exactly we are doing. Will the pit line at Aurangabad be sanctioned or at Jalna or both?

Sir, also, a chord line is needed at Parbhani. Such a wastage of money and such a wastage of time is there at such a big junction. (*Time Bell rings.*) Sir, please give me two more minutes to speak.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Please conclude now.

DR. FAUZIA KHAN: Sir, this chord line must come there. Other issues, I will give you in writing. But, I need to speak about a policy decision which there is speculation about, that is the privatization of Railways. Your words in the Lok Sabha did provide us relief. You have assured the House that the Government is not looking at privatization but the National Rail Plan seems to be saying otherwise because that seems to be fully inclined towards privatization. I would like to say that God forbid, if the Government has to do it at some point of time, we must remember that Railways are the poor man's mode of transport and it is used by almost 50 per cent of people. It is important that a citizen from India must travel from one corner to another corner of the nation smoothly, comfortably and at affordable prices, affordable ways because, Sir, affordability and connectivity, I think, these two are the most important priorities that should be there.

Sir, at the end, I will only say that there is hope. We have hope sometimes that light at the end of the tunnel is a train. So, let's hope that this train carries us towards development, particularly, our deprived Nanded division. Thank you.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Shri K. Ravindra Kumarji, will you speak today or tomorrow? Will you speak tomorrow? Okay, tomorrow. Now, we will take up the Special Mentions. Special Mentions can only be laid. Prof. Manoj Kumar Jha.

प्रो. मनोज कुमार झा (बिहार): महोदय, जिस दिन मेरा Special Mention आता है, उस दिन उसे lay करने की रवायत हो जाती है।

उपसभाध्यक्ष (श्री भुवनेश्वर कालिता) : आप lay कर दीजिए।

SPECIAL MENTIONS

Need to conduct Socio Economic Caste Census (SECC) alongwith general census

PROF. MANOJ KUMAR JHA (Bihar): Sir, caste is an overbearing reality of the Indian people and affirmative policy actions in the country are based on caste identities. Census has not collected data on castes other than Scheduled Caste and Scheduled Tribes in independent India and in the absence of such data, no accurate information is available about the numerical population of Other Backward Classes. The latest caste census of 1931 also included Bangladesh and Pakistan and the demographics of India have changed substantially since then. A caste-based census will further expose the wealth and education gap between the upper and non-upper caste groups relative to their population and assist in framing targeted policy interventions. Moreover, it is not only a question of reservation but of Indian poverty and unemployment that is stratified along caste lines. Hence, the Government must enumerate caste wise populations other than SCs and STs in the Census that assists in the creation of targeted interventions for their welfare. Additionally, the Government must also analyse and design policies for affirmative action and redistribution based on the scientific study of the numerical strength of castes and their socio-economic position.

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

SHRI JOHN BRITTAS (Kerala): Sir, I also associate myself with the matter raised by the hon. Member.

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

उपसभाध्यक्ष (श्री भुवनेश्वर कालिता) : श्रीमती फूलो देवी नेतम जी, आपको lay करना है। The House is not yet adjourned, please be seated. ...(*Interruptions*)...

Increasing cases of cancer among children in the country

श्रीमती फूलो देवी नेतम (छत्तीसगढ़) : उपसभाध्यक्ष महोदय, मैं आपको धन्यवाद देना चाहती हूँ कि आपने मुझे इस विषय पर बोलने का अवसर दिया। भारत में कैंसर के कुल मामलों में बच्चों के कैंसर के मामले 54 प्रतिशत हैं। इसमें भी बालकों के कैंसर के मामले ज्यादा हैं। देश के कुल मामलों के मुकाबले दिल्ली क्षेत्र में बालकों के कैंसर के मामले ज्यादा सामने आए हैं। महोदय, देश में 5 साल से 14 साल तक की उम्र के बच्चों की मृत्यु दर का नौवां सबसे बड़ा कारण कैंसर ही है। कैंसर की शुरुआती पहचान और सही समय पर इलाज नहीं होने के कारण छोटे बच्चों की मृत्यु हो जाती है। यदि कैंसर की पहचान हो भी जाती है, तो महंगे इलाज के कारण लोग ठीक नहीं हो पाते।

महोदय, अत्याधुनिक चिकित्सा संस्थान, जहां कि पूर्ण प्रशिक्षित और अनुभवी बाल कैंसर विशेषज्ञों द्वारा इलाज किया जाता है, वहां इलाज कराने वाले बच्चों के जीवित रहने की दर पांच साल के दौरान 57 से 80 फीसदी देखी गई है। अतः मेरी आपके माध्यम से मांग है कि बच्चों में कैंसर के मामलों की रोकथाम के लिए एक व्यापक योजना बनाई जाए तथा अत्याधुनिक चिकित्सा संस्थानों की स्थापना की जाए, जहां पर गरीब बच्चों का अनुभवी चिकित्सकों द्वारा इलाज किया जाए।

DR. FAUZIA KHAN (Maharashtra): Sir, I associate myself with the Special Mention made by the hon. Member.

SHRI ABIR RANJAN BISWAS (West Bengal): Sir, I too associate myself with the Special Mention made by the hon. Member.

SHRI JOHN BRITTAS (Kerala): Sir, I too associate myself with the Special Mention made by the hon. Member.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Now, Dr. Amee Yajnik. आप lay कर दीजिए।

Need to establish a Central Agency for Road Safety

DR. AMEE YAJNIK (Gujarat): Sir, most metropolitan cities in our country are witnessing a phenomenal rise in vehicles and vehicular traffic. A stark feature of our cities is the 'road use patterns' which is highlighted by the use of non-motorized vehicles on urban roads.

As per the Road Accident Report for 2019, a total number of 4,49,002 accidents took place in the country during the calendar year 2019 leading to 1,51,113 deaths and 4,51,361 injuries. Pedestrians and bicyclists, who also represent the low income strata of society and have the least safety protection on roads, are the most affected by road accidents.

Though the Ministry of Road Transport and Highways has been taking several initiatives related to vehicular and road engineering and measures for raising awareness about road safety, they seem inadequate. Even the enactment of the Motor Vehicles Amendment Act, 2019, which among other things, provides for a stiff hike in penalties for traffic violations has not helped in curbing road accidents.

In view of this grave situation, I request the Government to establish a Central Agency for Road Safety, which would emphasise on the need to tailor road safety initiatives according to road users. The agency should have a special department for coding and recording all data on road accidents, which should be made available to the public. The urgent and immediate step would be to establish State-level safety Departments to see that urban safety is maintained by controlling road accidents and the havoc caused by them to human lives.

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

SHRI JOHN BRITTAS (Kerala): Sir, I also associate myself with the Special Mention raised by the hon. Member.

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

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Now, Dr. Kirodi Lal Meena; not present. Now, Shri S. Selvaganabathy, please, you have to lay it only.

Need for reconstruction of recently collapsed Puducherry Pier

SHRI S. SELVAGANABATHY (Puducherry): Sir, India is highly vulnerable to natural hazards like earthquakes, floods, drought, cyclones and landslides. According to the Meteorological Department, the Union Territory of Puducherry is identified as cyclone-prone region in the east coast, which is more vulnerable. Due to frequent cyclones in the region, the Puducherry Pier had heavily damaged. Sir, during the last fortnight, the Puducherry Pier which is more than 50 years old has collapsed due to erosion by violent sea waves. This has happened at a time when the Government of India is planning to recommence the sea transport under the Sagarmala scheme. However, it would be highly impossible to implement the scheme in the absence of a pier. Sir, already the Government has a plan to upgrade the Puducherry Pier to handle cargo and passenger traffic between Chennai and Puducherry as part of Sagarmala scheme. This project is planned in three stages, out of which, Rs.75 crores has been earmarked for desilting the estuary. Sir, in the absence of a Pier in Puducherry, the cargo movement is largely affected, thereby incurring revenue loss to the Government. The Government of Puducherry has planned to introduce many projects which involve water sports and sea cruise to attract foreign and national tourists. It is felt that the reconstruction of Puducherry Pier is required heavily. Therefore, I request the hon. Union Minister for Shipping, through you, Sir, to construct a new port as early as possible to handle cargo movement and promote sea tourism in Puducherry.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Shri Ayodhya Rami Reddy Alla.

Need for creation of modern sewerage and waste disposal system in country

SHRI AYODHYA RAMI REDDY ALLA (Andhra Pradesh): Sir, the fast urbanization and migration of people from villages to cities and small towns and the resultant increase in the residential, commercial and other facilities have created a huge issue of sewerage and waste disposal, all over the country. These new urbanized villages, towns and major cities have no proper sewerage and waste disposal and sewerage treatment facilities; as a result, these places are choking with all kinds of waste and other unwanted materials of different nature. It is desirable that the Government create proper modern sewerage and waste management systems in all these towns and cities on priority basis. In fact, in the villages also, the issue of household waste disposal is a big challenge to the residents as the local bodies have no expertise or resources and training to deal with the subject. In this respect, I call upon the Central Government to create appropriate modern waste management and disposals systems at all levels, including villages, as part of the Swachh Bharat Mission. The dividend that we will be able to derive out of this investment will be huge in terms of health benefits and environmental advantages.

SHRI JOHN BRITTAS (Kerala): Sir, I associate myself with the issue raised by the hon. Member.

SHRI ABIR RANJAN BISWAS (West Bengal): 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.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Now, Shrimati Vandana Chavan. You have to lay it only.

Need for a special law for soil conservation

SHRIMATI VANDANA CHAVAN (Maharashtra): Sir, soil erosion and loss in fertility is a dangerous environmental issue threatening the productivity of natural resources, agriculture, water quality and ecosystem balance in India. Excessive chemical fertilization, soil pollution due to industrial effluents, soil acidification and erosion are

major causes of soil health decline. Compared to an ideal ratio of Nitrogen, Potassium and Phosphorus (NPK fertilizers) of 4:2:1, some States have a ratio as high as 60:12:1, indicating massive overuse of chemical fertilizers. Despite the Soil Health Card Scheme introduced in 2015 to keep fertilizer application under check, the consumption of chemical fertilizers continues unabated. Further, urban expansion has resulted in contamination of soil due to dumping of solid and liquid waste. India has a Water Act since 1974 and an Air Act since 1981. Considering that annual soil loss in the country is estimated to be 15.35 tonnes per hectare, resulting in a loss of about eight million tonnes of nutrients every year and that it takes 500 years to form one inch of soil, it is time we bring in a Soil Conservation Act that could entail conservation practices in agriculture, waste management, land and water management, bio-engineering methods and others for reversing the degradation of soil along with punitive measures for non-compliance and targeted action plan. A comprehensive soil conservation law would ensure remediation of polluted soils, check fertilizer overuse and provide for conversion of dumping yards into green zones. The Government needs to act quickly in this regard.

DR. FAUZIA KHAN (Maharashtra): Sir, I associate myself with the Special Mention made by the hon. Member.

SHRI ABIR RANJAN BISWAS (West Bengal): Sir, I too associate myself with the Special Mention made by the hon. Member.

SHRI JOHN BRITTAS (Kerala): Sir, I too associate myself with the Special Mention made by the hon. Member.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Now, Shri G.C. Chandrashekhar.

**Declining representation of students with regional languages in exams
held by UPSC, NEET, IBPS, etc.**

SHRI G.C. CHANDRASHEKHAR (Karnataka): Sir, I would like to talk about some of the centralized exams today and how they are impacting the States, especially rural candidates. Sir, let me give an example. UPSC set papers, in its Prelims and Mains exam, only in Hindi and English. Look at the data from 2014 to 2018. Sir, out of 5,604 jobs, 3,198 Hindi candidates got selected. Though there are 22 official languages, 57 per cent

of jobs are going only to Hindi-speaking candidates and the remaining 43 per cent are shared by all candidates from 21 Official Languages and regional languages. It is sad to note that only 26 Kannada-speaking candidates in 2020; 23 in 2019; 20 in 2018; 30 in 2017 got selected. Further, Karnataka has the highest number of medical colleges in the entire country with 9,345 seats (highest in number). Even then students from our State are not getting much benefit because of NEET exams. I urge the Government to bring equality in opportunity.

Under the National Education Policy 2020, the regional languages, including Kannada, are not mandatory in degree. Regarding IBPS and Rural Bank Exams, I am requesting to bring back the notification prior to 2014. As the domicile reservation does not violate Article 14 of the Constitution, is as per Eighth Schedule to the Constitution and also it is to be noted that the States provide several incentives, including tax benefits, infrastructure, etc., so some benefits should go to States. Hence, I urge the Government to take necessary steps in this regard. Thank you.

SHRI JOHN BRITTAS (Kerala): Sir, I associate myself with the Special Mention made by the hon. Member.

DR. FAUZIA KHAN (Maharashtra): Sir, I also associate myself with the Special Mention made by the hon. Member.

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

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): Now, Shri Neeraj Dangi.

**Need for stabilizing interest rates on concessional short term crop loans provided by
National Bank for Agriculture and Rural Development (NABARD)**

श्री नीरज डांगी (राजस्थान) : महोदय, वर्ष 2006-07 से भारत सरकार द्वारा किसानों को 7 प्रतिशत ब्याज दर पर अल्पकालीन फसली ऋण उपलब्ध करवाए जाने हेतु लिए गए नीतिगत निर्णय के कारण फसली ऋण लेने वाले किसानों की संख्या में वर्ष दर वर्ष वृद्धि हो रही है। यहाँ यह उल्लेख करना प्रासंगिक है कि साख प्रवाह (Credit Flow), नाबार्ड की refinance राशि एवं ब्याज दर पर निर्भर

करता है। नाबार्ड द्वारा वर्ष 2006-07 में 40 प्रतिशत refinance 2.5 प्रतिशत वार्षिक ब्याज दर पर उपलब्ध करवाया गया। वित्तीय वर्ष 2013-14 की नीति के तहत नाबार्ड द्वारा 4.5 प्रतिशत वार्षिक की ब्याज दर पर 50 प्रतिशत refinance उपलब्ध करवाया जाना था, किन्तु नाबार्ड द्वारा 45.72 प्रतिशत राशि ही उपलब्ध करवाई गई। इस प्रकार अल्पकालीन Cooperative Credit Structure को उपलब्ध मार्जिन वर्ष दर वर्ष कम होने एवं refinance amount कम प्राप्त होने से Cooperative banks के लाभ भी विपरीत रूप से प्रभावित हो रहे हैं। इस प्रकरण में माननीय मुख्य मंत्री, राजस्थान द्वारा लगातार माननीय वित्त मंत्री एवं माननीय प्रधान मंत्री जी से भी निवेदन किया गया है।

अतः उपरोक्त क्रम में यह सुझाव है कि आधार वर्ष 2006-07 के मद्देनजर नाबार्ड द्वारा refinance पर 2.5 प्रतिशत वार्षिक की दर से ब्याज लिया जाए तथा क्रेडिट लिमिट को उसी दर पर वर्तमान 40 प्रतिशत से बढ़ा कर 60 प्रतिशत किया जाए।

DR. FAUZIA KHAN (Maharashtra): Sir, I associate myself with the Special Mention made by the hon. Member.

SHRI ABIR RANJAN BISWAS (West Bengal): Sir, I too associate myself with the Special Mention made by the hon. Member.

SHRI JOHN BRITTAS (Kerala): Sir, I too associate myself with the Special Mention made by the hon. Member.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The House stands adjourned to meet at 11.00 hours on Thursday, the 24th March, 2022.

The House then adjourned at seventeen minutes past six of the clock till eleven of the clock on Thursday, the 24th March, 2022

