

## **RAJYA SABHA**

*Thursday, the 10th May, 2012/20th Vaisakha, 1934 (Saka)*

The House met at eleven of the clock,

MR. CHAIRMAN in the chair.

### **ORAL ANSWERS TO QUESTIONS**

#### **Promotion of Rural Tourist Sites**

\*481. SHRI ISHWAR SINGH: Will the Minister of TOURISM be pleased to state:

- (a) whether there has been a perceptible drop in the inflow of foreign tourists visiting rural tourism sites in the country;
- (b) if so, the details thereof;
- (c) whether Government proposes to offer some special offers for foreign tourists for visiting rural areas;
- (d) if so, the details thereof and if not, the reasons therefor; and
- (e) the steps Government proposes to promote rural sites as tourist destinations?

THE MINISTER OF TOURISM (SHRI SUBODH KANT SAHAY): (a) to (e) A statement is laid on the Table of the Sabha.

#### *Statement*

(a) and (b) The number of Foreign Tourist Arrivals in India increased from 5.78 million in 2010 to 6.29 million in 2011, registering a growth of 8.9%. Ministry of Tourism does not compile separate data of foreign tourists visiting rural tourism sites.

(c) and (d) Ministry of Tourism is implementing Rural Tourism Scheme with the main objective of showcasing rural life, art, culture and heritage in villages. The Scheme also aims at enabling the rural population to derive socio-economic benefits from development of tourism in rural areas.

Under this Scheme, Central Financial Assistance (CFA) is given for infrastructure development activities including improvement of roads, landscaping of parks, solid waste and sewerage management facilities, and accommodation for tourists in the village. CFA is also given for capacity building of youth, women, artisans and for creating awareness about tourism activities.

(e) The steps taken by the Ministry of Tourism to promote rural tourism include the following:-

- Facilitation in participation by artisans and craftpersons from rural tourism areas in international and domestic tourism events;
- Facilitation in organizing familiarization tours for media persons and tour operators to visit rural tourism areas;
- Production of TV commercials and radio jingles.

**श्री ईश्वर सिंह:** चेयरमैन सर, माननीय मंत्री जी ने स्वीकार किया है कि विदेशी पर्यटकों के आगमन की संख्या वर्ष 2010 में 5.78 मिलियन थी, जो 2011 में बढ़कर 6.29 मिलियन हो गई। कुल मिला कर इसमें 8.9% की वृद्धि हुई। लेकिन मेरा सवाल रूरल टूरिज्म स्कीम के बारे में है। आज टूरिज्म बड़े नगरों और बड़े शहरों तक ही सिमट कर रह गया है। विदेशी पर्यटक ग्रामीण विरासत को भी देखने के लिए आते हैं। खुद मिनिस्ट्री ऑफ टूरिज्म ने भी यह माना है। The answer says, “The Ministry of Tourism is implementing Rural Tourism Scheme with the main objective of showcasing rural life, art culture and heritage in villages.”

मैं मंत्री जी से यह पूछना चाहता हूँ कि किन-किन प्रान्तों में इस स्कीम के तहत पहल की गई है? आपने यह तो माना है कि हम देहात के अन्दर, ग्रामीण अंचल के अन्दर कल्चरल हेरिटेज और ग्रामीण विरासत को प्रदर्शित करने के लिए ... (व्यवधान)

**श्री सभापति:** आप सवाल पूछिए।

**श्री ईश्वर सिंह:** मैं यह पूछना चाहता हूँ कि आपने यह पहल किन-किन प्रान्तों के अन्दर की है?

**श्री सुबोध कांत सहाय:** चेयरमैन सर, हम लोगों ने इसके लिए कई राज्यों में प्रोजेक्ट्स सैंक्शन किए हैं। हमने पास सभी राज्यों की सूची है, आन्ध्र प्रदेश में-11 प्रोजेक्ट्स सैंक्शन किए गए हैं, अरुणाचल प्रदेश में-6, असम में-4, बिहार में-1, छत्तीसगढ़ में-7, गुजरात में-5, हरियाणा में-1, हिमाचल प्रदेश में-3, जम्मू-कश्मीर में-29, झारखंड में-2, कर्णाटक में-5, केरल में-6, मध्य प्रदेश में-7, महाराष्ट्र में-3, मणिपुर में-4, मेघालय में-3, मिज़ोरम में-1, नागालैंड में-16, ओडिशा में-8, पंजाब में-5, राजस्थान में-3, सिक्किम में-11, तमिलनाडु में-10, त्रिपुरा में-10, उत्तर प्रदेश में-4 उत्तराखंड में-11, पश्चिम बंगाल में-6, दिल्ली में-2 और पुडुचेरी में-1 प्रोजेक्ट सैंक्शन किया गया है। इस तरह टोटल 185 प्रोजेक्ट्स सैंक्शन हुए हैं, जिनमें से 74 प्रोजेक्ट्स सक्सेसफुली चल रहे हैं। इससे जुड़ी हुई जो और चीज़ें हैं, उनको भी हम परस्यू कर रहे हैं।

**श्री ईश्वर सिंह:** सर, ग्रामीण पर्यटन को बढ़ावा देने के लिए मंत्री जी ने प्रोजेक्ट्स की संख्या बताई है। मेरे प्रश्न के उत्तर में आपने लिखा है, “Central Financial Assistance (CFA) is given for infrastructure development activities including improvement of roads, landscaping of parks, solid waste and sewerage management facilities..” आपने ये सारी चीजें बताई हैं, जिसके लिए सीएफए देते हैं।

मैं मंत्री जो से पूछना चाहता हूँ कि क्या इसके लिए Public-Private Partnership (PPP) के तहत भी कोई एप्लीकेशन दी हैं। यदि दी गई हैं, तो क्या आपने किसी स्तर पर उन्हें स्वीकार किया है? आप ऐसे देहातों के बारे में जानकारी दें।

**श्री सुबोध कांत सहाय:** सर, जैसा कि माननीय सदस्य जानना चाह रहे हैं, जिस गांव में रुरल टूरिज्म की संभावना होती है, वहां हम लोग 50 लाख रुपये इन्फ्रास्ट्रक्चर के लिए देते हैं। स्टेट गवर्नमेंट स्वयं सिलेक्ट करके जिन गांवों के नाम भेजती है, उनके लिए हम 50 लाख रुपया देते हैं, साथ ही 20 लाख रुपया हम इस चीज़ के लिए देते हैं कि वहां के परिवेश को कैसे खूबसूरत बनाया जाए, हाईजीनिक बनाया जाए, टॉयलेट या दूसरी चीज़ों की फेसिलिटीज़ को ठीक किया जाए। इस तरह एक गांव को ठीक करने के लिए हम altogether 70 लाख रुपये देते हैं।

अगर राज्य सरकार किसी एनजीओ को ऑथोराइज़ करके भेजती है, तो उनकी एप्लीकेशंस भी हम लोग एंटरटेन करते हैं। यह पैसा हम राज्य सरकार को ही देते हैं, वही down the line इसे इम्प्लिमेंट करवाती है।

**श्री ईश्वर सिंह:** मेरा प्रश्न यह था, आप गांव के नाम तो बताएं, किस-किस गांव को पैसे दिए गए हैं? स्कीम तो हमारे पास लिख कर आ गई है, लेकिन मेरा प्रश्न है कि अभी तक किस-किस गांव को ये रुपये दिए गए हैं?

**श्री सभापति:** आप यह इन्फॉर्मेशन इन्हें लिखित में भेज दीजिएगा।

**श्री सुबोध कांत सहाय:** यह इन्फॉर्मेशन हम आपको दे सकते हैं। स्टेट वाइज़ तो हमने बता दिया है, इनकी इन्फॉर्मेशन भी हम भेज देंगे।

**श्री भगत सिंह कोश्यारी:** मान्यवर, ग्रामीण क्षेत्रों में कितने विदेशी पर्यटक जाएंगे या कितने सामान्य पर्यटक जाएंगे, यह एक थोड़ी-सी समस्या रहती है। मेरा कहना है कि हम सब केन्द्रीय कर्मचारियों को या राज्य के कर्मचारियों को विशेष छुट्टियां दिया करते हैं। ग्रामीण पर्यटन को प्रोत्साहन देने के लिए केन्द्रीय कर्मचारी या आपके अधिकारी वहां चले जाएं, तो इससे उनको गांवों का आइडिया भी हो जाएगा, उन्हें पर्यटन का लाभ भी मिल जाएगा तथा इससे देश को भी उसका कुछ लाभ मिलेगा। तो क्या आप कोई ऐसी योजना बनाएंगे, जिसमें आप केन्द्रीय कर्मचारियों और अधिकारियों को विशेष अवकाश या विशेष प्रोत्साहन देकर उनको ग्रामीण क्षेत्रों में जाने का अवसर देंगे, जिससे दोनों लाभ हों? यह आम के आम और गुठलियों के दाम वाली बात होगी। एक तो व उस क्षेत्र में चले जाएंगे और दूसरे, ग्रामीण क्षेत्रों को भी इससे लाभ होगा। क्या आप ऐसी कोई योजना बनाएंगे या क्या आपकी ऐसी कोई योजना है?

**श्री सुबोध कांत सहाय:** सर, मैं माननीय सदस्य के इस सुझाव का सही में स्वागत करता हूँ। हमारे पदाधिकारी एक सप्ताह के अपने दूर पर जो जाते हैं, अगर एक रात के लिए

उनको इस दिशा में भी निर्देशित किया जाए, जिस मंत्रालय के द्वारा उन्हें एल.टी.सी. दिया जाता है, तो मैं समझता हूँ कि हम दोनों मंत्रालय टाई-अप करके ऐसा कर सकते हैं। यह बहुत अच्छा सुझाव दिया गया है। इससे कुछ हद तक हमारे जो डोमेस्टिक टूरिस्ट्स हैं, वे भी ग्रामीण क्षेत्रों में जाकर और वहाँ रहकर उसके वातावरण से अवगत होंगे।

**श्री मोती लाल वोरा:** माननीय सभापति जी,<sup>1</sup> मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि देश में वर्तमान में कितने पर्यटन स्थल हैं और इन पर्यटन स्थलों के विकास की कितनी सम्भावनाएँ हैं? माननीय मंत्री जी ने इस बात की जानकारी दी है कि विभिन्न राज्यों में लगभग 166 ऐसे प्रोजेक्ट्स चल रहे हैं। ये प्रोजेक्ट्स तो चल रहे हैं, लेकिन पर्यटन केन्द्रों की स्थापना कि दिशा में माननीय मंत्री जी ने कितने नये केन्द्रों को अपने विचार में लिया है?

**माननीय सभापति महोदय,** माननीय मंत्री जी ने कहा कि विदेशी पर्यटकों की संख्या में बहुत बढ़ोतरी हुई है। ये उसी में कहते हैं कि केन्द्र सरकार ये आंकड़े नहीं रखती और माननीय मंत्री जी ने आंकड़े बतलाते हुए कहा कि आंकड़ों में वृद्धि हुई है। मैं माननीय मंत्री जी की प्रशंसा करूँगा कि यह संख्या 2010 में 5.78 मिलियन की तुलना में 2011 में 6.29 मिलियन थी और यह 8.9 की वृद्धि दर्शाती है। लेकिन, उन्होंने यह कहा कि पर्यटन स्थलों के बारे में विदेशी पर्यटकों के आंकड़े अलग से केन्द्र सरकार नहीं रखती, तो ये आंकड़े कहां से आए हैं, यह माननीय मंत्री जी बताने की कृपा करेंगे?

**श्री सुबोध कांत सहाय:** चेयरमैन सर, बेसिकली ये आंकड़े हमें बहुत आसानी से मिलते हैं, क्योंकि इमिग्रेशन का जो रिकॉर्ड होता है, वह हर महीने हमारे पास आता है कि फॉरन अराइवल कितनी हुई है। यह उसी आधार पर है। मंत्रालय के पास अपना कोई ऐसा सिस्टम नहीं है कि कितने विदेशी पर्यटक आए हैं, इसका रिकॉर्ड रखा जाए।

सर, यह पूछा गया कि स्टेट में ऐसे कितने लोग जाते हैं, जो नॉर्मली जो तरीका होता है कि अगर फॉरेनर्स वहाँ जाते हैं, तो स्टेट में जो उनका थोड़ा-बहुत रिकॉर्ड रखते हैं, वे रखते हैं। लेकिन, मुख्यतः हमें ग्रोथ का जो अंदाजा होता है, वह इमिग्रेशन डिपार्टमेंट के अराइवल रिकॉर्ड से होता है।

**श्री सभापति:** थैंक यू। प्रो. राम गोपाल यादव।..

**श्री मोती लाल वोरा:** मान्यवर, मैंने जो पूछा है कि आपने कितने नये पर्यटन केन्द्रों की स्थापना की है, इसका तो इन्होंने जवाब ही नहीं दिया।

**श्री सुबोध कांत सहाय:** सर, मैं इतना बता सकता हूँ कि यह देश तो एक अद्भुत देश है। इसके हर इलाके दर्शनीय हैं। लेकिन, हम लोगों को पिछले तीन, चार या पांच सालों में जितने प्रोजेक्ट्स दिए...(व्यवधान)... अद्भुत होना अच्छी बात है। अगर कहा जाए तो 2007-08 से लेकर 2011 तक हम लोगों ने 1,163 योजनाओं को स्वीकृति दी है। मैं इन तीन-चार सालों की बात बता रहा हूँ।

अब रहा सवाल कि देश में कितने पर्यटन स्थल हैं, तो इनमें से कुछ तो वर्ल्ड हेरिटेज हैं, कुछ स्टेट्स के तहत हैं, कुछ हमारे नेचर से जुड़े हुए हैं, एडवेंचर सं जुड़े हुए हैं और कुछ वेल्नेस से जुड़े हुए हैं। इसके अलावा कुछ स्पीरिचुअल टूरिज्म से भी जुड़े हुए हैं। बुद्धिस्ट

सर्किट में 11 राज्यों के पर्यटक स्थल जुड़े हुए हैं। हम सूफ़ी सर्किट बना रहे हैं, अलग-अलग राज्यों में इसके पर्यटक स्थल हैं। हम जैन सर्किट बना रहे हैं, अलग-अलग राज्यों में जो दर्शनीय स्थल हैं, उनको इसके तहत ला रहे हैं। इसी तरह में हम सिख सर्किट बना रहे हैं। हिन्दुओं के जो धाम और प्रमुख तीर्थ स्थल हैं, उनको इसके तहत ला रहे हैं। इस तरह से हम domestic tourism को religious tourism और entertainment से जोड़ने की भी कोशिश कर रहे हैं। हमने अपनी ओर से कोई नया पर्यटन स्थल नहीं बनाया है, लेकिन जो बने हुए हैं, उनके लिए infrastructure ठीक कर रहे हैं। माननीय सदस्य हमारे लिए श्रद्धेय हैं, मैं इससे संबंधित detailed report माननीय सदस्य को उपलब्ध करा दूंगा।

**प्रो. राम गोपाल यादव:** श्रीमान्, उत्तर प्रदेश में ग्रामीण इलाके में गोवर्धन, नंदगांव और बरसाना, तीन ऐसे स्थल हैं, जो भगवान कृष्ण की क्रीड़ा स्थली रहे हैं और हर महीने की पूर्णिमा को वहां लाखों लोग, जिनमें विदेशी पर्यटक भी शामिल होते हैं, आते हैं। मैं माननीय मंत्री जी से केवल इतना जानना चाहूंगा कि इन स्थलों के विकास के लिए आपके विभाग से कोई केन्द्रीय सहायता दी जाती है या सहायता देने की कोई योजना है या अगर राज्य से इस तरह का कोई प्रस्ताव आता है, तो क्या उसके अनुरूप इन स्थलों को विकसित करने के लिए आप कोई मदद करेंगे?

**श्री सुबोध कांत सहाय:** सर, माननीय सदस्य को जानकारी देते हुए मुझे हर्ष हो रहा है कि हमने 2011 में 25 करोड़ रुपए इन स्थलों, खास कर मथुरा और गोवर्धन के लिए already दिए हैं। इस संबंध में हम जो भी तय करते हैं, वह हम तय नहीं करते हैं, बल्कि राज्य सरकार से स्कीमें आती हैं, केन्द्र के पदाधिकारी और राज्य के पदाधिकारी बैठ कर उनका prioritization करते हैं और उन्हीं स्कीमों को हम Central assistance देते हैं।

MR. CHAIRMAN: Question No. 482.

**श्री विनय कटियार:** सर, वहां 25 करोड़ रुपए का तो कहीं कुछ दिखाई नहीं देता है।  
...(व्यवधान)...

**श्री सभापति:** कटियार जी, वह बात खत्म हो गई। ...(व्यवधान)... बात खत्म हो गई।  
...(व्यवधान)...

**श्री विनय कटियार:** सर, 25 करोड़ क्या, वहां तो 25 लाख भी नहीं दिखाई देता है।  
...(व्यवधान)... वहां सांसद निधि से सड़क बनाई गई है। ...(व्यवधान)...

MR. CHAIRMAN: We have moved to another question.

**श्री विनय कटियार:** सर ...(व्यवधान)...

**श्री सभापति:** कटियार जी, कृपया आप बैठ जाइए।

### Number of IAS Officers in the Country

\*482. SHRI RAMA CHANDRA KHUNTIA: Will the PRIME MINISTER be pleased to state:

(a) the total number of direct Indian Administrative Service (IAS) and promoted IAS officers working in the country, Statewise;

(b) the total requirement of the different States and different departments of the Central Government and total officers in position; and

(c) whether it is a fact that there is shortage of IAS officers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) to (c) There is an overall shortage of IAS Officers in the country. The total authorized strength of IAS Officers in the country as on 01.01.2012 is 6154, of which 4377 officers are in position. A State-wise break-up of the same showing the numbers of direct recruit IAS Officers and the promote IAS Officers is placed at in Statement (*See below*).

2. IAS Officers are borne to the State Cadres. They, however, serve the Government of India on Central Deputation. Out of the total authorized strength of 6154 IAS Officers in the country, the Central Deputation Reserve (CDR) is 1331 enabling the IAS Officers to serve Government of India on deputation. Of these, 675 IAS Officers are in position as on 01.04.2012.

**Statement**

*State-wise break-up of IAS Officers in the country*

Sl. No.	Name of State/Cadre	Total Authorised Strength of the IAS	Total IAS Officers in Position			Shortage of the IAS Officers
			Direct Recruits	Promotees	Total	
1	2	3	4	5	6	7
1.	Andhra Pradesh	376	196	88	284	92
2.	AGMUT*	337	176	45	221	116
3.	Assam-Meghalaya	248	156	49	205	43
4.	Bihar	326	186	12	198	128
5.	Chhattisgarh	178	86	38	124	54
6.	Gujarat	260	156	52	208	52
7.	Haryana	205	131	47	178	27
8.	Himachal Pradesh	129	74	27	101	28
9.	Jammu and Kashmir	137	61	30	91	46
10.	Jharkhand	208	93	15	108	100

1	2	3	4	5	6	7
11.	Karnataka	299	166	53	219	80
12.	Kerala	214	112	46	158	56
13.	Madhya Pradesh	417	222	77	299	118
14.	Maharashtra	350	208	87	295	55
15.	Manipur-Tripura	207	109	28	137	70
16.	Nagaland	91	37	15	52	39
17.	Odisha	226	134	14	148	78
18.	Punjab	221	125	36	161	60
19.	Rajasthan	296	174	10	184	112
20.	Sikkim	48	26	7	33	15
21.	Tamil Nadu	355	196	90	286	69
22.	Uttarakhand	120	67	17	84	36
23.	Uttar Pradesh	592	340	36	376	216
24.	West Bengal	314	161	66	227	87
<b>TOTAL</b>		<b>6154</b>	<b>3392</b>	<b>985</b>	<b>4377</b>	<b>1777</b>

\* AGMUT stands for "Arunachal-Goa-Mizoram and Union Territories Joint Cadre of the IAS"

SHRI RAMA CHANDRA KHUNTIA: Mr. Chairman, Sir, IAS officers are the top officers in the Executive for administration. Whether it is planning at the national-level, State level or district level and whether it is implementation of all flagship programmes of the Central Government, IAS officers play an important role. We are living in a country where all legislations and schemes are for the poor, but the implementation of these legislations and schemes is the worst. The total shortage of IAS officers is 1,777 out of authorized strength of 6,154. In Uttar Pradesh, out of 592, the shortage is 216; in AGMUT, out of 337, the shortage 116.

MR. CHAIRMAN: Please put your question.

SHRI RAMA CHANDRA KHUNTIA: In Odisha, out of 226, the shortage is 78. I would like to know whether the Centre is not filling the vacant posts or the Union Public Service Commission is not filling the vacant posts or the State Governments are not asking seriously to fill the vacant posts.

SHRI V. NARAYANASAMY: Mr. Chairman, Sir, the total cadre strength of the direct recruit IAS officers and the promote IAS officers is 6,154. The total number of officers in position is 4,377. It is a fact that 1,777 posts are lying vacant. Since there were a large number of vacancies, the Government constituted a Committee headed by Shri B.S. Baswan, who is the Director of the Indian Institute of Public Administration. He gave the recommendation that cadre strength for direct recruit IAS officers should be increased to a maximum of 180. The reason being that this being one of the premier cadres, there should not be any compromise on quality. Secondly, training is also very important. Moreover, it should be like a pyramid system. That is, in case of the person, who is occupying the highest post, there should not be more officers above him, and at the lower level, it should not be less. It was felt that there should not be distortion. So, three recommendations have been given by the Committee. Keeping that in view, if you go through the list, you can find out very clearly that in the year 2008, it was only 120, but now, having accepted the recommendation of the Baswan Committee, we gave 180 posts in the year 2011-12 for IAS officers, and those posts have been filled up. Sir, as far as promote officers are concerned, the recommendation has to come from the State Government. When it comes from the State Government, it has to go to the UPSC. The UPSC will constitute a committee, and that committee will look into their ACRs, their performance, etc., and ultimately, they will select the candidates after due appraisal of the performance of the officers concerned. In respect of the four States, that is, Uttar Pradesh, Rajasthan, Bihar and Jharkhand, I would like to submit to this august House that posts numbering 359 had to be filled, but because of litigation pending in those States relating to the issue of promote officers, we could not fill them up. As far as Odisha is concerned,—my learned friend comes from Odisha—54 posts relating to promote officers could not be filled because the State Government did not send its recommendation to the Centre for filling up of the posts from the Promote Officers quota. Keeping that in mind, since we have got a policy of recruiting officers by strenuous training programme and also, at the State level, the officers are screened by their performances, after due processes, ultimately, this cadre is being filled up. Therefore, Sir, overall, if you see, only 23 per cent vacancies are there. If all the States co-operate, it may come down to 15 per cent.

SHRI RAMA CHANDRA KHUNTIA: Sir, the hon. Minister, while replying to the supplementary, has not categorically stated as to how much posts are vacant from direct recruitment and how much, in total, are vacant out of 1777 from State promoted posts? I want to know this from the hon. Minister more so for the reason that highest posts are very important for the implementation of various programmes



at the State level and at the Central level. I would like to get a categorical assurance from the hon. Minister that not 15 per cent but the total vacant posts in the country will be filled up by the Central Government in consultation with the State Governments from the promotion of post.

SHRI V. NARAYANASAMY: Sir, as for the figure which the hon. Minister has asked, that is, the break up of promotee officers and officers who are direct recruits, I will send it to the hon. Member. Sir, I would like to submit that we conducted cadre review for 12 States in 2010-11. If you go through the list, you can find that in 2009, 5,671 posts of direct recruits and promotee officers.

SHRI V. NARAYANASAMY: Sir, as far as West Bengal is concerned, there are 87 posts vacant. Out of the total strength of 314 posts, 161 posts from direct quota and 66 posts of promotee officers have been filled up. The hon. Chief Minister also wrote to us. Normally what happens is, the State Governments are increasing the number of districts. We have the policy of total vacancy in the State and also the vacancy available in the district, fifty per cent at the State level and 50 per cent at the district level. We have got a policy by which we do that. Since the request has come from the hon. Chief Minister, and also, the demand is made by the hon. Member, in whichever possible way we can help, not only in West Bengal but in any other State also, to fill up the vacancies, we will take steps.

SHRI N.K. SINGH: Sir, considering that there is a terrific shortage of IAS officers, both at the Centre and the States, and some States particularly are endemically in great trouble, for instance, Bihar has a shortage of 128 officers, only next to Uttar Pradesh, considering that it is not very easy to fill up these posts, Sir, in a kind of time frame which is necessary, and considering that the shortage of officers are cutting levels of administration, both at the State and the Centre, it does impair the implementation of important developmental projects. Would the Minister consider that in the light of successive recommendations of various administrative reforms Commissions on reforming the administrative system, he would encourage the lateral contractual entrance of officers at mid and senior levels, both at the Centre and the States, which will improve bringing in fresh blood, will improve talent and will also improve the extent of new ideas and innovation in higher echelons of administration, since the Minister must be aware that some years ago, there was a conscious policy to bring in officers laterally at higher levels to improve the quality and innovative approach on complex developmental issues?

SHRI V. NARAYANASAMY: Sir, this is one of the suggestions given by the hon. Member. We will consider that also. But our problem is that we have to have a

regular, strenuous programme for the purpose of selecting the officers. Even if the officers are recommended, we tell them to send. If ten officers are to be taken even from the promotee quota, we tell them to send us 13 because we are going to consider one-third. Therefore, Sir, we will consider the suggestion given by the hon. Member, without compromising on the quality. That is the first thing. The second thing is, in Dehradun we have only one institute. We are now trying to expand it, and training is also very important. The third thing is, as I submitted earlier, there should not be distortions in having more officers at the top level and officers at the lower level not coping up with the State. We went by the Paswan Committee's Report. We will also look into the suggestion given by the hon. Member.

DR. KARAN SINGH: Mr. Chairman, Sir, I think it is quite astonishing that one-third of the posts that are available are unfilled. Either they are redundant, in which case they should be abolished, or the fact that they are not filled is surely having a detrimental effect upon our administration. Sir, the same is true with the IFS. I have been urging that the IFS should expand. They don't expand with more than ten or twelve people. We have less IPS officers than Italy, which is a middle level country. When you have the Army, Sir, you get a reply that thousands of vacancies are there in the Officer cadre. So, may I submit to the hon. Prime Minister that there is something radically wrong with our procedures? I think we are still stuck too rigid modes. There are so many talented men and women in this country. Surely, there could be a revamp. Why is it that posts that are there remain unfilled? It is double whammy, firstly, we are not giving them the employment, and secondly, we are adversely affecting our administration. I submit that the whole matter, including the armed forces, the Foreign Service and the IAS, needs to be looked into afresh.

SHRI V. NARAYANASAMY: Sir, the Paswan Committee, apart from the three recommendations which I had mentioned, gave recommendations totaling 13 in number. The Committee has recommended for cadre review once in every five years. It has also recommended that the State Governments have to send the names well in advance to the Government of India for the purpose of empanelling the officers and also the promotee officers. Thirdly, Sir, disputes are pending relating to the promotee officers at the State level. We are trying to reduce the disputes and finish the cases as early as possible. Sometimes what happens is, the ACRs of the officers are not sent in time. There are several deficiencies while considering the promotion quota and also in the process of filling up of the posts. So, from time to time, we are addressing the issue. I entirely agree with the senior Member, Dr. Karan Singh, that there are vacancies. But, this is one apprehension that I have already submitted that the quality should not be compromised. Considering this, we are doing our best. Once again, I say we will address this issue.

**Confiscation of Property of Retired Corrupt Bureaucrats**

\*483. SHRI BALWINDER SINGH BHUNDER: Will the PRIME MINISTER be pleased to state:

- (a) whether the Ministry has framed new guidelines for confiscation of property of retired corrupt bureaucrats;
- (b) if so, the salient features of these guidelines; and
- (c) in what manner it is different from the earlier guidelines and how it is going to check corruption?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) to (c) A statement is laid on the table of the House.

(a) and (b) The Department of Personnel and Training has issued an Office Memorandum dated 19th January, to all Ministries/Departments clarifying, *inter alia*, that—

- (i) In the case of retired public servants even though the charge sheets are filed without obtaining sanction for prosecution under section 19(1) of the PC Act, 1988, the Government or authority which would have been competent to remove the public servant from his office at the time when the offence was alleged to have been committed should be competent to give authorization of the Central Government to file an application u/s 3 of the Criminal Law (Amendment) Ordinance, 1944 for attachment of money or property procured by means of scheduled offences.
- (ii) In the cases where the competent authority cannot be equated with the Central Government, the administrative Ministries of the concerned competent authorities should be competent to give authorization of the Central Government to file an application u/s 3 of the Criminal Law (Amendment) Ordinance, 1944 for attachment of money or property procured by means of scheduled offences.
- (c) Earlier, Government of India, Department of Personnel and Training had issued an OM No. 219/12/2009-AVD.II dated 13th May, 2009, stating that the authorisation under section 3 of the Criminal Law (Amendment) Ordinance, 1944 for attachment of property would also have to be given by such authority who would be competent to accord sanction under section 19 of the Prevention of Corruption Act, 1988. The said OM was general and did not make any specific reference to the

retired public servants. This lead to difficulties in issuing authorisation of the Central Government to file application u/s 3 of the Criminal Law (Amendment) Ordinance, 1944, for attachment/confiscation of the property of retired corrupt public servants. Therefore, after consultations with the Ministry of Law and Justice, clarifications were issued vide OM dated 19.01.2012 as to who would be the competent authority to issue authorisation of the Central Government in such cases.

The recent instructions would facilitate quick decision making in respect of requests received from the CBI for grant-of authorisation for filing applications for attachment of property of retired corrupt bureaucrats.

**श्री बलविंदर सिंह भुंडर:** सभापति जी, मैं निवेदन करना चाहता हूँ कि पहले जो गाइडलाइंस 13 मई, 2009 को issue की गई थीं, जब उनका कोई खास असर नहीं हुआ, तो दोबारा 19 जनवरी, 2012 को फिर से गाइडलाइंस की issue गई। मैं आपके जरिए ऑनरेबल पी.एम. साहब से यह जानना चाहता हूँ कि ये जो retired corrupt bureaucrats हैं, जिनकी प्रॉपर्टी को जब्त करने के लिए 3 साल के अरसे में दोबारा ये गाइडलाइंस issue की गई हैं, क्या इनकी प्रॉपर्टी को जब्त किया गया है, कितने अफसरों की प्रापर्टी जब्त की गई है, कोर्ट में कितने केसेज गए और कितने केस valid पाए गए? ...(*Interruptions*)...

SOME HON. MEMBERS: Sir, there is some gas smell in the House सर, गैस लीकेज है।

**श्री प्रकाश जावडेकर:** सर, हाउस को adjourn कर दीजिए।

MR. CHAIRMAN: Shall I adjourn the House for fifteen minutes?

SOME HON. MEMBERS: Sir, adjourn the House for some time.

MR. CHAIRMAN: Thank you. The House is adjourned for fifteen minutes.

**The House then adjourned at twenty-eight minutes past eleven of the clock,**

**The House re-assembled at forty-six minutes past eleven of the clock,**

**THE VICE-CHAIRMAN (PROF. P.J. KURIEN) in the Chair**

**THE VICE-CHAIRMAN (PROF. P.J. KURIEN):** The House is adjourned up to 12 noon.

**The House then adjourned at forty-six minutes past eleven of the clock.**

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**The House re-assembled at twelve of the clock,**

**THE VICE-CHAIRMAN (PROF. P.J. KURIEN) in the Chair.**

**WRITTEN ANSWERS TO STARRED QUESTIONS****Nuclear reactors at Jaitapur**

\*484 SHRI P. RAJEEVE: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the nuclear reactors planned to be set up at Jaitapur are based on Evolutionary Pressurised Water Reactors (EPRs) technology provided by French firm Areva; and

(b) the estimated cost of per Mega Watt of electricity produced using Areva reactors *vis-a-vis* the cost of electricity using Indian Pressurised Heavy Water Reactors?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Yes, Sir.

(b) The detailed project proposals including costs and business models envisaging the share of work between the Indian side and French side to arrive at an optimal cost are under finalization. The business models are planned to be devised so as to maximize the indigenous content, scope of work and responsibilities to reduce the costs. The tariff of electricity from the EPRs planned at Jaitapur is expected to be comparable to those of contemporary Indian Pressurised Heavy Water Reactors.

**Supply of nuclear equipment by Russia**

\*485 SHRI D. BANDYOPADHYAY: Will the PRIME MINISTER be pleased to state:

(a) whether the Russian supplier of the reactor at Kudankulam nuclear power plant has given their latest VVER model;

(b) if so, whether Government is aware that a similar model of reactors supplied to Bulgaria's Kozluday nuclear plant developed malfunction of circulation motor pump in unit no. 4 resulting in displacement of three control rods creating a disaster like situation; and

(c) whether Government is satisfied with the measures so far taken to prevent any disaster arising out of any mechanical failure?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Yes, Sir. The reactors at Kudankulam have safety features at par with the latest VVER model, VVER 1200 (AES 2006) evolved in the year 2006 after the start of construction of Kudankulam project in 2002.

(b) and (c) The models of VVER reactors at Kozloduy nuclear power plant in Bulgaria are different from those set up at Kudankulam. The incidence of malfunctioning of control rod occurred in Unit-5, which has a 1000 MWe reactor of VVER-320 model operational since 1987. The reactor was promptly shutdown by the in built redundant safety systems that are employed in all the nuclear power reactors. The incidence has been rated at level 2 (malfunctioning of system/equipment with no radiological consequences) on International Nuclear Event Scale (INES).

The VVER-412 model nuclear power reactors set up at Kudankulam are of Generation III + design, with further advanced safety features. These reactors already incorporate the lessons learned from all past safety significant incidences.

#### **Balanced development of villages**

\*486. SHRI KANWAR DEEP SINGH: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether a balanced development of villages has failed to take place through Panchayati Raj System due to various reasons, including the alleged discriminatory and partisan attitude of the member in several Panchayats;

(b) if so, the details thereof;

(c) the steps taken/proposed to be taken by Government for ensuring balanced development of villages;

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

(e) whether Government has received any complaints of misuse of funds of the Panchayats in Punjab; and

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

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

(a) to (c) No, Sir. Regional Imbalances in the development of physical and social infrastructure exist both among States and in regions within States, which require higher levels of public investment to redress these imbalances.

Central Government supplements State Government efforts by providing additional central assistance under special area programmes such as Backward Regions Grant Fund which fills critical infrastructure gaps and other development

needs not adequately met through existing programmes in 250 identified backward districts, as well as Capacity building for promoting participatory planning, decision making, implementation and monitoring at Panchayat levels.

(d) Details of funds allocated under BRGF during the last years, State-wise is given in Statement (*See below*). No releases have been made so far under the scheme during the current year.

(e) No Sir. The Ministry of Panchayati Raj has not received any complaint of misuse of funds of the Panchayats in Punjab under BRGF scheme.

(f) Does not arise.

#### *Statement*

*State-wise Funds Released during the last three Financial Years i.e.  
(2009-10 to 2011-12) under BRGF Scheme of MoPR (as on 31.03.2012)*

Sl. No	State	No. of BGRF Districts	Amount in Rs. crore			
			2009-10 Funds Released	2010-11 Funds Released	2011-12 Funds Released	Total Funds Released
1	2	3	4	5	6	7
1.	Andhra Pradesh	13	357.39	348.34	366.59	1072.32
2.	Arunachal Pradesh	1	14.67	12.70	10.70	38.07
3.	Assam	11	56.03	139.12	59.39	254.54
4.	Bihar	36	518.99	740.25	408.58	1667.82
5.	Chhattisgarh	13	216.06	280.90	259.94	756.90
6.	Gujarat	6	96.64	103.16	109.64	309.44
7.	Haryana	2	19.35	39.53	18.67	77.55
8.	Himachal Pradesh	2	27.41	30.50	23.62	81.53
9.	Jammu and Kashmir	3	9.00	41.26	30.40	80.66
10.	Jharkhand	21	209.18	331.02	183.60	723.80
11.	Karnataka	5	103.27	118.48	92.74	314.49
12.	Kerala	2	24.21	31.59	34.66	90.46

1	2	3	4	5	6	7
13.	Madhya Pradesh	24	315.65	535.80	403.37	1254.82
14.	Maharashtra	12	228.19	290.95	255.09	774.23
15.	Manipur	3	27.71	54.32	32.16	114.19
16.	Meghalaya	3	23.50	50.42	24.60	98.52
17.	Mizoram	2	21.28	28.68	24.90	74.86
18.	Nagaland	3	43.04	40.04	41.48	124.56
19.	Odisha	19	223.67	385.20	325.95	934.82
20.	Punjab	1	15.08	18.22	15.50	48.80
21.	Rajasthan	12	141.42	304.68	286.15	732.25
22.	Sikkim	1	11.59	15.92	14.21	41.72
23.	Tamil Nadu	6	62.09	113.28	106.03	281.40
24.	Tripura	1	8.58	13.21	13.66	35.45
25.	Uttar Pradesh	34	579.87	668.09	540.81	1788.77
26.	Uttarakhand	3	0.00	37.66	29.54	67.20
27.	West Bengal	11	181.10	276.68	205.02	662.80
TOTAL		250	3534.96	5050.00	3917.00	12501.96

**Visit of Joint Parliamentary team to Sri Lanka**

\*487. SHRI T.M. SELVAGANAPATHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Joint Parliamentary team that visited Sri Lanka recently has taken up with Sri Lankan Government the matter regarding the move initiated by the Sri Lankan Government to close the Farm Rehabilitation Centre where people have been living for many decades;

(b) whether the Joint Parliamentary team also took up the issue with the Sri Lankan Government of the occupation by Sinhalese of the houses built up by Government of India for Sri Lankan Tamils; and

(c) if so, the response received by the team in this regard?



THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) A 12-member Joint Parliamentary delegation, led by the Hon'ble Leader of the Opposition in the Lok Sabha, visited Sri Lanka from 16-21 April 2012. During their stay in Sri Lanka, the delegation visited the Internally Displaced Persons (IDPs) camp at Menik Farms and interacted with the IDPs. The delegation was briefed on various facilities provided to the remaining 6,000 IDPs (out of 3,00,000 IDPs that were brought to the camps following the end of the conflict in May 2009). The delegation, during its discussions with the President of Sri Lanka and other senior Ministers of the Government, emphasised the need for early resettlement and rehabilitation of the remaining IDPs.

(b) and (c) During the State visit of President of Sri Lanka to India in June 2010, an initiative to undertake a programme of construction of 50,000 houses for Internally Displaced Persons (IDPs) in the Northern and Eastern Provinces of Sri Lanka under Government of India grant assistance was announced.

As part of this, a Pilot Project for construction of 1000 new houses was taken up by the Government of India in Northern Sri Lanka essentially to cover the most vulnerable categories which include widows, landless, old persons and single-headed households. A vast majority of the beneficiaries of the Project are Tamil speaking.

External Affairs Minister during his visit to Sri Lanka in January 2012 handed over the first lot of completed houses to the beneficiaries of this Pilot Project.

#### **Production capacity of Air India workshop functioning in Delhi**

\*488. DR. RAM PRAKASH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total engine overhauling production capacity of the Air India for A 320 workshop functioning in Delhi;

(b) the number of engines overhauled in A320 workshop in the last three years;

(c) the number of engineers, employees, officers working in A320 workshop; and

(d) the total amount of salaries of employees and funds spent on A 320 workshop in the last three years, year-wise?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Total Engine overhauling production capacity of the Air India for A-320 workshop functioning at Delhi is 4 per month.

(b) Number of Engines overhauled/rectified in A-320 workshop during the last three years are as under:-

2009-10	23
2010-11	21
2011-12	06

(c) Following number of engineers, employees, officers working in A-320. However, these are deployed for overhauls as also all other maintenance work and the prescribed periodical checks as laid down by the manufactures.

Executives	15
Officers	25 (Including Technical/non-Technical)
AMEs	32
Inspectors	22
Foreman	15
Technicians	110
Others	49 (Non-Technical staff/Others)
<b>TOTAL</b>	<b>268</b>

(d) Details of the salaries of employees and funds spent on the activities of the A-320 workshop in the last three years are as under:

Item	2009-10	2010-11	2011-12
	(Rupees in crores)		
Material Consumption and Outside Repair Services	357.35	108.21	43.15
Salaries of Employees	30.0	28.5	27.0

#### **Specially designed programme for Panchayati Raj Institutions**

\*489. SHRIMATI MAYA SINGH: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether Government is planning any specially designed programme for Panchayati Raj Institutions (PRIs) to improve the performance of Women Panchayat

members through education, mass media exposure, social participation and urban contacts;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(a) and (b) In order to enhance the participation, representation and performance of the Elected Women Representatives (EWRs) of Panchayati Raj Institutions (PRIs), Ministry of Panchayati Raj (MoPR) has been implementing a Central Sector Scheme, the Panchayat Mahila Evam Yuva Shakti Abhiyan (PMEYSA) since 2007-08. PMEYSA aims to empower EWRs through group action to build their confidence and capacity to identify and articulate their problems as elected women Panchayat representatives, to discuss issues affecting their well being and livelihood and that of their families and community at large. The scheme is designed to help Elected Women Representatives to overcome the institutional, societal and political constraints that prevent them from full and active participation in rural self governments. Activities under PMEYSA include holding State Sammelans and Divisional/District level Sammelans of EWRs, formation of associations, setting up of State support Centres and sensitization programmes, for EWRs and Elected Youth Representatives (EYRs). Capacity Building/Training under PMEYSA for EWRs are also supplemented by other Schemes of MoPR namely Backward Regions Grant Fund (BRGF) and Rashtriya Gram Swaraj Yojana (RGSY) which have provision for capacity building and training of Elected Representatives of PRIs including EWRs.

(c) Does not arise.

#### **New Flights from Guwahati and Dimapur**

\*490. SHRI KHEKIHO ZHIMOMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government proposes to introduce new flights to various destinations in domestic sectors from Guwahati and Dimapur;

(b) whether it is fact that a large number of passengers are forced to travel via Kolkata due to non-availability of direct flights from Guwahati and Dimapur to other metro cities;

(c) if so, the action taken by Government in this regard;

(d) the details of suggestions received from various organizations/corporate houses/business communities in this regard; and

(e) the action taken by Government on these proposals?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a), (c) and (e) Operations in domestic sector have been deregulated and flights are being operated by concerned airlines on the basis of commercial viability subject to adherence of Route Dispersal Guidelines. Government has laid down Route Dispersal Guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country including North-East region. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability while complying with Route Dispersal Guidelines.

(b) There are direct flights available to Guwahati from Delhi also apart from flights via Kolkata. The details of scheduled air services to/from Guwahati and Dimapur are given in Statement-I (*See* below).

(d) The details of suggestions/representations received from various authorities/organisations for Air connectivity to Guwahati and Dimapur are given in Statement-II (*See* below).

***Statement-I***

*The details of Scheduled air service to and from Guwahati and Dimapur*

Airline	Sector	Flights/Week
<b>Dimapur</b>		
Air India	Kolkata-Dibrugarh-Dimapur-Kolkata	3
	Kolkata-Dimapur-Dibrugarh-Kolkata	2
Alliance Air	Kolkata-Dimapur-Kolkata	4
Jet Airways	Kolkata-Dimapur-Kolkata	6
<b>Guwahati</b>		
Air India	Kolkata-Guwahati-Kolkata	7
	Delhi-Guwahati-Imphal and VV	7
Alliance Air	Guwahati-Agartala-Guwahati	7
	Guwahati-Aizwal-Guwahati	7
	Guwahati-Silchar-Guwahati	4

Airline	Sector	Flights/Week
	Guwahati-Dimapur-Imphal and VV	4
	Guwahati-Silchar-Agartala and VV	3
	Guwahati-Jorhat-Tezpur-Guwahati	2
	Guwahati-Lilabari-Tezpur-Guwahati	1
	Kolkata-Guwahati-Kolkata	4
	Kolkata-Guwahati-Lilabari and VV	5
	Dethi-Guwahati-Delhi	6
Jet Airways	Delhi-Guwahati-Delhi	7
	Kolkata-Guwahati-Kolkata	20
	Kolkata-Aizwal-Guwahati and VV	7
	Silchar-Guwahati-Silchar	7
	Guwahati-Imphal-Guwahati	3
	Guwahati-Jorhat-Guwahati	4
JetLite	Delhi-Guwahati-Dibrugarh and VV	7
	Kolkata-Guwahati-Imphal and VV	5
	Kolkata-Guwahati-Jorhat and VV	2
	Kolkata-Agartala-Guwahati and VV	4
Kingfisher	Delhi-Guwahati-Imphal and VV	7
Spicejet	Delhi-Guwahati-Bagdogra-Delhi	7
	Delhi-Bagdogra-Guwahati-Delhi	7
	Delhi-Guwahati-Delhi	7
	Kolkata-Guwahati-Kolkata	21
	Agartala-Guwahati-Agartala	7
Indigo	Delhi-Guwahati-Imphal and VV	14
	Kolkata-Guwahati-Kolkata	21
Go Air	Delhi-Guwahati-Bagdogra-Delhi	4
	Delhi-Bagdogra-Guwahati-Delhi	3

***Statement-II***

*Details of suggestions/representations received from various organisations for  
AIR Connectivity from Guwahati and Dimapur*

Sl. No.	Received from	Regarding
1.	Extracts from Governor of Nagaland's report dated 3-2-2011 (through MHA)	Increase in air services to/from Dimapur in the State of Nagaland
2.	Department of Administrative Reforms and Public Grievances,	Points raised by the Government of Nagaland for the Chief Secretaries Conference held on 4th and 5th February, 2011 for consideration of the Cabinet Secretary on air connectivity to/from Dimapur.
3.	Dr. Christy Fernandez, IAS, Secretary to the President of India	Direct air connectivity between Dimapur and Delhi.
4.	Shri B.K. Handique , Minister, DoNER	To declare Guwahati as Aviation Hub.
5.	Hon'ble Chief Minister of Assam	Hub at Guwahati
6.	PMO- regarding announcement formed part of the Prime Ministers speech at the Governor's conference, 2011	Suggestion by Governor of Nagaland for the need for better rail and air connectivity to the State.
7.	PMO forwarded representation of Shri Nikhil Kumar, Governor of Nagaland	Nagaland's connectivity with the mainland.
8.	PMO forwarded representation of Secy. to Governor of Nagaland	Direct air connectivity between Delhi and Nagaland.

**Inland Waterways in Odisha**

\*491. SHRI PYARIMOHAN MOHAPATRA: Will the Minister of SHIPPING be pleased to state:

(a) the names of inland waterways approved for Odisha, their length and the reasons for not taking up a single project till now;

(b) whether there are any proposals to take up any project under Public Private Partnership (PPP) mode and if so, the progress thereof; and

(c) considering the relative importance of the National Waterways No. 5,

covering part of West Bengal and Odisha, whether Government is pursuing the Planning Commission and Department of Economic Affairs for early allocation of funds and if so, progress in that regard?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Geonkhali-Charbatia stretch of East Coast Canal (217 km.), Charbatia-Dhamra stretch of Matai River (39 km.), Talcher-Dhamra stretch of Brahmani-Kharsua-Dhamra River system (265 km.) along with Mangalgadi-Paradeep stretch of Mahanadi delta Rivers (67 km.) having a total length of 588 km. in the States of West Bengal and Odisha have been declared as National Waterway Number 5 (NW-5) w.e.f. 25th November, 2008. Out of the total length of 588 km., 497 km. of this National waterway is in the State of Odisha. No development activity could be taken up in NW-5 for want of allocation of funds during the XI Plan.

(b) and (c) As advised by the Planning Commission, efforts to develop more commercially viable stretches of NW-5 under PPP mode with Viability Gap Funding (VGF) have been initiated. Accordingly, a proposal for developing river portion [*i.e.* Talcher-Dhamra, Mangalgadi-Paradeep and Charbatia-Dhamra stretches (371 km.)] of NW-5 in Phase-I was submitted to the Department of Economic Affairs (DEA) for engaging transaction adviser (consultant) for preparing and processing PPP project under their scheme of India Infrastructure Project Development Fund (IIPDF) and PPP Pilot Project Initiative under the Asian Development Bank (ADB) Technical Assistance. ADB has since appointed a transaction advisor in March, 2012.

#### **Restructuring Package for Air India**

\*492. SMT. GUNDU SUDHARANI Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government has given a rupees thirty thousand crore turnaround restructuring package to Air India which spreads over a period of nine years;

(b) whether it is also a fact that the Cabinet has cleared for induction of 27 Boeing 787 Dreamliners;

(c) if so, the details of (a) and (b) above; and

(d) to what extent rupees thirty thousand crore would help Air India as its outstanding loans and dues are more than Rs. 67,500 crore?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) to (c) Yes, Sir. The Government has approved the financial packages for Air India as under:

- (i) Induction of upfront equity of Rs. 6,750 Crore, including Rs. 1,200 Crore provided in the budget of 2011-12 and already released, in FY 2011-12.
- (ii) Equity for Cash deficit support of Rs. 1539 crore in FY2012-13, Rs.1055 crore in FY2013-14, Rs. 921 crore in FY2014-15, Rs. 858 crore in FY2015-16, Rs. 156 crore in FY2016-17 and Rs. 23 crore in FY2017-18. Total Rs. 4,552 crore.
- (iii) Equity for already guaranteed aircraft loan of Rs. 18,929 Crore till FY2021 as detailed below:

FY 2011-12	1786 crore	FY 2012-13	1787 crore
FY 2013-14	1802 crore	FY 2014-15	1817 crore
FY 2015-16	1833 crore	FY 2016-17	2157 crore
FY 2017-18	1861 crore	FY 2018-19	1896 crore
FY 2019-20	2611 crore	FY 2020-21	1379 crore

- (iv) GOI Guarantee for repayment of Principal amount and payment' of Interest on the Non Convertible Debentures of Rs. 7400 crore proposed to be issued to financial institutions, Banks, LIC, EPFO etc. which will be used to repay part of Working capital loans. The total equity interest on NCDs from FY2013 to FY2032 will be Rs. 11951 crores.
- (v) Induction of already contracted aircraft (27 nos. B-787 and 3 nos. B777-300ER) on Sale and lease back basis.
- (d) Infusion of equity as per Financial Restructuring Plan (FRP) and Turn Around Plan (TAP) would ensure the following:
- (i) Improve the net worth of the Company
- (ii) Improve debt to equity ratio
- (iii) Made operations viable in line with RBI and lenders' requirements for the successful implementation of FRP and TAP
- (iv) Air India to return to the path of profitability.

#### **Report of RBI on Inflow of Foreign Capital**

†\*493. SHRI RAMCHANDRA PRASAD SINGH: Will the PRIME MINISTER be pleased to state:

- (a) whether Government's attention has been drawn towards a recently

†Original notice of the question was received in Hindi.



published report by Reserve Bank of India (RBI) which says that uncertainty and hurdles in the implementation of Government policies is hampering the inflow of foreign capital into the country; and

(b) if so, the reaction of Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) Yes, Sir.

(b) The Reserve Bank of India (RBI) Report referred in the Question is actually a research study prepared in its Division of International Trade and Finance of the Department of Economic, and Policy Research, Reserve Bank of India.

The Report mentioned in the Question has dealt with the trend of Foreign Direct Investment (FDI) inflows to India. The financial year-wise FDI inflows to India (updated) up to February, 2012 are as under.

**Year-wise foreign investment (as per international best practices)**  
**Amt US\$ million**

Sl. No.	Financial Year (April - March)	Total FDI Flows	% growth over previous year
1.	2000-01	4029	
2.	2001-02	6130	52
3.	2002-03	5035	-18
4.	2003-04	4322	-14
5.	2004-05	6051	40
6.	2005-06	8961	48
7.	2006-07	22826	155
8.	2007-08	34835	53
9.	2008-09	41874	20
10.	2009-10 (P)(+)	37745	-10
11.	2010-11(P)(+)	32901	-13
12.	2011-12(P) (from Apr.11 to Feb. 12)	41891	27
TOTAL (from Apr. 2000 to Feb. 2012)		246600	

*Source:*

- i) RBPs Bulletin April, 2012 dated 09.04.2012 (Table No.44 - FOREIGN INVESTMENT FLOWS).
- ii) (P) All figures are provisional.

It is evident from the above table that India has generally attracted higher FDI equity flows due to its robust domestic economic performance and gradual liberalisation of the FDI policy. Even during the recent global crisis, FDI inflows into the country did not show as much moderation as was the case globally and other emerging markets. Although the global FDI flows to emerging market economies recovered in financial year 2011, FDI flows to India remained sluggish, which could have been primarily on account of the then inflationary situation for addressing which a series of steps have since been taken by the Government. FDI showed signs of significant recovery to reach a value of US\$ 41891 million during the period April, 2011 to February, 2012 implying a positive growth of 27% over the previous financial year (2010-11). In rupee terms, FDI equity inflows of Rs.133181 crores have been received in 2011-12 (up to February, 2012), as compared to Rs. 88520 crore, received during financial year 2010-11.

The international capital flows are explained by two categories of factors *i.e.* push factors that are external to an economy and pull factors that are internal to an economy. The push factors include low interest rates in advanced economies, abundant liquidity, slow growth and lack of domestic opportunities, while pull factors include parameters such as robust economic performance and improved investment climates in Emerging and Developing Economies (EDEs) like India, which result from a set of policy measures concerning trade, financial and legal reforms.

Government has taken a number of initiatives in the recent years, which are basically aimed towards creation of investment-friendly environment in the country. These *inter alia* include approval of National Manufacturing Policy including setting up of National Manufacturing and Investment Zones (NMIZ); Petroleum Chemicals and Petrochemical Investment Regions (PCPIRs) etc. In addition, projects such as Indian Leather Development Programme (ILDLP), Industrial Infrastructure Upgradation Scheme (IIUS), Scheme for Integrated Textile Parks (SITP), Mega Food Park etc. are being implemented for promotion of investment in focus sectors like leather, textiles, food processing etc. In case of automobile sector, a National Council for Electric Mobility and National Board for Electric Mobility have been set up to propagate electric mobility and manufacture of electric and hybrid vehicles and National Automotive Testing and R&D Infrastructure (NATRIP) is already under implementation for providing world class facility for testing, homologation and certification in the country. For investment growth in IT and Electronics, IT Investment Regions (IITR) has already been notified and Empowered Committee is already taking steps for setting up of semiconductors Fab units in India.

Government is aware of the fact that apart from underlying macro-economic

fundamentals, ability of a nation to attract foreign investment essentially depends on its enabling policies. Since 2000, significant changes have been made in the FDI policy in this direction. The current phase allows FDI freely except in a few sectors. Leaving a small category of sectors with specific caps, most of the sectors allow 100% FDI under automatic approval or through Foreign Investment Approval Board (FIPB) route. The FDI policy changes carried out during 2011 are given in Statement-I (See below). The latest modification *i.e.* Circular 1 of 2012 is notified on 10th April, 2012 and available on the website of Department of Industrial Policy and Promotion (DIPP). Major features of the latest circular are at Statement-II (See below). These measures are expected to boost FDI inflows into the country in the near future.

The Report of the RBI itself has also concluded “..... it is pertinent to highlight the number of measures announced by the Government of India on April 1, 2011 to further liberalise the FDI policy to promote FDI inflows to India. These measures, *inter-alia* included (i) allowing issuance of equity shares against non-cash transactions such as import of capital goods under the approval route, (ii) removal of the condition of prior approval in case of existing joint ventures/technical collaborations in the ‘same field’, (iii) providing the flexibility to companies to prescribe a conversion formula subject to FEMA/SEBI guidelines instead of specifying the price of convertible instruments upfront, (iv) simplifying the procedures for classification of companies into two categories – ‘companies owned or controlled by foreign investors’ and ‘companies owned and controlled by Indian residents’ and (v) allowing FDI in the development and production of seeds and planting material without the stipulation of ‘under controlled conditions’. These measures are expected to boost India’s image as a preferred investment destination and attract FDI inflows to India in the near future.”

#### ***Statement-I***

##### *FDI Policy Changes-2011*

- ❖ ‘Circular 1 of 2011’, effective from 1.4.2011 contained a number of significant policy changes, including: (i) pricing of convertible instruments upfront, on the basis of a conversion formula, instead of price (ii) inclusion of fresh items for issue of shares against non-cash ‘considerations, including import of capital goods/machinery/equipment and preoperative/ pre-incorporation expenses (iii) removal of the condition of prior approval in case of existing joint ventures/technical collaborations in the ‘same field’ (iv) simplification and rationalization of

guidelines relating to downstream investments and (v) development and production of seeds and planting material, without the stipulation of having to do so under 'controlled conditions'.

- ❖ Effective May 20, 2011, Government allowed FDI, in Limited Liability Partnerships, subject to specified conditions.
- ❖ 'Circular 2 of 2011', effective from 1.10.2011, further simplified FDI and included: (i) exemption of construction development activities in the education sector and in old-age homes, from the general conditionalities in the construction development sector (ii) inclusion of 'apiculture', under controlled conditions, under the agricultural activities permitted for FDI (iii) inclusion of 'basic and applied R&D on biotechnology pharmaceutical sciences/life sciences', as an 'industrial activity', under industrial parks (iv) notification of the revised limit of 26% for foreign investment in Terrestrial Broadcasting/FM radio (v) liberalisation of conversion of imported capital goods/machinery and preoperative/pre-incorporation expenses to equity instruments and (vi) introduction of provisions on 'pledging of shares' and opening of non-interest bearing escrow accounts, subject to specified conditions.
- ❖ Effective November 8, 2011, (to be reviewed after six months) Government reviewed the extant policy on FDI and decided that FDI, up to 100%, would be permitted for brownfield investments (*i.e.* investments in existing companies), in the pharmaceuticals sector, under the Government approval route.
- ❖ Effective January 10, 2012, Government liberalised the extant policy on FDI in single brand retail trading, in which FDI, up to 51% was permitted, subject to specified conditions, by allowing FDI, up to 100%, under the Government route, subject to the additional condition that, in respect of proposals involving FDI beyond 51%, mandatory sourcing of at least 30% of the value of products sold would have to be done from Indian 'small industries/village and cottage industries, artisans and craftsmen'.

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Source: DIPP and Economic Survey 2011-12

### ***Statement-II***

*Major features of the latest circular reg. FDI Policy*

*Salient features Consolidated FBI Policy (DIPP Circular 1 to 2012)  
effective from 10.04.2012*

#### **(i) Policy for FDI in Commodity Exchanges:**

At present, foreign investment, within a composite (FDI & FII) cap of

49%, under the Government approval route—*i.e.* through the Foreign Investment Promotion Board (FIPB)—is permitted in commodity exchanges. Within this overall limit of 49%, investment by Registered FIIs, under the Portfolio Investment Scheme (PIS) is limited to 23% and investment under the FDI Scheme is limited to 26%. It has now been decided to liberalise the policy and to mandate the requirement of Government approval only for FDI component of the investment. Such investment by FIIs, in commodity exchanges, will, therefore, no longer require Government approval. This change aligns the policy for foreign investment in commodity exchanges, with that of other infrastructure companies in the securities markets, such as stock exchanges, depositories and clearing corporations.

**(ii) Non Banking Finance Companies (NBFC)-clarification on ‘leasing’:**

It has been clarified that the activity of ‘leasing and finance’, which is one among the eighteen NBFC activities, where induction of FDI is permitted, covers only ‘financial leases’ and not ‘operating leases’. This provision intends to clarify the coverage of the term ‘leasing and finance’, insofar as the NBFC sector is concerned.

**(iii) Import of capital goods/machinery/equipment (including second-hand machinery)-conversion to equity:**

At present, conversion to equity is permitted for import of capital goods/ machinery/ equipment (including second-hand machinery). It has been represented before Government that the Indian capital goods sector, including the machine tools industry, construction machinery and textile machinery, has been suffering because of import of cheaper second hand machinery, which is often sub-standard. With a view to incentivising machinery embodying state-of-the-art technology, compliant with international standards, in terms of being green, clean and energy efficient, second-hand machinery has now been excluded from the purview of this provision.

**(iv) Clarification on investment by Foreign Institutional Investors (FIIs):**

Currently, an FII may invest in the capital of an Indian Company under the Portfolio Investment Scheme which limits the individual holding of an FII to 10% of the capital of the company and the aggregate limit for FII investment to 24% of the capital of the company. This aggregate

limit of 24% can be increased to the sectoral cap/statutory ceiling, as applicable, by the Indian Company concerned, through a resolution by its Board of Directors, followed by a special resolution to that effect by its General Body. It has been clarified that this would be subject to prior intimation to RBI.

**(v) Investment by Foreign Venture Capital Investors (FVCIs):**

Government has permitted FVCIs to invest in the eligible securities (equity, equity linked instruments, debt, debt instruments, debentures of an IVCU or VCF, units of schemes/funds set up by a VCF) by way of private arrangement/purchase from a third party also, subject to stipulated terms and conditions. SEBI registered FVCIs have also been permitted to invest in securities on a recognized stock exchange subject to the provisions of the SEBI (FVCI) Regulations, 2000. These provisions have now been reflected under the FDI policy as well.

**(vi) Investment by ‘Qualified Financial Investors (QFIs)’:**

Government has permitted QFIs to invest (DPs), in equity shares of listed Indian companies as well as in equity shares of Indian companies which are offered to public in India in terms of the relevant and applicable SEBI guidelines/regulations. QFIs have also been permitted to acquire equity shares by way of right shares, bonus shares or equity shares, on account of stock split/consolidation or equity shares on account of amalgamation, demerger or such corporate actions, subject to the prescribed investment limits. These provisions have now been reflected under the FDI policy as well.

**(vii) General permission for transfer of shares and convertible debentures:**

The liberalised policy on transfer of shares/ convertible debentures of companies engaged in the financial services sector has now been reflected under FDI policy.

**(viii) Changes in FDI policy in single-brand retail trading and pharmaceuticals sector:**

The policy regarding Single Brand retail trading has been liberalized and now FDI, up to 100%, is permitted, under the Government route, subject to specified conditions, as per Press Note 1(2012) issued on 10.1.2012. Accordingly, the revised provisions have been incorporated in the Circular. The provisions of Press Note 3 of 2011, dated 8.11.2011, have also been incorporated in the Circular.

**Basis for Admission in Women Shelter Homes**

‡494. DR. PRABHA THAKUR: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state;

(a) the basis of admitting girls in the women shelter homes managed both by private institutions and Government;

(b) whether any arrangement for imparting vocational education and training to these girls or women is made by the home;

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

(d) whether any girl is allowed to leave the place, if she wishes to go from there on reaching adulthood;

(e) if so, the rules thereof, State-wise; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) Ministry of Women and Child Development, Government of India has been implementing two shelter based schemes, namely, Swadhar and Short Stay Home for providing emergency outreach services to women in difficult circumstances who do not have societal/family support or independent means of income. Under Swadhar Scheme, women in distress under different situations are given admission in Swadhar homes. However, children of these women below the age of 18 years can accompany and stay with their mothers in such homes. Under Short Stay Home Scheme, women and girls in the age group of 15 to 35 years are given preference for admission. The scheme of Swadhar Greh, formulated by merging the schemes of Swadhar and Short Stay Homes, is intended to benefit women above 18 years of age; however, children accompanying the women can also avail of Swadhar Greh facilities.

(b) and (c) In house training or training through institutes is provided to the inmates of the shelter homes in various trades like tailoring, agarbatti and candle making, nursing, computer training, lab-tech, readymade garments, etc. to make them self-reliant with a view to rehabilitate them. Swadhar-Greh scheme envisages a plan of action for rehabilitation of the children, who accompany their mothers to the shelter homes.

(d) to (f) In Short Stay Homes, the girls are allowed to leave the Home after

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‡Original notice of the question was received in Hindi.

rehabilitation or after they are self dependent. In Swadhar scheme, the children merely accompany their mothers and hence they may leave the shelter home after attaining the adulthood.

#### **Irregularities in Antrix-Devas Deal**

\*495. DR. T.N. SEEMA: Will the PRIME MINISTER be pleased to state:

(a) the irregularities found in the enquiries conducted by Government about the Antrix-Devas deal;

(b) whether Government has taken any action against those responsible for omissions and commissions in the matter; and

(c) the names of the members of the Space Commission who have given approval to the deal?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Government had set up a two-member High Powered Review Committee (HPRC) on February 10, 2011 to (i) review the technical, commercial, procedural and financial aspects of the Agreement (ii) suggest corrective measures (in) fix responsibility for lapses if any, and (iv) review adequacy of procedures and approval processes followed by ANTRIX, Indian Space Research Organisation (ISRO) and Department of Space (DOS) and suggest improvements and changes. The full text of the HPRC Report, submitted on March 12, 2011 is available on the Websites of DOS ([www.dos.gov.in](http://www.dos.gov.in)) and ISRO ([www.isro.gov.in](http://www.isro.gov.in)).

Subsequently, a five-member High Level Team (HLT) was constituted by Government on May 31, 2011 to (i) examine the entire gamut of the decision-making process followed in the signing of the agreement, (ii) seek explanations of person(s) named in the report of the HPRC and any other persons against whom there is evidence, for various identified acts of omission and commission, and (iii) suggest future course of action on the basis of the explanations. The Conclusions and Recommendations of HLT (Chapter 6 of the Report) are available in the Websites of DOS ([www.dos.gov.in](http://www.dos.gov.in)) and ISRO ([www.isro.gov.in](http://www.isro.gov.in)).

The main irregularities in the Antrix-Devas deal found by the HPRC are:

- (i) The Space Commission and the cabinet were not informed of the Antrix Devas Agreement or its implications for usage of spectrum for defence and security purposes.
- (ii) The proposals of GSAT-6 or 6A involving use of satellite capacity (for



Devas) were never discussed nor authorized by INSAT Coordination Committee (ICC).

- (iii) ICC was authorized to earmark at least a certain percentage of INSAT transponders capacity for use by non-governmental users. No meeting (of ICC) has taken place between 2004 and 2009.
- (iv) The choice of Forge Advisers, USA (the Devas Agreement was based on an MoU between Antrix and Forge Advisers, USA) is grey area in that it was not clear as to what technology Forge Advisers had accessed with full Intellectual Property Rights.

The main irregularities in the Antrix-Devas deal found by the HLT are:

- (i) The proposal of Antrix-Devas was finalized with no consultation with any other Department in Government of India, including Department of Telecommunication.
- (ii) The INSAT Coordination Committee (ICC) set up in 1977 for the overall management of the INSAT system had not met since 2004.
- (iii) The SATCOM policy of leasing INSAT capacity on non-exclusive basis to non-government parties was not followed.
- (iv) The approval process for GSAT-6 and GSAT-6A, the satellites proposed to meet the obligations under Antrix-Devas Agreement, was based on incomplete and inaccurate information given to the Cabinet and the Space Commission.

Further, the financial and strategic gaps in Antrix-Devas Agreement as per the findings of HPRC and HIT are:

- (i) A large part of S-band Spectrum was envisaged for use in Antrix-Devas agreement. This left very little spectrum with ISRO for unique strategic or societal use in future or for other multimedia mobile service operations.
- (ii) Safeguards were inadequate in the Antrix-Devas Agreement to prevent entry and monopoly by foreign telecom players for S-Band, which is required by strategic users in the country.
- (iii) The terms of Antrix-Devas agreement is heavily loaded in favour of Devas. ISRO had to invest Rs. 800 Crores on two satellites and their launches required for Antrix - Devas agreement. Whereas, the agreement

was signed with a company which had a paid up share capital of Rs. 1 Lakh only (January 2005).

- (iv) The transponder leasing revenue in Antrix - Devas agreement would be able to give Antrix an Internal Rate of Return (IRR) of about 10%. However, there were other risks involved, such as, Penalty for late delivery of the satellite/services, risk of searching of alternative users, if Devas fails to develop the new technology for mobile services.

(b) Based on the findings of the High Level Team, four former scientists of Department of Space have been excluded from re-employment, Committee roles or any other important role under the Government and have been divested of any current assignment/consultancy with the Government.

(c) The Antrix-Devas deal was not placed before the Space Commission for approval. This deal was approved by Antrix Board.

#### **Scheme to save Girl Child**

496. SHRIMATI MOHSINA KIDWAI: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

- (a) whether Government has launched schemes to save the girl child and provide incentives to the girls irrespective of caste and creed in the wake of the declining sex-ratio in the country;
- (b) if so, the details thereof;
- (c) the number of beneficiaries therefrom during the last three years and;
- (d) the funds sanctioned and utilized by the State Governments during the said period?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) and (b) Provisional results of Census 2012 has revealed that while the overall sex ratio in the country has improved from 933 in 2001 to 940 females per 1000 males in 2011, there has been a sharp decline in child sex ratio in the age-group of 0-6 years, declining from 927 girls per thousand boys in 2001 to 914 in 2011. This decline has been continuing unabated since 1961.

The Government recognizes that the problem of declining child sex ratio in India is not an isolated phenomenon but must be seen in the context of the low status of women and the girl child as a whole, within the home and outside. While

its immediate reasons can be traced to increasing son preference as well as advances in technology that has encouraged sex selective abortions, concern of safety and security of the girl child along with the practice of dowry are no less responsible for it.

Accordingly, the Government has undertaken a number of measures to improve survival and status of girl children in the country. While programmes for improvement of nutrition benefit all children including girl children, like the Integrated Child Development Scheme, National Rural Health Mission, Mid-day meal scheme etc., specific interventions for girl children include implementing the Pre-Natal Diagnostic Techniques Prohibition of Sex Selection) Act, 1994, pilot cash transfer scheme of 'Dhanlakshmi', setting up a Sectoral Innovation Council for improving child sex ratio, and the pilot scheme 'Sabra' for a comprehensive Intervention for adolescent girls in the age group of 11-18, with a focus on out of school girls in select 200 districts of the country,

Of the above, 'Dhanlakshmi' provides cash incentive, and the scheme does not discriminate on the basis of caste and creed.

(c) and (d) 'Dhanlaskhmi' is a pilot scheme being implemented in the following districts of the country:

State	District	Block
Andhra Pradesh	Khammam	Aswaraopeta
	Warangal	Narsampet
Chattisgarh	Bastar	Jagdapur
	Bijapur	Bhopalpattnam
Orissa	Malkangiri	Kalimela
	Koraput	Semiliguda
Jharkhand	Giridih	Tisri
	Kodarma	Markachor
Bihar	Jamoi	Sono
Uttar Pradesh	Rae Bareilly	Shivgarh
Punjab	Fatehgarh Sahib	Sirhind

The details of funds sanctioned and the number of beneficiaries reported by the State for the years, 2009-10, 2010-11 and 2011-12 are given in Statement (*See below*).

A number of States are also implementing their own schemes to incentives the birth of a girl child and encourage families to place a premium on her education and development through Conditional Cash Transfer schemes (CCTs). Some of these are the Laadli Scheme of Delhi Govt., Mukhya Mantri Kanya Suraksha Yojana of Bihar Govt, Bhagyalakshmi Scheme of Karnataka, Ladli Lakshmi Yojana of MP, Balika Samridhi Yojana of Gujarat and Himachal Pradesh, Balri Rakshak Yojana in Punjab and Kanyadan scheme of Madhya Pradesh.

**Statement**

*Details of funds sanctioned and the number of beneficiaries  
(for the years 2009-10, 2010-11 and 2011-12)*

**2009-10**

Sl. No.	Name of Block	Grant sanctioned (Rupees)	No. of Beneficiaries
1.	Sirhind Dist. Fatehgarh, Punjab	1,42,39,250	6,811
2.	Kalimela, Malkangiri, Dist. Malkangiri, Orissa	1,44,90,743	15,754
3.	Semiliguda Dist. Koraput, Orissa	78,28,667	6,582
4.	Markocho, District Koderma Jharkhand	31,68,805	2,606
5.	Sono, Dist. Jamui, Bihar	1,02,72,535	10,324
Grand Total		5,00,00,000	42,077

**2010-11**

Sl. No.	Name of Block/State	Grant sanctioned (Rupees)	No. of Beneficiaries
1.	Shivgarh Dist. Raebreilli, Uttar Pradesh	1,45,58,688	10,324
2.	Markachor District Koderma Jharkhand	74,86,255	6,415
Grand Total		1,83,01,816	16,739

*Note:* As no complete proposals for release of funds from State Governments were received, funds were not sanctioned in 2011-12.

**Higher Prices of goods by Kendriya Bhandar**

\*497. PROF. ANIL KUMAR SAHANI: Will the PRIME MINISTER be pleased to state:

(a) whether market survey report dated 24 December, 2011 of Kendriya Bhandar, disclosed under RTI by DoP&T, reveals that Kendriya Bhandar is charging 40 per cent and 20 per cent margin of profit on the sale of Kala Masoor and Arhar Dal respectively and 15-20 per cent margin on the sale of other pulses;

(b) if so, the action Government proposes to take against concerned officials for selling pulses at such high rates to customers; and

(c) whether there is any proposal to investigate the purchase and sale of pulses, rice and spices through vigilance department of his Ministry?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) No, Sir. The market survey report of Kendriya Bhandar dated 24-12-2011 giving details of purchase price/cost price of various pulses, selling price of Kendriya Bhandar, selling price of Reliance Fresh and open market price is given in Statement-I (*See* below). A statement giving details of Kendriya Bhandar's purchase price, costs, selling price, Kendriya Bhandar's margin and open market price for pulses, as provided by Kendriya Bhandar is given in Statement-II (*See* below). It may be seen that the gross margin of Kendriya Bhandar on Kala Masoor and Arhar Dal comes to 10.63% and 11.43% respectively. In case of other pulses the Kendriya Bhandar gross margin is ranging between 8.87% to 13.33%.

(b) In view of reply to (a) above the question of selling pulses at higher rates and taking action against officials do not arise.

(c) There is no requirement of such an investigation.

**Statement-I**

*Kendriya Bhandar Market Survey Report dated 24.12.2011 Name of Product Grocery Division*

Sl. No.	Difference in brands available in the market (Popularity/ Visibility)	Fast moving pack size	M.R.P. (Rs.)	K.B.C.P. (Rs.)	K.B.S.P. (Rs.)	Market actual S.P. (Rs.) (Reliance)	Open Market (Rs.)	Whether regular availability of goods	Shops visited with addresses
1.	Dal Arhar	1 kg pack		56.42	66.00	73.00	74.00		(i) Reliance Fresh Ltd., 29/1/, Savitri Nagar, N. Delhi
2.	Dal Ghana	1 kg pack		41.44	49.00	59.00	55.00		(ii) Open market - Ms. Iswar Das Madan Lal, Savitri Nagar New Delhi Tel. No. 64146797
3.	Rajma Chitra	1 kg pack		67.20	77.00	72.00	74.00		
4.	Kabli Ghana (N)	1 kg pack		86.00	98.00	102.00	95.00		
5.	Kala Chana	1 kg pack		45.00	53.00	58.00	55.00		
6.	Malka Red	1 kg pack		41.45	49.00	60.00	50.00		
7.	Kala Masoor	1 kg pack		38.96	46.00	30.00	52.00		

1/2 Kg.

8.	Urad Sabut	1 kg pack	42.00	50.00	78.00	70.00
9.	Urad Chilka	1 kg pack	43.74	51.00	84.00	70.00
10.	Dhuli Urad	1 kg pack	52.86	61.00	80.00	80.00
11.	Moong Sabut	1 kg pack	54.62	63.00	39.00	70.00
				1/2 Kg.		
12.	Moong Chilka	1 kg pack	52.80	61.00	77.00	70.00
13.	Moong Dhuli	1 kg pack	53.90	63.00	78.00	72.00

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**Statement-II**

*Details of Kendriya Bhandar's Purchase, Sale*

Particulars	Kala Mssoor (1kg pack) Rs. Per Kg.	Dal Arhar (1 kg pack) Rs. Per kg	Kabli Chana (M) (1 kg pack) Rs. Per kg	Dal Chana (1kg pack) Rs. Per kg.	Kala Chana (1kg pack) Rs. Per kg	Urad Dhuli (1kg Pack) Rs. Per kg.	Moong Dhuli (1 kg pack) Rs. Per kg.	Malka Red (1 kg pack) Rs. Per kg.	Urad Sabut (1 kg pack) Rs. Per kg.	Urad Chilka (1 kg pack) Rs. Per kg.	Moong Sabut (1 kg pack) Rs. Per kg.	Moong Chilka (1 kg pack) Rs. Per kg.	Rajma Chitra (1 kg pack) Rs. Per Kg.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>(A) Purchase</b>	38.96	56.42	86.00	41.44	45.00	52.86	53.90	41.45	42.00	43.74	54.62	52.80.	67.20
<b>Price of Pulses</b>													
<b>(Raw Material Cost)</b>													
<b>(B) Direct Cost</b>	1.42	1.61	1.92	1.44	1.49	1.57	1.59	1.46	1.46	1.48	1.59	1.59	1.73
<b>(Packing Material, Handling, Conversion Cost (from bulk pack of 100 kg. to 1 kg consumer pack) (Godowns and Stores)</b>													



<b>(C) Indirect Cost</b>	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
<b>(Loading/Unloading Expense, Packing Charges and Transportation)</b>													
<b>Cost price after adding various costs</b>	41.58	59.23	89.12	44.08	47.69	55.63	56.69	44.11	44.66	46.42	57.41	55.59	70.13
<b>(A+B+C) = (D)</b>													
<b>Kendriya Bhandar Selling Price (E)</b>	<b>46.00</b>	<b>66.00</b>	<b>98.00</b>	<b>49.00</b>	<b>53.00</b>	<b>61.00</b>	<b>63.00</b>	<b>49.00</b>	<b>50.00</b>	<b>51.00</b>	<b>63.00</b>	<b>63.00</b>	<b>77.00</b>
<b>KB Margin (E-D)</b>	4.42	6.77	8.88	4.92	5.31	5.37	6.31	4.89	5.34	4.58	5.59	7.41	6.87
<b>%age KB gross margin</b>	10.63	11.43	9.96	11.16	11.13	9.65	11.13	11.08	11.95	8.98	8.87	13.33	9.80
<b>Open Market Price</b>	52.00	73	95.00	55.00	55.00	80.00	72.00	50.00	70.00	70.00	70.00	70.00	72.00
	to	to	to	to	to		to	to	to	to	to	to	to
	60.00	74.00	102.00	59.00	58.00		78.00	60.00	78.00	84.00	78.00	77.00	74.00

**Dt. 24.12.2011**

*NOTES:* The above cost does not include the rent of accommodation, Manpower Salaries, electricity and water and other administrative and financial expenses.

*Written Answers to*

**[10 MAY, 2012]**

*Starred Questions 41*

**Schemes for growth of sports and sportspersons**

\*498. SHRI UPENDRA KUSHWAHA: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of schemes being run by the Ministry for growth of sports and sportspersons;

(b) the quantum of financial assistance provided to the sports federations for development of individual sports for which they are functioning, giving details thereof;

(c) whether the condition of the sports federations and sports infrastructure available in the country is poor and that none of the international level players who achieved success, at the national/ international levels got support from sports federations; and

(d) if so, whether there is any proposal to lay down more stringent norms and monitoring mechanism for better utilization of funds and running of these federations?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) The Ministry of Youth Affairs and Sports and the Sports Authority of India are implementing the following schemes, which aim at mass participation in sports and the promotion of excellence in sports.

(A) Schemes being implemented by the Ministry of Youth Affairs and Sports:

- (i) Panchayat Yuva Krida aur Khel Abhiyan (PYKKA)
- (ii) Urban Sports Infrastructure Scheme
- (iii) Scheme of Assistance to National Sports Federations
- (iv) Scheme of Talent Search and Training
- (v) Scheme of National Sports Development Fund
- (vi) Scheme of Special Cash Awards for Winners of medals in international sports events and their coaches
- (vii) Scheme of Pension to Meritorious Sportspersons
- (viii) Scheme of Sports and Games for Persons with Disabilities

(ix) Scheme of National Sports Awards viz; Rajiv Gandhi Khel Ratna, Arjuna Awards, Dronacharya Awards, Dhyanchand Awards, Rashtriya Khel Protsahan Puruskar and Maulana Abul Kalam Azad (MAKA) Trophy

(B) Schemes being implemented by the Sports Authority of India for identification and nurturing of the identified talent:

- (i) National Sports Talent Contest (NSTC) Scheme
- (ii) Army Boys Sports Company (ABSC) Scheme
- (iii) SAI Training Centres (STC) Scheme
- (iv) Special Area Games (SAG) Scheme
- (v) Centres of Excellence (COE) Scheme

(b) The details of grants released to National Sports Federations during the last three years under the Scheme of Assistance to NSFs are given in Statement (*See* below).

(c) It is not correct that the condition of the sports infrastructure in the country is poor and that none of the sports players at the national level and international level got support from National Sports-Federations. Sports infrastructure facilities at SAI stadia in New Delhi and its Regional Centres and Centres of Excellence spread across the country used for coaching and training, of the sportspersons, are of international standards. Financial assistance for participation in international sports events and conduct of National Championships was provided under the Scheme of Assistance to NSFs.

(d) With a view to ensuring financial accountability and for monitoring the proper utilization of Government grants released to National Sports Federations, the Ministry insists on submission of utilization certificate and audited accounts. Further, grant for an event is released only after settlement of accounts of previous grants. Moreover, the account of NSFs receiving Government grants exceeding Rs. one crore are audited by the Comptroller and Auditor General of India (CAG).

From 2010, a mandatory annual recognition procedure for NSFs has been introduced. Only those NSFs, who submit the requisite documents, including financial statements, prescribed by the Ministry are being granted annual recognition.

Further, the Ministry had declared Indian Olympic Association and all

recognized NSFs as public authorities under Right to Information Act, 2005. This process will go a long way in grievance redressal as the affected parties can access information under RTI Act, 2005.

**Statement**

*Details of grant release to NSF during last three years*

(Rs. in lakhs)					
Sl. No.	Name of the Federation	2009-10	2010-11	2011-12 Upto Dec. 2011	Total
1	2	3	4	5	6
1.	Athletics Federation of India, New Delhi	309.94	308.30	790.00*	1408.24
2.	Archery Association of India, New Delhi	360.31	42.10	606.00*	1008.41
3.	All India Chess Federation, Chennai	163.00	180.05	162.13	505.18
4.	National Rifle Association of India, New Delhi	658.45	509.53	1440.00*	2607.98
5.	All India Tennis Association, New Delhi	263.81	256.64	11.29*	531.74
6.	Judo Federation of India, N. Delhi	49.66	62.33	425.00*	536.99
7.	Rowing Federation of India, Secunderabad	88.79	64.71	319.00*	472.50
8.	Table Tennis Federation of India, New Delhi	375.51	356.36	360.00*	1091.87
9.	Swimming Federation of India, Ahmadabad	125.07	35.36	122.00*	282.43
10.	Squash Racket Federation of India, Chennai	168.25	146.54	68.40	383.19
11.	Indian Amateur Boxing Federation, New Delhi	174.30	165.89	1531.00*	1871.19
12.	Organizations relating to the discipline of Hockey (Men) and (Women)	762.82	435.76	1809.00*	3007.58

1	2	3	4	5	6
13.	Indian Weightlifting Federation, New Delhi	101.13	116.53	567.00*	784.66
14.	Badminton Association of India,	435.48	150.71	910.00*	1496.19
15.	Equestrian Federation of India, New Delhi	5.05	0.00	0.00	5.05
16.	All India Football Federation, Delhi	41.90	610.51	174.99	827.40
17.	Indian Golf Union, New Delhi	16.43	41.69	23.53	81.65
18.	Wrestling Federation of India, I.G Stadium Delhi	470.00	153.98	983.00*	1606.98
19.	Yachting Association of India, New Delhi	147.85	85.95	255.00*	488.8
20.	Indian Amateur Kabaddi Federation, Jaipur	11.77	10.00	121.00	142.77
21.	Volleyball Federation of India, Chennai	73.91	150.53	84.68	142.77
22.	Gymnastics Federation of India, Jodhpur	87.8	18.43	636.00*	742.23
23.	Amateur Handball Federation of India, Jammu and Kashmir	13.55	46.44	78.70	138.69
24.	Basketball Federation of India, New Delhi	61.60	24.24	227.89	313.73
25.	Fencing Association of India, Patiala	30.56	174.06	36.06	240.68
26.	Indian Kayaking and Canoeing Association, New Delhi	26.21	0.00	185.72	211.93
27.	All India Sports Council of the Deaf, New Delhi	23.98	47.65	75.82	147.45
28.	Paralympic Committee of India, Bangalore	142.83	221.39	13.38	377.6
29.	Special Olympic Bharat, New Delhi	3.81	12.00	285.89	301.7
30.	All India Carrom Federation, New Delhi	13.58	23.77	10.96	48.31
31.	All India Karate-Do-Federation, Chennai	0.00	10.18	0.00	10.18
32.	Amateur Baseball Federation of India, Delhi	12.49	14.75	12.75	39.99

1	2	3	4	5	6
33.	Atya Patya Federation of India, Nagpur.	5.92	12.00	10.50	28.42
34.	Cycle Polo Federation of India, New Delhi	9.34	7.76	12.00	29.10
35.	Indian Power lifting Federation, Jameshpur	11.50	0.00	0.00	11.50
36.	Kho-kho Federation of India, Kolkata	4.50	7.50	16.50	28.50
37.	Korfball Federation of India, New Delhi.	13.31	5.50	2.50	21.31
38.	Netball Federation of India, Delhi	65.00	0.00	0.00	65.00
39.	Sepak Takraw Federation of India, Nagpur.	8.00	12.00	12.00	32.00
40.	Shooting Ball Federation of India, New Delhi	12.00	12.00	12.00	36.00
41.	Softball Federation of India, Indore	12.25	13.75	11.75	37.75
42.	Taekwondo Federation of India, Bangalore	11.89	55.10	490.00*	556.99
43.	Tenni-Koit Federation of India, Bangalore	9.00	19.75	15.25	44.00
44.	Tennis Ball Cricket Federation of India, Gorakhpur	5.00	9.00	8.50	22.50
45.	Tug of War Federation of India, New Delhi	9.75	16.00	11.25	37.00
46.	Wushu Association of India, New Delhi	30.91	0.00	90.56	121.47
47.	Billiards and Snooker Federation of India, Kolkatta	38.87	50.11	50.20	139.18
48.	Indian Rugby Football Union, Mumbai	2.02	1.41	0.00	3.43
49.	Cycling Federation of India, Delhi	49.78	82.34	0.00	132.12
50.	Malkhamb Federation of India	0.16	11.50	0.00	11.66
51.	Amateur Soft Tennis Federation of India, Ahemdabad	10.75	14.75	11.75	37.25
52.	School Games Federation of India, Bhopal	43.54	5.20	0.00	48.74

1	2	3	4	5	6
53.	Indian Olympic Association, New Delhi	204.00	1324.60	39.54	1568.14
54.	Sports Authority of India, J.N. Stadium, New Delhi	2000.00	3700.16	322.00	6022.16
55.	Association of Indian Universities (NSPO)	158.45	381.00	160.89	700.34
56.	Tenpin Federation of India	0.00	55.10	0.00	55.10
57.	Bowling Federation of India	56.86	64.27	0.00	121.13
TOTAL		7992.64	10337.20	13603.38	31766.85

\* The figures include expenditure incurred for preparation for London Olympics 2012

#### Restructing of ICDS

499. SHRI PRASANTA CHATTERJEE: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether Government has finalized the measures for the restructuring of Integrated Child Development Services (ICDS);

(b) if so, the details thereof;

(c) whether Government has decided to appoint an additional worker in the anganwadi centres in addition to the existing pattern of one anganwadi worker and one anganwadi helper;

(d) whether Government is aware that in some anganwadi centres, in some States, an additional worker is being appointed by some NGOs for pre-school education;

(e) if so, the details of the same, including eligibility criterion, job responsibilities, wages, etc. of NGO appointees; and

(f) the pattern of Public Private Partnership envisaged in the implementation of ICDS?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) to (f) The scheme of ICDS was initiated in 1975 with 33 projects and 4891 Anganwadi centres (AWCs). The scheme was gradually universalised, in phases, and finally in 2008-09 with approved 7076 projects and 14 lakh AWCs. The universalisation of the scheme led to increased outreach which necessitated operational, programmatic and other reforms.

In order to address various programmatic, managerial and Institutional reforms as well as to meet administrative and operational challenges, the Ministry of Women and Child Development has formulated a comprehensive proposal on ICDS Strengthening and Restructuring which *inter-alia* include addressing the gaps and challenges with (a) special focus on children under 3 years and pregnant and lactating mothers (b) strengthening and repackaging of service including , care and nutrition counseling services and care of severely underweight children (c) a provision for an additional Anganwadi Worker cum Nutrition Counselor for focus on children under 3 years of age and to improve the family contact, care and nutrition counseling for P&L Mothers in the selected 200 high-burden districts across the country, besides having pilots on link worker, 5% creche cum Anganwadi centre (d) focus on Early Childhood Care and Education (ECCE) (e) forging strong institutional and programmatic convergence particularly, at the district, block and village levels (f) models providing flexibility at local levels for community participation (g) improving Supplementary Nutrition Programme including cost indexation, (h) provision for the construction and improvement of Anganwadi centres (i) allocating adequate financial resources for other components including Monitoring and Management and Information System (MIS), Training and use of Information and communication technology (ICT) and (j) to put ICDS in a mission mode etc.

The Scheme of ICDS is a Centrally Sponsored Programme implemented through the State Governments/UT Administrations. The Scheme, since inception, envisages involvement of voluntary organizations, Central Social Welfare Boards, Local bodies, Panchayati Raj Institutions etc. wherever they are functional, to be actively involved in this Programme for implementation, soliciting community support etc. The States have been given the autonomy, within the overall framework of the ICDS, to entrust whole or part of the ICDS projects to a voluntary organization including NGOs for which grants to them would be provided by the concerned State Government/UT Administration. The responsibility for deciding eligibility, criterion, job responsibilities, wages etc. of NGO appointees, therefore, rests with the State Governments/UT Administrations.

#### **Vocational training for tribal students**

\*500. SHRI DILIPBHAI PANDYA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether Government has been continuing any vocational training exclusively for tribal students in the country, particularly in the District of Sabarkantha-Patan and Mehsana of Gujarat State;

(b) if so, the number of such ITIs, Institutes/Schools managed by Government in the country; and



(c) the figures of such vocational training schools existing exclusively for tribal students, State-wise and district-wise?

THE MINISTER OF TRIBAL AFFAIRS (SHRI V. KISHORE CHANDRA DEO):

(a) to (c) The Ministry of Tribal Affairs implements a Central Sector Scheme called “Vocational Training in Tribal Areas” in the country including Gujarat under which grant-in-aid is released to State Governments and NGOs for running Vocational Training Centres for Scheduled Tribes. The training programme is for one year only and an amount of Rs. 30,000/- per trainee per annum is provided. The scheme is exclusively for STs. The State-wise and district-wise number of Vocational Training Centres for which grant-in-aid released during 2010-11 and 2011-12 is given in Statement (*See below*). This includes one VTC for female at Andhroka and one VTC for male at Bhiloda, Sabarkantha District.

*Statement*

(A) *State-wise and district-wise Vocational Training Centres for tribal students run by the State Government for which grant-in-aid released during 2010-11 and 2011-12*

**2010-11**

Sl. No.	Name of State	Location of VTC	District	No. of VTCs
1.	Assam	Kashibari High School	Kokrajhar	1
		Baganpara High School	Baksa (Nalbari)	1
		Gurmow High School	Baksa (Nalbari)	1
		Dhirmajakhili High School	Gopalpara	1
		Rupnath Brahma High School	Dhemaji	1
		Bihpuria Collegiate High School	Lakhimpur	1
		Gohpur Boro High School	Sonitpur	1
		Sri Lohit High School	Jorhat	1
		Parulbala Sowwami Bamuni	Nagaon	1
		Barbari High School		
		Kapahera Higher Secondary School	Morigaon	1
		Total		10

Sl. No.	Name of State	Location of VTC	District	No. of VTCs
2.	Gujarat	Male VTC, Dangahwa	Dang	1
		Male VTC, Mandvi	Surat	1
		Male VTC, Songarh	Surat	1
		Male VTC, Kaparda	Valsad	1
		Male VTC, Chottaudepur	Chottaudepur	1
		Female VTC, Chottaudepur	Chottaudepur	1
		Male VTC, Rajpipali	Narmada	1
		Female VTC, Andhroka	Sabarkantha	1
		Male VTC, Bhiloda	Sabarkantha	1
		Female VTC, Dahod	Dahod	1
		Male VTC, Dahod	Dahod	1
		Male VTC, Danta	Banaskantha	1
		Male VTC, Vansda	Navsari	1
Total			13	
3.	Madhya Pradesh	Adarsh High School, Badwani	Badwani	1
		Adarsh High School, Sailan	Ratlam	1
		Adarsh High School, Mandla	Mandla	1
		Adarsh High School, Churhat	Sidhi	1
		ITI, Baihar	Balaghat	1
		ITI, Dhamnod	Dhar	1
		ITI, Pithampur	Dhar	1
		TCPC, Badwani	Badwani	1
		TCPC, Jhabua	Jhabua	1
		TCPC, Mandla	Mandla	1
Total			10	

Sl. No.	Name of State	Location of VTC	District	No. of VTCs
4.	Mizoram	Champhai	Champhai	1
		Saiha	Saiha	1
		Lunglei	Lunglei	1
		Serchhip	Serchhip	1
		Kolasib	Kolasib	1
		Total		5

**2011-12**

Sl.	Name of State	Location of VTC	District	No. of VTCs
1.	Andhra Pradesh	Seetampetha	Srikakulam	1
		Chintapalli	Visakhapatnam	1
		Maredumalli	East Godavari	1
		K.R. Puram	West Godavari	1
		Yetapaka	Khammam	1
		Kerimiri	Adilabad	1
		Eturnagaram	Warangal	1
		Srisailam	Kurnool	1
		Total		8
2.	Chhattisgarh	Kanker	Kanker	1
		Narayanpur	Narayanpur	1
		Dantewada	Dantewada	1
		Nagri	Dhamtari	1
		Jagdalpur (Kosa)	Baster	1
		Jagdalpur (Saw Mill)	Baster	1
		Kondagaon	Baster	1
		Durg	Durg	1

Sl. No.	Name of State	Location of VTC	District	No. of VTCs
		Ratanpur	Bilaspur	1
		Kunkuri	Jashpur	1
		Jashpur	Jashpur	1
		Total		11
3.	Gujarat	Male VTC, Dangahwa	Dang	1
		Male VTC, Mandvi	Surat	1
		Male VTC, Songarh	Surat	1
		Male VTC, Kaparda	Valsad	1
		Male VTC, Chottaudepur	Chottaudepur	1
		Female VTC, Chottaudepur	Chottaudepur	1
		Male VTC, Rajpipali	Narmada	1
		Female VTC, Andhroka	Sabarkantha	1
		Male VTC, Bhiloda	Saharkantha	1
		Female VTC, Dahod	Dahod	1
		Male VTC, Dahod	Dahod	1
		Male VTC, Danta	Banaskantha	1
		Male VTC, Vansda	Navsari	1
		Total		13
4.	Madhya Pradesh	Adarsh High School, Badwani	Badwani	1
		Adarsh High School, Sailan	Ratlam	1
		Adarsh High School, Mandla	Mandla	1
		Adarsh High School, Churhat	Sidhi	1
		ITI, Baihar	Balaghat	1
		ITI, Dhamnod	Dhar	1

Sl. No.	Name of State	Location of VTC	District	No. of VTCs
		ITI, Pithampur	Dhar	1
		TCPC, Badwani	Badwani	1
		TCPC, Jhabua	Jhabua	1
		TCPC, Mandla	Mandla	1
		Total		10
5.	Meghalaya	Govt. ITI, Shillong	East Khasi Hills	1
		Govt. ITI, Tura	West Garo Hills	1
		Govt. ITI, Jowai	Jaintia Hills	1
		Govt. ITI, Williamnagar	East Garo Hills	1
		Govt. ITI, Nangstoin	West Khaasi Hills	1
		Govt. ITI, Nongpoh	Ri Bhoi	1
		Govt. ITI, (Women) Shillong	East Khasi Hills	1
		Govt. ITI, Sohra	East Khasi Hills	1
		Govt. ITI, Resubelpara	East Garo Hills	1
		Total		9

(B) State-wise and district-wise Vocational Training Centres for tribal students run by the Non-Governmental Organizations (NGOs) for which grant-in-aid released during 2010-11 and 2011-12

#### 2010-11

Sl. No.	Name of State	Location of VTC	District	No. of VTCs
1	Assam	Village-Rangaloo, Block Kathiatoli	Nagaon	1
2	Karnataka	Davengere	Davengere	1
3	Madhya Pradesh	Village-Timarni	Harda	1
4	Tamil Nadu	Salem	Salem	1
		Total		4

Sl. No.	Name of State	Location of VTC	District	No. of VTCs
<b>2011-12</b>				
1.	Assam	Village-Rangaloo, Block Kathiatoli	Nagaon	1
		Village- Nagaon Block Khagoriljan	Nagaon	1
2.	Karnataka	Davengere	Davengere	1
3.	Nagaland	Vill-Tenylphe-1, Block Medziphema	Dimapur	1
		Total		4

### WRITTEN ANSWERS TO UNSTARRED QUESTIONS

#### Details of thorium reserves

‡3721. SHRI OM PRAKASH MATHUR: Will the PRIME MINISTER be pleased to state:

- the details of the thorium reserves in the country, State-wise;
- the steps being taken by Government for extraction of thorium from these sites; and
- whether Government proposes to produce thorium based atomic energy?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) The Atomic Minerals Directorate for Exploration and Research (AMD), a constituent Unit of the Department of Atomic Energy (DAE) has established the presence of 10.70 million tonnes of Monazite in the country, which contains 9,63,000 tonnes of Thorium Oxide (ThO<sub>2</sub>). Indian Monazite contains about 9-10% of ThO<sub>2</sub> and about 8,46,477 tonnes of Thorium Metal can be obtained from 9,63,000 tonnes of ThO<sub>2</sub> which will be used for future programmes of DAE. The state-wise thorium reserves in the country are as given below:

State	Monazite (Million Tonnes)
Kerala*	1.51
Tamil Nadu	2.16
Andhra Pradesh	3.74
Odisha	1.85
West Bengal	1.22
Bihar	0.22
TOTAL	10.70

\* (Including Resources of Lake and Sea Bed)

‡Original notice of the question was received in Hindi.

(b) The commercial exploitation of thorium deposits is being carried out by the Indian Rare Earths Limited (IREL), a Public Sector Undertaking of the DAE. Since the year 1952, the IREL has been processing monazite and sufficient quantity of thorium has been stockpiled for future use. Extraction of thorium is a continuous process.

(c) India is pursuing a three stage nuclear power generation programme aimed at long term energy independence based on use of our abundant Thorium resources. The programme is to use Thorium for electricity generation in the long-term. In order to realize this goal, we are well into the first stage based on natural uranium fuel, both from domestic and imported sources. This will be followed by second stage comprising of fast reactors. It is proposed to set up a large power generation capacity based on fast reactors before getting into the third stage. Thorium in itself cannot product electricity and it has to be first converted to Uranium-233 in a nuclear reactor. A comprehensive three-stage nuclear power programme is therefore being implemented sequentially.

#### **Shortage of fuel for nuclear power plants**

3722. SHRI N. BALAGANGA: Will the PRIME MINISTER be pleased to state:

- (a) whether there has been any shortage of fuel for nuclear power plants that is affecting the atomic power programme in the country;
- (b) if so, the details thereof;
- (c) whether there has been any import of uranium during the last two years;
- (d) if so, the details thereof, year-wise and country-wise;
- (e) whether Government proposes to make our country self-reliant with respect to atomic fuel; and
- (f) if so, the details thereof?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) Out of 20 nuclear reactors with an installed capacity of 4780 MW, presently one reactor (Rajasthan Atomic Power Station-1 of capacity 100 MW) is under extended shut down. Remaining 19 reactors are currently in operation. Ten reactors with a capacity of 2840 MW comprising Kaiga Generation Station 1 to 4 (4x220 MW), Narora Atomic Power Station 1 & 2 (2 x 220 MW), Madras Atomic Power Station 1&2 (2x220MW) and Tarapur Atomic Power Station 3 & 4 (2 x 540 MW) are fuelled by indigenous uranium, which is not available in the

required quantity. These are accordingly being operated at lower power levels matching the fuel supply. The remaining 9 reactors which are under International Atomic energy Agency (IAEA) safeguards use imported fuel and are operating at rated capacity.

(c) Yes, Sir.

(d) In the last two years, the uranium has been imported from Russian Federation and Kazakhstan. The details are given below:

Firm / Country	Year (Qty. in MT)	
	2010-11	2011-12
Russian Federation	210	296
Kazakhstan.	600	350

(e) Yes, Sir.

(f) The strategy is to augment the supply of domestic uranium by opening of new mines and processing facilities and augmenting the capacity of existing mines and mills.

#### **Shortage of Uranium**

‡3723. SHRI RAGHUNANDAN SHARMA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that our nuclear plants are presently facing a shortage of Uranium due to its unavailability;

(b) if so, whether it is also a fact that huge unused reserves of Uranium amounting to approximately over one lakh ton are available in the States like Jharkhand, Meghalaya, Andhra Pradesh, Rajasthan and Tamil Nadu; and

(c) the reasons for not utilising these reserves as a result of which we are bound to depend on foreign resources?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Out of 20 nuclear reactors with an installed capacity of 4780 MW, presently one reactor (Rajasthan Atomic Power Station-1 of capacity 100 MW) is under extended shut down. Remaining 19 reactors are currently in operation. Ten reactors with a capacity of 2840 MW comprising Kaiga Generation Station 1 to 4 (4x220 MW)( Narora Atomic Power Station 1 & 2 (2 x 220 MW), Madras

‡Original notice of the question was received in Hindi.



Atomic Power Station 1&2 (2x220MW) and Tarapur Atomic Power Station 3 & 4 (2x 540 MW) are fuelled by indigenous uranium, which is not available in the required quantity. These are accordingly being operated at lower power levels matching the fuel supply. The remaining 9 reactors which are under International Atomic energy Agency (IAEA) safeguards use imported fuel and are operating at rated capacity.

(b) Atomic Minerals Directorate for Exploration and Research (AMD), a constituent unit of Department of Atomic Energy is engaged in survey and exploration of uranium resources required for the successful implementation of atomic energy programme of the country. So far AMD has established 1,75,010 tonnes of uranium resources in different parts of the country. The details are as given below:

Sl. No.	State	Uranium resources established
1.	Andhra Pradesh	86876
2.	Jharkhand	50978
3.	Meghalaya	19738
4.	Rajasthan	6726
5.	Karnataka	4682
6.	Chhattisgarh	3986
7.	Uttar Pradesh	785
8.	Himachal Pradesh	784
9.	Maharashtra	355
10.	Uttarakhand	100
	Total	1,75,010

(c) Mining technology and economics are the important criteria which decide the exploitation status of a deposit. Based on these criteria, many of the small deposits are not amenable to mining at present. In addition, constraints due to logistics, present status of technology, socio-economic considerations, environmental aspects, scarcity of water-resources etc. have slackened the process of initiation of mining of some of the deposits at Meghalaya, Rajasthan, Karnataka and Andhra Pradesh.

**Global Centre for nuclear energy partnership**

3724. SHRI NAND KUMAR SAI: Will the PRIME MINISTER be pleased to state:

(a) whether Government proposes to set up a global centre for nuclear energy partnership in the country;

(b) if so, the details thereof along with the details of the status thereof;

(c) whether Government also proposes to set up of energy parks in the country;

(d) if so, the details thereof and the status of each of such parks as on date;

(e) the details of the targets fixed by Government for generation of nuclear energy during the Eleventh Five Year Plan period and the extent to which the same has been achieved so far; and

(f) the steps taken by Government to expedite the completion of work at global centre and energy parks?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) Yes, Sir. In September 2010, Central Government approved the establishment of Global Centre for Nuclear Energy Partnership (GCNEP) at village Jasaur Kheri and Kheri Jasaur, Near Bahadurgarh, District Jhajjar, Haryana. Two plots of land measuring 130 acres for the Institute at village Kheri Jasaur and 105 acres for the Township at village Jasaur Kheri have been acquired at a cost of Rs. 78 Crore. The proposed centre (GCNEP) will provide facilities related to advanced education, research and training in the field of proliferation resistant nuclear system designing, nuclear security, radiological safety, nuclear material characterisation and applications of radiation technologies and radioisotopes.

(c) and (d) Yes, Sir. The Central Government has accorded in principle approval of coastal sites at Chhaya Mithivirdi in Gujarat, Kovvada in Andhra Pradesh, Haripur in West Bengal, Jaitapur in Maharashtra and Kudankulam in Tamilnadu for setting up of nuclear power parks of 6000 to 10000 MW comprising large capacity Light Water Reactors (LWRs) based on foreign technical co-operation. Currently pre-project activities are in progress at these sites. The work at these, sites is planned to be taken up in phases at each site' starting with twin reactors in first phase followed by launch of next pair in second phase and third phase respectively, with a gap of about four years between the two phases.

The details of the sites for nuclear power parks and their current status are as follows:

Site	State	Capacity (MW)	Present Status
Kudankulam	Tamilnadu	4 X 1000#	Land available, Environmental Clearance from MoEF obtained, proposal for financial sanction of KK 3 and 4 under consideration of Government.
Jaitapur	Maharashtra	6 X 1650	Land title transferred to NPCIL, Environmental and CRZ clearances from MoEF obtained, discussions with M/s. Areva on project proposal for JNPP 1&2 in progress.
Kovvada	Andhra Pradesh	6 X 1000*	Land acquisition proceedings in progress, ToRs for EIA studies approved by MoEF, EIA studies in progress.
Chhaya Mithi Viridi	Gujarat	6 X 1000*	
Haripur	West Bengal	6 X 1000	Pre-project activities are initiated.

# The first pair KK 1&2 (2X1000 MW) at advanced stage of commissioning

\* Nominal Capacity

(e) The nuclear power generation target for the XI Five Year Plan was 163,395 million units which was revised to 124,608 million units at Mid Term Appraisal stage. The actual generation during the XI Plan was 109,642 million units.

(f) To expedite the completion of work of GCNEP, Government has sanctioned Rs. 147 Crore in September 2010. Land acquisition for the project has been completed and approval for award of contract for Architectural Consultancy to prepare the Master Plan has been accorded.

As regards energy parks, the Central Government has accorded in principle approval for setting up of nuclear energy parks based on large capacity Light Water Reactors (LWRs) at Kudankulam, Haripur, Jaitapur, Kovvada and Chhaya Mithi Viridi. Pre-project activities are in progress at these sites. The work at these sites is planned to be taken up in phases at each site starting with twin reactors in first phase followed by launch of next pair in second phase and third phase respectively, with a gap of about four years between the two phases. In the XII Five Year Plan,

work is planned to be started on construction of one set of twin units at Kudankulam (KK 3&4), Jaitapur (JNPP 1&2), Kovvada (Kovvada 1&2) and Chhaya MithiVirdi (MithiVirdi 1&2). Pre-project activities are planned at Haripur.

#### **Environmental clearance for Nuclear Plants**

3725. SHRI NAND KUMAR SAI: Will the PRIME MINISTER be pleased to state:

(a) whether Nuclear Power Corporation of India Ltd. (NPCIL) had submitted any proposal for obtaining environmental clearance of Atomic Power Projects in the country;

(b) if so, the details in this regard;

(c) the details of the status of such projects, project-wise; and

(d) the time by which environmental clearance of each of such projects would be finalised?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) to (c) Nuclear Power Corporation of India Limited (NPCIL) has taken up the process of obtaining environmental clearance for its proposed projects at Gorakhpur, Haryana; Chutka, Madhya Pradesh; Kovvada, Andhra Pradesh and Chhaya Mithivirdi in Gujarat. The Terms of Reference (ToR) for Environmental Impact Assessment (EIA) studies have been approved by the Ministry of Environment and Forests (MoEF). The EIA studies in accordance with the approved ToR by specialized agencies are in progress.

(d) The Environmental clearance process involves approval of ToR, EIA studies and submission of EIA report, public hearing, submission of final EIA report and final review by the Expert Appraisal Committee (EAC) of the MoEF before grant of environment clearance. The process ordinarily takes about two years.

#### **Revamp in the Management in AIR India**

3726. SHRI T.M. SELVAGANAPATHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Air India needs total revamp of management more than disbursement of money;

(b) whether it is also a fact that for the present status of Air India, the present management and its set up were responsible; and

(c) if so, whether Government has any plan to shake up the Air India management?

THE MINISTER OF CIVIL AVIATION ( SHRI AJIT SINGH ): (a) to (c) The Turn Around Plan and Financial Restructuring Plan approved by the Government include appropriate changes in the structure and functioning of Air India. It also lays down various milestones for implementation of Turn Around Plan and Financial Restructuring Plan.

**'DIAL' most expensive airport**

3727. SHRI SANJAY RAUT:

SHRI ANIL DESAI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the global body of airlines, IATA has said that the tariff sought by the Delhi International Airport Limited (DIAL) would make Delhi one of the most expensive airports globally; and

(b) if so, the reaction of the Ministry to the DIAL proposal?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes, Sir.

(b) Airports Economic Regulatory Authority (AERA) is the independent regulator established under AERA Act, 2008 to determine the aeronautical tariff at major airports. In accordance with the provisions of State Support Agreement (SSA) and Operation, Management and Development Agreement (OMDA) signed by Government of India and Airports Authority of India respectively with M/s. Delhi International Airport Pvt. Ltd. (DIAL), M/s. DIAL submitted a proposal for tariff revision to AERA. Pursuant to their submission of the proposal, AERA has determined revision in Aeronautical Charges for Indira Gandhi International Airport (IGIA), Delhi vide their order No 03/2012-12 dated April 20, 2012 (issued on 24.04.2012) for first five year control period (*i.e.* 2009-10 to 2013-14), with effect from May 15, 2012 after following a series of discussions, meetings, presentations and consultations process including stakeholders consultations *i.e.* Airline Operators, Federation Indian Airlines (FIA), International Air Transport Association (IATA), Passengers Association, Confederation of Indian Industry (CII), Federation of Indian Chambers of Commerce and Industry (FICCI), etc. and arrived at revised tariff to cover the cost of investment made by the DIAL and ensure fair rate of return for the airport.

**NOC for construction of Navi Mumbai Projects**

3728. SHRI TARIQ ANWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the City and Industrial Development Corporation (CIDCO) has requested for grant of No Objection Certificate (NOC) to various construction projects in Navi Mumbai to the Ministry;

(b) if so, the details thereof; and

(c) the steps Government would take for early grant of NOC?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes, Sir.

(b) 92 NOC applications were received in Airports Authority of India (AAI) out of which 79 have been processed. The remaining 13 applications have been returned due to non-conformity with the requirements.

(c) Online NOC Application system (NOCAS) has been introduced for obtaining NOC for height clearance. It is a simple and transparent method and is available on AAI Website for public use. On submission of online application, an ID number is generated and on receipt of physical documents, applications are processed and NOC is issued expeditiously.

**Delay of AIR India Flight due to Co-pilot**

3729. SHRI AVINASH RAI KHANNA: Will the Minister of CIVIL AVIATION be pleased to states:

(a) whether it is a fact that the Air India Flight A-909 could not take off from Kochi International Airport in time due to non availability of a co-pilot;

(b) if so, who was at fault; and

(c) what action the Air India has taken against the person who was at fault and the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes, Sir.

(b) Crew Scheduling Office of Air India at Chennai.

(c) The concerned Crew Scheduling Officer has been cautioned to be more careful in future.

**Operation stopped at Hal Airport in Bengaluru**

3730. DR. PRABHAKAR KORE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the HAL Airport in Bengaluru, has stopped operating for the last few years;

(b) whether it is also a fact that a Parliamentary Committee has recommended for the retention of HAL Airport in Bengaluru, even after the Devanahalli International Airport started functioning;

(c) if so, the response of Government in this regard; and

(d) whether Government is taking steps to start operation of the said Airport?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) No, Sir. General aviation services (other than those relating to commercial aircraft, charter flights, aircraft hired or operated under commercial arrangements) continue to be provided at the existing HAL airport.

(b) Yes, Sir. The Department Related Parliamentary Standing Committee on Transport, Tourism and Culture in its 131st report, *inter-alia*, recommended that the old airport at Bengaluru should be made operational.

(c) The recommendations of the Committee was considered by the Government and it was informed that the decision to close civil commercial operations at HAL, Bengaluru from the date of commissioning of the Greenfield airport at Devenahalli was taken in the year 2000. Accordingly, Government of India (GoI) has entered into a Concession Agreement (CA) with M/s. Bangalore International Airport Limited (BIAL) for construction and development of a new international airport at Devanahalli near Bangalore. In the CA, the GoI has agreed to close commercial civil aviation operations at the existing Bangalore airport once the new airport becomes operational. However, the existing airport would continue to remain operational for general aviation (barring certain categories) defence purposes, national emergencies, etc. The Greenfield airport has commissioned its operation *w.e.f.* 24.05.2008.

(d) There is no proposal under consideration to operationalize the old airport at HAL, Bengaluru.

**Restructuring of Two Carrier Divisions**

3731. SHRI N.K. SINGH:

DR. JANARDHAN WAGHMARE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India proposes to restructure its operations by hiving off engineering and ground handling divisions;

(b) if so, the details thereof;

(c) whether the move of the Air India to make the two carrier divisions independent will be beneficial for Air India;

(d) if so, to what extent and whether Government has since accorded approval of restructuring the two carrier divisions; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes, Sir.

(b) The Maintenance, Repair, Overhaul (MRO) and Ground Handling (GH) business is proposed to be hived off to Air India Engineering Services Limited (AIESL) and Air India Air Transport Services Limited (AIATSL) respectively.

(c) to (e) Yes, Sir. The subsidiary companies, when operationalised would be able to undertake activities/business from other airlines, including foreign airlines. Although the GOM has recommended hiving off MRO and GH businesses to AIESL and AIATSL as part of Air India's Financial Restructuring Plan (FRP)/Turn Around Plan (TAP) their operationalisation requires the approval of the Cabinet.

**Recruitment in AIR India**

3732. DR. RAM PRAKASH: Will the Minister of CIVIL AVIATION be pleased to state :

(a) the number of persons recruited in Air India either on permanent basis or contract basis or temporary basis either by the Air India or by any of its subsidiary companies in the last two years all over India, category-wise and station-wise;

(b) total employees strength of Air India, category-wise and respective employees strength of all its subsidiaries, subsidiary-wise and category-wise;

(c) the projected number of vacancies for next two years; and



(d) the number of persons recruited from outsourcing manpower agencies in last two years, month-wise and category-wise?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Details of number of persons recruited during the last two years category-wise and station-wise is given in Statement (*See* below).

(b) Category wise employee strength of Air India, Alliance Air and Air India Charters Ltd. as on 31.03.2012 are as under :

**Air India**

Pilots (including executive Pilots)	1543
Engineers (including executive Engineers)	1425
Executive and General Category Officers	5109
Cabin Crew (including executive Cabin Crew)	3102
Technicians/Service Engineers	3395
General Category employees	12277
<b>TOTAL</b>	<b>26851</b>

**Air India Charters Limited**

Permanent Employees Senior AME	49	AME-I	7
Aircraft Mechanic	106	Handyman	1
Manager Security (Offg)	1	Security Assistant	21
Sr. Accounts Assistant	1	Security Supervisor (offg)	1
Captain 50 Captain (Tr.)	4		

**Temporary Employee**

Admit. Assistant	1	Customer Agent	2
Flight Safety Officer	6	Asst. Crew Scheduling	2
Asst. Manager Crew Scheduling	5	Manager Crew Scheduling	1
Officer-operations	4		

1 Chief Vigilance officer is on deputation.

**Alliance Air**

Following employees are on Contractual basis:

Pilots P1 - 26, P2 - 55, Cabin Crew-366, Operations Deptt. (Fit. Desp. Ops. TT&M, PCS, FS) Ground Instructors and VHP Operations - 52, Licensed Engineers/AME/Dy. AME/Dy. Engineer - 102, Technicians - 76, Supervisory Staff (Including 2 Technical Staff) - 163, Commercial Staff at Hyderabad - 13, Security Attendants - 33.

Besides above, 28 employees are on deputation.

(c) Consequent to amalgamation of erstwhile Indian Airlines and Air India Limited, all the promotions have been kept on hold till a reassessment of manpower is carried out in the merged Company.

(d) No persons have been recruited from outsourcing manpower agencies in Air India and its subsidiaries.

***Statement***

*Details of Statewise category-wise recruitment details last three years*

**Air India Limited**

	Category	No. of Persons Recruited				
		Delhi	Kolkata	Mumbai	Chennai	Total
2010	Asst. GM-QMS	-	-	02	-	02
	Trainee Pilot	-	-	95	-	95
	Office Asstt.	01	-	-	-	01
2011	Asst. GM-QMS	-	-	01	-	01
	Asstt. Mgr.	-	-	01	-	01
	Canteen Supervisor	-	-	04	-	04
	Dy. Mgr. -Tech. (Tr.)	-	-	05	-	05
	Trainee Pilot	-	-	05	-	05
	Traffic Asstt.	04	-	-	-	04
	Bilingual Typist	01	-	-	-	01
	Driver	01	-	-	-	01
	Helper (Comml.)	04	-	-	-	04

*Details of persons engaged on contract during the year 2010 and 2011:*

1	2	No. of Persons Engaged on contract				
		Delhi	Kolkata	Mumbai	Chennai	Total
		3	4	5	6	7
2010	Recruited employees	42	-	09	02	53
	Locum Doctor	06	04	15	-	25
	Pre-flight Medical Officer	04	04	-	-	08
	Medical Officer	08	-	-	25	33
	Pharmacist	05	02	04	05	16
	Clerks of works	02	02	-	01	05
	Flight Dispatcher	-	02	-	-	02
	Operators for Freighter flight	-	09	0	0	09
	Cabin Crew	-	02	-	-	02
	Data Entry /Tally Operator	-	-	-	74	74
	RT Operators	-	-	-	04	04
	Operations Asstt.	-	-	01	-	01
2011	Retired Employees	38	-	-	01	39
	Locum Doctor	04	04	05	-	13
	Pre-flight Part Time	05	04	-	-	09
	Medical Officer					
	Medical Officer	07	-	-	25	32
	Pharmacist	06	02	03	05	16
	Clerks of works	02	04	-	02	08
	Flight Dispatcher	-	02	02	-	04
	Operators for Freighter flight	-	08	-	-	08
	Cabin Crew	-	04	13	-	17

1	2	3	4	5	6	7
	Data Entry/Tally Operator	-	-	-	78	78
	RT Operators	-	-	-	04	04
	Pilots	-	-	03	-	03
	Gen. Cadre Officers	-	-	12	-	12
	Aircraft Engineer	-	-	01	-	01
	Unskilled	-	-	02	-	02
	Technician	-	-	01	-	01

**Air India Charters Limited**

<b>For the year 2010</b>		<b>For the year 2011</b>	
Retired on Contract	Total	Retired on Contract	Total
Consultants-Ops	1	Stores Officer	1
Manager-Cabin Crew Schuldg	4	Executive Officer-IR	1
Techn. Service Mgr.	1	Manager-Schedule	1
Officer-IR	1	Estate Manager	1
Training Manager	1	Manager-Admin.	1
Admin. Officer	3	Scheduling Manager-Ops	1
Techn. Offker-Maint	1	Consultant Manager	1
Dy .Quality Control Mgr	1	Co-Pilot	1
		Captain	1
<b>On Fixed Term Contract</b>		<b>On Fixed Term Contract</b>	
Airline Attendant	66	Airline Attendant (WB)	387
COO-AICL	1	Airline Attendant (NB)	146
Tr.Co-Pilot	6		
Co-Pilot	5		

On Fixed Term Contract		On Fixed Term Contract	
		<b>Temporary</b>	
First Officer Trainee	1	Temp. Asst. Manager-Crew Scheduling	3
		Temp. Admin. Asst.	2
		HR Trainee	1
		<b>Temporary</b>	
Temporary .Asst. Mgr-Crew Scheduling	2	Temp. Tech. Officer	1
		Temp. Asst. Crew Schdulg	2
		Temp. Manager-Crew Scheduling	1
		<b>Permanent</b>	
Aircraft Mechanic	17	Temp. Fit. Safety Officer	6
Captain	3	Temp. Consultant/Admin. Trg. Mgr.	1
Aircraft Maint. Engineer-I	1		
		<b>Permanent</b>	
		Aircraft Mechanic	6
		Captain	5
		Tr. Captain	1
		Security Asst.	3
TOTAL	1151	TOTAL	574

*Recruitment/Induction of manpower in AASL from 1st April, 2010 to 31st March, 2012*

Pilots	22	Delhi -	11,	Kolkata -	09,	Chennai -	02
Cabin Crew	300	Delhi -	88,	Mumbai -	70,	Kolkata-	17
		Chennai-	39,	Bangalore -	26		
		Hyderabad -	27,	CCJ -	33		
Flight Dispatchers	04	Delhi -	03,	Kolkata -	01		
VHP Operations	20	Delhi -	20				

Crew Controllers	09	Delhi -	09
Operations Research Analyst	02	Delhi -	02
Ground Performance Instructor	03	Delhi -	03

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### **Improvement in Passengers Flying by AIR India**

3733. SHRI PARIMAL NATHWANI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there has been an improvement in the passengers flying by Air India on its international as well as domestic network;

(b) if so, the details thereof;

(c) what has been the increase in the Yield per Revenue Passenger Kilometre (Yield/RPK) on Air India network during the above period; and

(d) how this compares with those of the other private domestic as well as International airlines?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes, Sir. During the period 2009-10, 2010-11 and 2011-12, Air India had carried 6.19 million, 7.19 million and 7.67 million passengers respectively on domestic network and 5.63 million, 6.67 million and 5.94 million passengers on the international network respectively.

(c) The Yield/RPK (in Rupees) achieved during the aforesaid period was 3.16, 3.37 and 3.70 respectively.

(d) No such details are maintained in respect of other private domestic and international airlines.

### **Kiwi Aviation Companies Eye on Indian Skies**

3734. SHRI MOHD. ALI KHAN:

SHRIMATI T. RATNA BAI

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Kiwi aviation companies eye Indian skies;

(b) if so, the details thereof; and

(c) the present position thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) to (c) As per the Bilateral Air Services Agreement signed between Government of India and the Government of New Zealand on 2nd May, 2006, designated carriers of both countries are entitled to operate 7 services/week in each direction. Though actual operations between the two countries are based on commercial considerations, at present, no airlines from the two countries are operating between India and New Zealand nor have indicated an intention to.

**Different pay structures due to merger of AI and IA**

3735. SHRI MOHD. ALI KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that merger of Air India and Indian Airlines had led to different pay structures in the organization;
- (b) if so, the details thereof;
- (c) the reasons therefor; and
- (d) the steps being taken to resolve such issue so far?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) to (c) The employees are governed by their respective scales of pay, service regulations and certified/standing orders as per their erstwhile companies.

(d) Government of India has appointed an independent Committee headed by Justice (Retd.) D.M. Dharmadhikari to resolve the disparities to HR issues, including pay parity, working conditions, seniority etc. The Committee has submitted its Report to the Ministry on 31.1.2012. Subsequently, the Ministry has constituted a 3-member Committee consisting of officers from Department of Public Enterprises, Ministry of Civil Aviation and an Independent Expert to examine the recommendations of Justice Dharmadhikari Committee and formulate a time-line for its implementation.

**Right to First Refusal Privilege by AIR India**

3736. SHRIMATI. SMRITI ZUBIN IRANI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that Government is considering to doing away with the special 'Right to First Refusal' privilege enjoyed by Air India (AI);
- (b) if so, the details thereof and what is this privilege and why AI had been

given this privilege;

(c) whether it is a fact that AI will loose its monopoly over bilateral or international flying rights with Government's decision; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) No, Sir. Air India's requests continues to be duly considered first before allocation of the traffic rights to other eligible applicants.

(c) and (d) Do not arise.

### **Cooch Behar Airport**

3737. SHRI TARINI KANTA ROY: Will the Minister of CIVIL AVIATION be pleased to refer to reply to Unstarred Question 1982 given in the Rajya Sabha on 16 March, 2010 and state:

(a) whether it is a fact that trial flights were undertaken from Cooch Behar airport; and

(b) the steps that have so far been taken by Government to make the Cooch Behar airport fully operational?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Trial flight was undertaken by M/s. Air Deccan at Cooch Behar Aerodrome on 27.10.2007. Non scheduled Passenger flight operations by M/s. North East Shuttles commenced to/from Cooch Behar airport *w.e.f.* 05.09.2011 and continued upto 03.10.2011.

(b) Airports Authority of India (AAI) has taken following steps to make Cooch Behar airport fully operational however actual flight operation are subject to commercial judgement of the airlines:

- (i) Obtained Aerodrome License from DGCA for Cooch Behar Aerodrome for Public Use.
- (ii) Carrying out all mandatory requirements of DGCA to maintain the Aerodrome License issued by DGCA.
- (iii) Upgradation of Aerodrome Reference Code from 2B to 2C to accommodate ATR Aircrafts with load penalty if operator is willing to operate, for which station has already forwarded the request to AAI Headquarters for approval of DGCA.
- (iv) Constantly maintaining Air traffic Services watch hours (with all required



navigational facilities) every day to accommodate any non-scheduled aircrafts.

- (v) Keeping in readiness with all passenger amenities.
- (vi) Coordinating with various airliners and trying to convince them to operate with aircrafts permissible as per existing facilities.

#### **Monitoring of Airfares by Special Cell of DGCA**

†3738. SHRI PRABHAT JHA: Will the Minister of CIVIL AVIATION be pleased to state:-

- (a) whether it is a fact that a special cell of the Directorate General of Civil Aviation monitors air fares regularly;
- (b) if so, the details thereof;
- (c) whether it is also a fact that all the civil aviation companies have hiked their airfares by 10-25 per cent on the busiest routes in the last few days;
- (d) if so, the reasons therefor;
- (e) whether the special cell of the Directorate has justified the airfare hike; and
- (f) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes sir. A Tariff Analysis Unit has been set up in Directorate General of Civil Aviation (DGCA) effective December 2009 to monitor tariff on regular basis.

(c) to (f) Airfares are not fixed by the Government as they are determined by market forces. The Tariff Analysis Unit in DGCA monitors the airfares *vis-a-vis* airfares uploaded by scheduled airlines on their respective websites. The analysis of such monitoring has indicated that airfares are remaining within the fare band made available by the scheduled airlines on their respective websites.

#### **Sale of Stake to other Airlines**

3739. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that after selling Deccan Airlines to Kingfisher, the

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†Original notice of the question was received in Hindi.

promoter of Deccan Airlines has applied again for scheduled carrier to commence commercial airlines;

(b) if so, complete details and reasons for accepting such applications;

(c) whether Government would take cabinet nod in such cases where promoters have failed to run their airlines and forced to sell their stake fully to others; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes Sir. The promoter of Deccan Airlines has applied for scheduled carriers under name "Deccan Charters Limited". The proposal of the company is under examination of the Ministry.

(c) and (d) No, Sir. Hon'ble Minister of Civil Aviation is competent to take final decision on proposals pertaining to commencement of scheduled operator services.

#### **Purpose to form Civil Aviation Authority (CAA)**

3740. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government proposes to form a Civil Aviation Authority (CAA);

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

(c) by when it is likely to be formed; and

(d) what are the major objectives?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes, Sir.

(b) to (d) The proposal to form a Civil Aviation Authority (CAA) in place of DGCA is at formative stage. It is proposed to have a CAA, which will have adequate financial and administrative flexibility to meet functional requirements for an effective safety oversight system. In addition, it is also proposed to assign additional functions relating to certain economic regulations, consumer protection and environment regulation.

The CAA is proposed to be set up through a separate Act. However, the present legal framework such as Aircraft Act 1934 etc. will continue to govern the aviation sector. The objective of the proposed CAA is to overcome the constraints

presently faced by DGCA in terms of recruitment and retention of technical manpower and inability to quickly address ongoing operational issues due to lack of adequate administrative and financial authority.

#### **EU Airports covered by EU-ETS**

3741. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is fact that emissions from all domestic and international flights that arrive or depart from an European Union (EU) Airports are covered by the EU-Emission Trading System (EU-ETS);

(b) if so, the likely impact on the airfares operated from India; and

(c) what action has been taken by Government in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes, Sir. From January 2012, emissions from all domestic and international flights that arrive or depart from an EU Airport will be covered by the EU-ETS. The likely impact on the airfare though expected to be significant is not being estimated as no Indian carrier is submitting the trial data required this year on emissions in view of the stand of the Government to oppose the scheme. Hence the question of impact does not arise.

(c) As a follow up to the Joint Declaration adopted at Delhi on 29-30th September, 2011 opposing the EU-ETS, that was also adopted by the Council of ICAO, a meeting was held in Moscow on 21-22nd February, 2012 in which 32 countries participated. The countries present, adopted the Moscow Declaration on the EU-ETS, in which a basket of retaliatory measures are available to all Governments as counter measures. Depending upon EU's response to the Moscow Declaration, appropriate measures would be undertaken by all signatories to the Declaration, including India, and also by other nations that wish to join the Moscow Declaration.

#### **Status of International Airport at Jawar, Uttar Pradesh**

3742. SHRI BALWINDER SINGH BHUNDER: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the status of international airport proposed to be established at Jewar, Uttar Pradesh;

(b) the reasons for delay in setting up the airport; and

- (c) by when the airport at Jewar, Uttar Pradesh is going to be established?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) to (c) Government of India had received a proposal from Government of Uttar Pradesh for setting up of a Greenfield airport at Jewar (Greater Noida) in the year 2002. The proposal was considered by the Union Cabinet and the Union Cabinet referred the matter to a Group of Ministers (GoM) for looking into the legal and other related aspects of the matter.

**Outstanding dues against AIR India and private airlines**

3743. SHRI SALIM ANSARI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that Air India and private airlines owes crores of rupees to Government as per details available with DGCA;

(b) if so, the outstanding of various airlines to Government run oil companies, tax authorities (both Income-tax and Service-tax) leasing aircraft companies, airport operations, banks landing and navigation charges and to their employees, as on 31 March, 2012; and

- (c) what action Government has taken or proposes to take against these airlines to recover the dues?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Directorate General of Civil Aviation (DGCA) has no such information.

- (b) and (c) Do not arise in view of (a) above.

**Commencement of low cost Airlines**

3744. SHRI T.M. SELVAGANAPATHI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that the DGCA has received many applications from the companies for commencement of low cost airlines;

- (b) if so, the details thereof;

(c) whether it is also a fact that Government had insisted the airlines to keep low air fares for the domestic sector; and

- (d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) The Government does not categorise any airlines as low cost.

(c) and (d) Air fares applicable for domestic passengers are determined by market forces and therefore are not fixed by Government.

With a view to maintain transparency in tariff publication, Directorate General of Civil Aviation (DGCA) has taken following steps:

- Scheduled domestic airlines have been directed to display established tariff route-wise and fare category-wise in their websites, on monthly basis and also to notify any significant and noticeable changes to DGCA within 24 hrs of effecting such a change.
- A Tariff Analysis Unit has been set up in DGCA to monitor tariff on regular basis at periodic intervals.

#### **Road map for development of civil aviation sector**

3745. DR. T. SUBBARAMI REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether a comprehensive road map for the development of civil aviation sector is being prepared;
- (b) if so, the outline thereof along with its present status;
- (c) the details of the areas identified for focused attention and thrust to make air travel affordable and hassle-free and also to improve the operational efficiency of the aviation industry so as to face competition from the private airlines; and
- (d) the steps taken to ascertain the views of the various concerned interests in formulating the new road map?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) to (d) To have a sustainable orderly growth of the aviation sector, the Ministry has felt the need to spell out a long term Civil Aviation Policy addressing various issues related to the sector. Accordingly on 22.12.2011, a Committee has been constituted under the Chairmanship of Secretary, Civil Aviation to formulate a Civil Aviation Policy to address the long term issues of the sector and provide a road map for development. Government has identified focus areas and a consultation paper has been placed on the website of the Ministry ([www.civilaviation.nic.in](http://www.civilaviation.nic.in)) inviting comments from all stakeholders. Comments received from various organizations are under examination.

**Investigation in Pawan Hans helicopters accident**

3746. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has appointed Committees of Inquiry to investigate the accidents involving Pawan Hans helicopters; and

(b) if so, what is the outcome of the investigation?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes Sir. Government has appointed Committees of inquiry under Rule 74 of the Aircraft Rules, 1937 to investigate into two accidents involving Pawan Hans Helicopters.

Both the reports submitted by the Committees of Inquiry have been accepted by Government of India and are available on DGCA website.

**Employee Aircraft Ratio in Air India**

3747. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the employee to aircraft ratio in Air India is 258;

(b) how does it compare with that of the other Indian and foreign airlines; and

(c) the steps being taken to improve the situation of Air India?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) The aircraft to employee ratio in Air India as on 31.1.2012 is 1:236.

(b) The employee-aircraft ratio in an airline depends upon the number of in-house functions performed by the airline. The approximate aircraft to employees ratio as on 31.12.2011 in jet Airways is 136, 417 in Lufthansa and 177 in British Airways.

(c) With the rollback or retirement age from 60 to 58 years in the year 2000, the Government had imposed a general ban on filling up of vacancies from outside. Subsequent to amalgamation of erstwhile Indian Airlines and the erstwhile Air India into Air India, all the recruitment and promotions have been kept on hold till re-assessment of manpower is carried out in the merged Company. After operationalization of two subsidiaries *viz.* AIESL and AIATSL, aircraft to employee ratio of Air India would come down.

**Air India Strategy to cut losses on International Flights**

3748. SHRI V.P. SINGH BADNORE: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the strategy envisaged by Air India to cut losses on their International flights;
- (b) whether they have any tie-ups with any Europeans International Airlines; and
- (c) how it is benefitting them to have these tie-ups?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Air India has taken several measures to improve and restructure its schedules. Air India periodically monitors the carriage/load factors/ financial performance of services on its network and makes efforts to improve their performance. Whenever any services recurrently give rise to cash losses, Air India analyses the reasons for the losses and based on the strategic importance of such services to its network arrives at a decision whether to continue or withdraw such services. Air India makes changes to its network to rationalize capacity offered on various routes to maximize the benefits to the airline. Consequently, periodic adjustments are done to the schedule to add or reduce capacity from specific routes, introduce new routes and restructure existing routes based on the market dynamics and anticipated financial outcome.

(b) and (c) Yes, Sir. At present, Air India has code share arrangements with 5 European international carriers. Through these arrangements, Air India has developed a secondary network in Europe in addition to its own existing network operated by own capacity. This secondary network arrangement has increased Air India's presence in the European market and has enabled Air India to both increase its occupancy and to provide connectivity between interior points in India to the various interior points in Europe.

**Routes and schedules forgone by AI**

3749. SHRI K.N. BALAGOPAL: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Air India has taken a decision to forgo the First Refusal Right on new routes and schedules;
- (b) if so, the details thereof;
- (c) how many routes and schedules were forgone after the decision; and

(d) which are the airlines allotted the new routes, services?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) No, Sir.

(b) to (d) Do not arise.

**Plan to modernise non-metro airports**

3750. SHRI KANWAR DEEP SINGH:

SHRI N.K. SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has any plans to modernise non-metro airports in the next few years;

(b) if so, the details thereof and expected timeline of these projects;

(c) whether the Public Private Partnership (PPP) model is being explored for the aforesaid projects; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes, Sir, 35 non-metro airports and 27 other airports in the country are being upgraded/modernized. Detailed status of these non-metro airports are given in Statement-I, II, and III (*See* below). Detailed status of upgradation of other 27 airports are (given at in Statement-IV, V and VI (*See* below).

(c) No such proposal at present is under consideration in the Ministry of Civil Aviation.

(d) Does not arise.

***Statement-I***

*Modernization of 35 Non-Metro Airports (completed project)*

Sl. No.	Name of Airport	Name of work	Cost (Rs. in crores)	Status
1	2	3	4	5
<b>Northern Region</b>				
1.	Agra	Refurnishing of Terminal Building	3.38	Dec-09



1	2	3	4	5
2.	Amritsar	Modular Expansion of terminal building for integrated operations	149.1	Jun-09
		Construction of 2 no. contact packing bays		
		Construction of 4 no. remote parking bays	9.56	Nov-07
		Construction of 3 no. additional parking bays	13.19	Jul-09
		Extension of runway	17.04	Jun-08
3.	Chandigarh	Construction of New Integrated Terminal Building	78.00	Mar-11
4.	Dehradun	Construction of New Terminal Building, Substation cum AC Plant room, car park etc.	35.00	Sep-09
		Construction of Runway, Apron, link taxiway	44.50	Nov-07
5.	Jaipur	Construction of New Terminal Building	115.77	Jul-09
		Construction of New Apron and taxiway	32.00	Sep-09
6.	Khajuraho	Construction of New Apron and taxiway	13.47	Mar-08
7.	Lucknow	Construction of New Apron for four wide-bodied aircraft and taxiway	41.30	Dec-09
		Construction of New Integrated International Terminal Building	129.38	Oct-11
8.	Srinagar	Expansion and Modification of Terminal Building for integrated operations	101.33	Apr-09
		Expansion of apron Ph-II	28.00	Mar-11
9.	Udaipur	Construction of New Terminal Building	77.44	Apr-08
		Extension and Strengthening of Runway and allied works	44.31	May-09
		Construction of Apron including link Taxiway-Ph-I	4.56	Feb-08

1	2	3	4	5
		Construction of Apron including link Taxiway-Ph-II	7.76	Jun-11
10.	Varanasi	Construction of New Integrated Terminal Building	139.50	Aug-10
		Extension and Strengthening of Apron and Extension of Runway	40.00	Apr-10
<b>Eastern Region</b>				
11.	Bhubneswar	Expansion of Apron, Strengthening of Existing Apron and taxiway, Construction of additional taxiway.	15.00	Jan-07
12.	Portblair	Expansion of Apron and additional taxiway.	34.38	Dec-09
13.	Raipur	Strengthening and extension of apron	6.85	Jan-08
14.	Ranchi	Expansion of Apron and Construction of Isolation bay	12.52	May-10
		Resurfacing of Runway	15.07	Jan-11
<b>North-East-Region</b>				
15.	Agartala	Strengthening of Existing Runway	37.00	Jul-09
		Expansion and Strengthening of Apron	18.66	Apr-09
		Construction of Technical Building	4.99	Mar-09
16.	Dibrugarh	Construction of New Terminal Building.	71.71	Aug-09
		Strengthening of Existing Runway and taxiway	17.71	Dec-10
		Expansion of apron	21.82	Jun-07
17.	Guwahati	Extension of Runway and Construction of New Apron with link taxiway	60.82	Jun-09
		Construction of Isolated aircraft parking	14.15	Mar-10

1	2	3	4	5
		Filling low lying are and development of internal drainage system of newly acquired land at Guwahati Airport	29.78	Jan-11
18.	Imphal	Resurfacing of Runway, Construction of Isolation Bay, Extension of Apron and Link Taxiway	21.00	
<b>Western Region</b>				
19.	Ahmedabad	Construction of New Domestic arrival block	56.94	Apr-08
		Construction of new domestic departure block	46.09	Aug-05
		Ext. of existing domestic apron at Ahmedabad Airport	101.32	Nov-08
		Contraction New International Terminal Building	328.00	Aug-10
20.	Aurangabad	Construction of New integrated Terminal Building, Technical Block, Control Tower, Fire Station, MT Pool etc.	99.70	Dec-08
		Extension of Runway including electrical works	25.68	Jan-10
		Construction of New Apron	7.55	Oct-07
21.	Bhopal	Extension of Runway	35.00	Jul-09
		Construction of New integrated Terminal Building	135.00	Dec-10
		Construction of New Apron and associated works	63.78	Sep-10
22.	Goa	Construction of New Apron for new ITB	14.86	Feb-09

1	2	3	4	5
23.	Indore	Extension and strengthening of Runway and Construction of isolation bay and taxiway	79.00	Jul-09
		Construction of New integrated Terminal building	135.60	May-11
24.	Nagpur	Expansion and modification of Terminal Building for integrated operations	43.00	Aug-08
25.	Pune	Extension and strengthening of Existing Apron and taxi-track Phase II at Pune Airport	15.42	Jul-08
		Extension and Modification of Terminal Building for integrated operations	78.00	Sep-30
26.	Surat	Development of Surat Airport for ATR-72 type Aircraft -Terminal Bldg work.	53.33	Jun-08
		Extension of Runway	21.30	Apr-09
		Construction of Terminal Building Ph-II first floor	23.68	Dec-09
27.	Vadodara	Construction of Maintenance and Night parking stand with associated works	17.12	Dec-08
<b>Southern Region</b>				
28.	Calicut	Strengthening of Runway and allied works	27.00	Mar-09
		Expansion and Modification of International Terminal Building including electrical packages for integrated operations	89.50	Feb-08
29.	Coimbatore	Extension of runway	42.00	Oct-07
		Construction of part parallel taxiway and Expansion of apron	41.51	Feb-10

1	2	3	4	5
		Expansion and modification of Terminal Building for integrated operations	78.00	Sep-11
30.	Madurai	Strengthening and Extension of Runway	35.25 27.83	Oct-08
		Construction of New Integrated Terminal Building and allied works	128.76	Jul-10
31.	Mangalore	Construction of New integrated Terminal Building Construction of Apron	147.00	Oct-09 Sep-08
32.	Mysore	Construction of New Runway Construction of New Apron and taxiway Construction of New Terminal Building and other ancillary Buildings i/c Residential Quarters	85.00	Mar-08 Mar-08 Sep-10
33.	Trichy	Construction of New integrated Terminal Building Strengthening and Extension of Runway Strengthening of Apron, Construction of new taxiway	74.70 25.94 17.76	Oct-08 Mar-08 Jan-08
34.	Trivandrum	Construction of international Terminal Building, Apron and car park etc. Provision of aerobridges at Int'l Terminal a) Apron work Construction of additional parking bays Construction of 8 nos bays, taxiway, GSE area and shoulders	258.08 2.56 8.56 30.92	Apr- 10 Sep-07 Mar-08 May-09
35.	Vizag	Construction of New- integrated Terminal Building Construction of new runway, apron, taxi track, isolation bay i/c shoulder and other associated works	94.95 147.74	Jun-09 Feb-07

**Statement-II***Modernization of 35 Non-metro Airports (work in progress)*

Sl. No.	Name of Airport	Name of Work	Cost (Rs. In crores)	Expected Date of Completion/Operationalisation
1	2	3	4	5
<b>Northern Region</b>				
1.	Chandigarh	Extension of Apron and allied works	10.75	Oct-12
2.	Jaipur	Extension and strengthening of Runway for operation of wide bodied jet aircraft of E category i/c provision of cat-II lighting svstem at Jaipur airport	76.47	Oct-13
3.	Khajuraho	Construction of New integrated Terminal Building (Risk and Cost)	75.32 57.81	Dec-12
<b>Eastern Region</b>				
1.	Bhubneswar	Construction of New Terminal Building and associate work	145.54	Oct-12
2.	Portablair	Construction of Hangar, Annexe Building, Apron and Link Taxiway etc.	5.34	Jul-12
3.	Raipur	Construction of Integrated Terminal Building	129.65	Jul-12
4.	Ranchi	Construction of New Integrated Terminal Building	137.79	Jul-12
<b>Northern Region</b>				
1.	Agartala	Construction of Control Tower	9.67	Apr-12
		Construction of Doppler Radar Building	3.24	Apr-12

1	2	3	4	5
2.	Dibrugarh	Construction of Doppler Weather Radar for Metrological Department at Dibrugarh Airport	2.18	Apr-12
		Construction of Fire Station	3.24	Apr-12
3.	Guwahati	Construction of Hangars at LGBI Airport, Guwahati	23.16	Dec-13
4.	Imphal	Expansion of Apron with link taxiway	13.28	Oct-12
		Construction of Boundary Wall around of Newly Acquired land at Imphal Airport	15.10	Aug-13
		Construction of Fire Station and allied works	4.45	Apr-12
		Extension of Security Hold Area	4.30	Apr-12

#### Western Region

1.	Goa	Construction of New Integrated Terminal Building	330.00	Dec-12
2.	Vadodara	Construction of New Integrated Terminal Building	115.97	Jul-13

#### Statement-III

##### Modernization of 35 Non-Metro Airports (Planing stage)

Sl.No.	Name of Schemes	Remarks	
<b>Northern Region</b>			
1.	Jaipur	Expansion of New International Terminal Building at Jaipur airport	Planning stage
2.	Srinagar	Construction of cargo complex	Planning stage
<b>Eastern Region</b>			
1.	Portblair	Construction of New Integrated Terminal Building and Expansion of Apron	Planning stage
2.	Raipur	Development of airport for wide bodied aircraft	Planning stage

**North East Region**

1. Dibrugarh	Extension of Runway	Planning stage
2. Guwahati	Construction of New International Terminal Building	Planning stage
	Construction of parallel taxi track	Planning stage

**Western Region**

1. Ahmedabad	New control tower cum technical block	Planning stage
	Construction of part parallel taxi track	Planning stage
2. Goa	Construction of Parallel taxi track, two link taxi tracks and two rapid exit taxiway	Planning stage
3. Nagpur	Provision of new Technical block cum Control tower	Planning stage
4. Vadodara	Construction of Parallel Taxiway	Planning stage

**Southern Region**

1. Calicut	Extension and modification of International Terminal Building	Tender stage
	Expansion of Apron	Tender stage
2. Coimbatore	Construction of New Integrated Terminal Building	Planning stage
3. Madurai	Control tower cum technical block	Planning stage
4. Mysore	Extension of Runway	Planning stage

**Statement-IV***Modernization of other 27 Non-metro Airports (completed projects)*

Sl. No.	Name of Airport	Name of work	Cost (Rs. In crores)	Status
1	2	3	4	5

**Northern Region**

1. Jaisalmer	Construction of Apron and Taxi track	9.94	Apr-10
2. Kullu	Construction of New Terminal Building and Pavement works	10.00	Jun-07
3. Pant Nagar	Extension of runway and associated works.	6.00	Feb-08



1	2	3	4	5
<b>Eastern Region</b>				
1.	Cooch Behar	Construction of New Terminal Building	12.46	Jun-09
2.	Patna	Re-carpeting of Runway, taxiway and apron and allied works at JPNI Airport	23.08	Aug-11
<b>North-East Region</b>				
1.	Barapani (Shillong)	Construction of New Terminal Building and Expansion of Apron	29.70	May-10
2.	Dimapur	Expansion of Apron and Construction of Link Taxiway	13.35	Jul-11
<b>Western Region</b>				
1.	Akola	Modification of existing Terminal Building and Other allied buildings Expansion of Apron		
2.	Gondia	Construction of Parallel Taxi way	18.61	Mar-10
		Construction of NIATAM	52.33	Jan-11
		Construction of II module Passenger lounge and allied works	12.97	Feb-12
3.	Jalgaon	Development of Jalgaon Airport	20.00	Dec-11
<b>Southern Region</b>				
1.	Agatti	Strengthening of Runway at Agatti	11.26	Nov-10
2.	Cuddapah	Construction of Runway, taxiway and Apron	26.12	Jan-10
3.	Puducherry	Development of Puduchery Airport SH: Construction of Runway	24.34	Mar-09
4.	Rajamundry	Construction of New Terminal Building including Car Park	43.29	Oct-11
5.	Tirupati	Resurfacing and strengthening of runway, taxitrack, apron, isolation bay etc.	17.30	
6.	Vijayawada	Expansion of Terminal Building Extension of Runway	47.87	Dec-09

**Statement-V***Modernization of other 27 Non-metro Airports (wrok in Progress)*

Sl. No.	Name of Airport	Name of Work	Cost (Rs. In croes)	Expected Date of Completion/Operationalisation
1	2	3	4	5
1.	Bikaner	Construction of Terminal Building, Apron and Car park	4.73	Aug-12
2.	Bhatinda	Construction of apron i/c link taxiway Construction of Terminal Building	6.37 2.50	May-12 Jul-12
3.	Jaisalmer	Construction of New Civil Enclave including Terminal Building	81.00	Jul-12
4.	Jammu	Extension of Apron	15.00	Jun-12
<b>North-East Region</b>				
1.	Barapani	Providing wall fencing for newly acquired land at Barapani Airport	6.75	Sep-12
2.	Tezu	Construction of Terminal Building, Runway, Apron, Fire station etc.	79.00	Dec- 13
<b>Western Region</b>				
1.	Gondia	Extension and Strengthening of Runway and parallel Taxi way	34.49	Dec-12
<b>Southern Region</b>				
1.	Cuddapah	Construction of New Terminal Building	40.40	Aug-12
2.	Puducherry	Construction of New Terminal Building including car park	29.87	Jul-12
3.	Tirupati	Construction of New Integrated Terminal Building	174.00	Mar-13
		Construction of New Apron		Apr-12

**Statement-VI***Modernization of other 27 Non-metro Airports (Planning stage)*

Sl.No. Airport	Name of Schemes	Remarks
<b>Northern Region</b>		
1. Jammu	Modification of Terminal Building	Tender stage
	Extension of Run way	Planning stage
<b>Eastern Region</b>		
1. Patna	Construction of New Terminal Building	Planning stage
<b>North East Region</b>		
1. Jorhat	Expansion of apron	Tender stage
<b>Western Region</b>		
1. Akola	Construction of control tower & Technical block	Planning stage
	Extension of Runway	Planning stage
2. Belgaum	Construction of New Terminal Building	Planning stage
	Extension of Runway	Planning stage
3. Rajkot	Construction of New Terminal Building	Planning stage
	Extension of Runway	Planning stage
<b>Southern Region</b>		
1. Agatti	Extension of Runway, construction of new Apron, Relocation of Terminal Building, Control tower/ Technical block on the lagoon	Planning stage
2. Hubli	Construction of New Terminal Building	Planning stage
	Extension of Runway and New Apron	Planning stage
3. Rajahmundry	Extension of Runway	Planning stage
4. Vijayawada	Construction of New Terminal Building	Planning stage

**New civil aviation policy for North-East Region**

3751. SHRIMATI T. RATNA BAI:

SHRI MOHD. ALI KHAN:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government is preparing any new civil aviation policy to end isolation of North-East region and some other areas which are neglected so far;
- (b) if so, the details thereof; and
- (c) the steps taken in this direction and the pending requests from each State in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) to (c) There is no separate civil aviation policy for North-East Region. However, to have a sustainable orderly growth of the aviation sector, the Ministry has felt the need to spell out a long term Civil Aviation Policy which shall, *inter-alia*, also address the issues related to the NER. Accordingly on 22.12.2011, a Committee has been constituted under the Chairmanship of Secretary, Civil Aviation to formulate a Civil Aviation Policy to address the long term issues of the sector and provide a road map for development. Government has identified focus areas and a consultation paper has been placed on the website of the Ministry ([www.civilaviation.nic.in](http://www.civilaviation.nic.in)) inviting comments from all stakeholders. Comments received from various organizations are under examination.

**Action plan of Air India for improvement**

†3752. SHRI THAAWAR CHAND GEHLOT: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the purposes for which Government has extended assistance to Air India during last five years, date-wise and quantum-wise;
- (b) the type of the aeroplanes for which approval of purchasing has been granted to Air India during the above said period; the details thereof; and
- (c) the action-plan chalked out by Air India which is facing a cash-crunch, to improve its economic condition; whether the proposals of investment or share-purchase has been approved; if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) During the financial year 2009-10, 2010-11, 2011-12, Government has infused Rs. 800 crores,

†Original notice of the question was received in Hindi.

Rs. 1200 crores and Rs. 1200 crores respectively in Air India as equity investment for easing the liquidity crunch faced by the company and to address adverse Debt-equity ratio.

(b) During the last five years, no purchase agreement was signed either by erstwhile Air India or by erstwhile Indian Airlines for purchasing the new aircraft. However, erstwhile Air India had signed a Purchase Agreement with Boeing in December 2005 for purchase of 68 Boeing aircraft. Similarly, Erstwhile Indian Airlines had signed a Purchase Agreement with Airbus in February 2006 to purchase 43 A320 family aircraft.

(c) Air India has prepared a Turn Around Plan, which encapsulates tangible goals with respect to passenger traffic, load factor, on-time performance and customer service in order to realize its vision. The proposed business strategy of the Company is to focus on introducing an appropriate network model, add fleet and optimize its deployment, hive off allied businesses such as MRO and Ground Handling, transfer/depute employees to MRO and GH subsidiaries, integrate IT platforms and introduce new systems, improve customer service and operational efficiency, leverage Air India brand and monetize its assets. Government has also approved the Turnaround Plan and Financial Restructuring Plan of Air India which provides induction of upfront equity, equity for cash deficit support, equity for already guaranteed aircraft loan, GOI Guarantee for repayment of Principal amount and payment of interest on the Non Convertible Debentures (NCDs) of Rs. 7400 crore .proposed to be issued by Air India Limited to the Financial Institution, Banks, LIC EPFO etc.

#### **Declaring Mana Airport at Raipur as International Airport**

†3753. SHRI MOTILAL VORA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the main conditions for declaring an international airport;
- (b) whether Government has received any proposals for declaring Mana Airport, Raipur as international airport;
- (c) if so, the details thereof; and
- (d) by when Mana Airport will be declared an international airport?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) For declaration an airport as an International airport, it is mandatory to have Customs, Immigration,

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†Original notice of the question was received in Hindi.

Health and Animal and Plant Quarantine regulatory agencies at the airport. In addition, adequate infrastructure like Terminal Building for segregated handling of International and Domestic passengers/Cargo counter/office space for regulatory agencies etc. should be available for facilitating International Operation.

(b) and (c) At present there is no proposal for declaring Mana Airport, Raipur as International airport.

(d) Does not arise.

#### **Restructuring Plan for Air India Employees**

3754. SHRI P. RAJEEVE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the Financial Restructuring Plan for Air India;

(b) the total number of employees that will be off the payrolls of Air India as a result of this Plan;

(c) whether the above employees and unions of Air India have been consulted; and

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

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) The Details Financial Restructuring Plan of Air India is as under:

(i) Induction of upfront equity of Rs. 6,750 crore, including Rs. 1,200 crore provided in the budget of 2011-12 and already released, in FY 2011-12.

(ii) Equity for Cash deficit support of Rs. 4,552 crore till FY 2021.

(iii) Equity for already guaranteed aircraft loan of Rs. 18,929 crore till FY 2021.

(iv) GOI Guarantee for repayment of Principal amount and payment of Interest on the Non Convertible Debentures of Rs. 7400 crore proposed to be issued to financial institutions, Banks, LIC, EPFO etc. which will be used to repay part of Working capital loans,

(v) Government has also approved induction of 27 numbers Boeing 787 and 3 Boeing 777 aircraft on Sale and Lease Back basis, orders for which are already been placed with Boeing in the year 2005-06.

(b) As a result of the FRP & TAP of Air India, two subsidiaries, viz. Air India Engineering Services Limited (MRO Subsidiary) and AIATSL (Grounding

Handling Subsidiary) will be hived off, resulting in approximately 15,000 employees getting off the payrolls of Air India and migrating to AIESL and AIATSL.

(c) and (d) Meetings have been held with the Unions/Associations/Guilds of both the erstwhile Indian Airlines and erstwhile Air India on the TAP and FRP and a presentation was also made to them on the same.

### **Restructuring Plan for Air India**

3755. SHRI D. RAJA:

SHRI M.P. ACHUTHAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Government has cleared Rs. 30,000 crore restructuring plan for Air India;

(b) if so, the details of the proposed Financial Restructuring Plan (FRP);

(c) whether the Air India has consulted its employees and unions on the FRP and other plans to make it successful; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes, Sir. The Government has approved the following financial package for Air India in order to improve its financial condition:

(i) Induction of upfront equity of Rs. 6,750 Crore, including Rs. 1,200 Crore provided in the budget of 2011-12 and already released, in FY 2011-12.

(ii) Equity for Cash deficit support of Rs. 4,552 crore till FY 2021.

(iii) Equity for already guaranteed aircraft loan of Rs. 18,929 Crore till FY 2021.

(iv) GOI Guarantee for repayment of Principal amount and payment of Interest on the Non Convertible Debentures of Rs. 7400 crore proposed to be issued to financial institutions, Banks, LIC, EPFO etc. which will be used to repay part of Working capital loans.

(v) Government has also approved induction of additional aircraft on Sale and Lease Back basis, orders for which have already been placed with Boeing in the year 2005-06.

(c) and (d) Meetings have been held with the Unions/Associations/Guilds of

both the erstwhile Air India and erstwhile Indian Airlines on the TAP and FRP and a presentation was also made to them.

**Health Care Insurance Scheme for Workers in Aviation Industry**

3756. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the total number of workers in different airports and airlines are not covered under any health care and insurance scheme; and

(b) the total number of workers working in aviation industry, company-wise and airport-wise, and how much of them are covered under health care and insurance scheme?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) No sir,

(b) As per the information available with this Ministry, the details of number of workers are as under:-

i. Airports Authority of India -	18743
ii. Air India -	26851
iii. Alliance Air -	858
iv. Air India Exp. -	1056
v. Air India Air Transport Services -	3000

The employees of the above organizations are covered under the healthcare and insurance scheme of their respective organizations. No Data is maintained by this Ministry for private airlines/airports.

**Surveillance system in Assam**

3757. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of DEVELOPMENT OF NORTH EASTERN REGION be pleased to state:

(a) the details of funds allocated, amount released, utilized and achievement made on installation of equipments for surveillance and monitoring for safety and security of Inter-State Bus Terminus (ISBT) constructed in the NER, particularly Assam;

(b) whether non-Government parties are entrusted the task of surveillance system of ISBT Guwahati;



(c) if so, the details thereof including list of parties entrusted and payment made since their involvement, till date, State-wise; and

(d) the details of funds allocated, amount released, utilized and achievement made on the installation of equipments for entertainment in the ISBTs in the NER and present status?

THE MINISTER OF STATE OF THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI PABAN SINGH GHATOWAR): (a) to (d) Ministry of Development of North Eastern Region have not released any funds for installation of equipment for surveillance and monitoring for safety and security of Inter-State Bus Terminus (ISBT) constructed in NER, including Assam or for installation of equipment for entertainment in ISBTs in NER.

#### **Joint Parliamentary Delegation to Sri Lanka**

3758. SHRI T. M. SELVAGANAPATHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Joint Parliamentary delegation that visited Sri Lanka recently has urged the Sri Lankan Government for devolution of powers to Sri Lankan Tamils;

(b) if so, the details thereof;

(c) whether the delegation has also urged the Sri Lankan Government to involve Tamils in all political issues; and

(d) if so, the reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (d) A 12-member Joint Parliamentary delegation, led by the Hon'ble Leader of the Opposition in the Lok Sabha, visited Sri Lanka from 16-21 April 2012. During the visit the delegation called on the President of Sri Lanka and met a number of Ministers, the Leader of Opposition, Members of Parliament, key leaders of major political parties, including the Tamil National Alliance, Sri Lankan Muslim Congress, Ceylon Workers Congress and upcountry political parties and representatives of civil society and community leaders.

The delegation, during its discussions with the President of Sri Lanka and other senior Ministers of the Government, emphasised the need for Sri Lanka to reach a genuine political reconciliation, based on a meaningful devolution of powers, which takes into account the legitimate needs of the Tamil people for equality,

dignity, justice and self-respect. The delegation urged the Government of Sri Lanka and other stakeholders, including the Tamil National Alliance, to resume dialogue and move towards an early political settlement and suggested in this regard urgent consultations to create conditions for the launching of the Parliamentary Select Committee process.

#### **Outsourcing of passport activities**

3759. DR. T. SUBBARAMI REDDY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) the present status of outsourcing passport processing activities;
- (b) whether a number of vacancies in different passport offices remain unfilled;
- (c) if so, the details thereof, office-wise and category-wise;
- (d) whether Government would consider filling up of these vacancies; and
- (e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) As part of the Passport Seva Project launched on public-private-partnership basis with approval of the Union Cabinet, 72 Passport Seva Kendras (PSKs) have been set up to date out of the 77 PSKs planned for the country. Nearly 23.8 lakh passport services related applications have been processed in the new system. The remaining PSKs will be set up by end May 2012.

(b) to (e) As on date, the sanctioned cadre strength of Central Passport Organization (Passport Offices) in all groups is 2697. The details of category-wise vacancies are as under :

No. of vacancies in the various grades in the Central Passport Organization

Sl. No.	Designation	No. of vacancies
1	Deputy Passport Officer	44
2	Assistant Passport Officer	27
3	Passport Granting Officer	64
4	Superintendent	12
5	Assistant	82

Sl. No.	Designation	No. of vacancies
6	UDC	239
7	LDC	21
8	UDC (Hindi)	04
9	Stenographer	08
10	Hindi Translator	09
	TOTAL	530

The Ministry is taking steps to fill up the existing vacancies at the Passport Offices by deputation, promotion and fresh recruitments through the Staff Selection Commission. Applications have already been invited from eligible candidates to fill up vacant posts of DPOs and APOs through deputation. An indent to fill up vacant post of Lower Division Clerks has already been placed with the Staff Selection Commission. Pending filling up of vacancies on a regular basis, the Ministry has engaged 311 Data Entry Operators in the Passport Offices in place of vacant non-gazetted posts. **Hindi as official language of UN**

#### age of UN

3760. SHRI ANIL MADHAV DAVE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether Government is making any efforts to get the status for Hindi as one of the Official Languages of the United Nations;
- (b) whether Government has tried to analyse the number of the UN Member States that support adoption of resolution in this connection by UN General Assembly;
- (c) whether there has been any reluctance by Member States for the proposal; and
- (d) the reasons for reluctance?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) The Government has been actively taking necessary measures for the introduction of Hindi as one of the Official Languages of the UN. A high level Committee under the Chairmanship of the External Affairs Minister was

constituted on 26 February, 2003 followed by a sub-Committee under the chairmanship of the Minister of State for External Affairs in August, 2003 to look into this matter and take necessary measures. Keeping in view this objective, the 8th World Hindi Conference was organized in New York on 13 July 2007 and its inaugural session was held at the UN Headquarters, which was attended by the UN Secretary General Mr. Ban Ki-moon. In addition, a World Hindi Secretariat has been set up in Mauritius since 11 February 2008 to promote Hindi as an international language. On several occasions, Indian leaders have delivered statements at the UN in Hindi. Necessary arrangements were made for simultaneous interpretation of these statements in English by the Permanent Mission of India in New York. The Government of India's sustained efforts have also ensured that the United Nations offers its programmes on the UN Radio Website in Hindi also.

(b) to (d) The introduction of Hindi as one of the official languages of the United Nations has several financial and procedural implications which require to be met before a formal proposal can be tabled at the UN. India, as the proposing country, would need to provide sufficient financial resources to the UN to cover the additional expenditure on interpretation, translation, printing and duplication of documents and related infrastructural costs. Procedurally, the UN General Assembly (the legislative body of the UN) would also need to adopt a resolution supported by a majority of the 193 UN Member States. Apart from the additional cost to India, the addition of another official language at the UN entails a significant increase in the budget of the UN (personnel, equipment, and other recurring costs). Member States have been generally reluctant to support proposals entailing any additional financial burden.

#### **Teaching of Hindi to foreigners**

3761. SHRI ANIL MADHAV DAVE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether Government has set up chairs/institutions/centres for teaching Hindi to citizens of foreign countries abroad;
- (b) the number of such chairs/institutions/centres that are working at present;
- (c) the details thereof, country-wise;
- (d) the amount of budget allotted every year for such centres to promote Hindi abroad;

- (e) whether Government has made any documentation of tangible result for such centres;
- (f) if so, the details thereof;
- (g) whether Government proposes to set up more centres abroad; and
- (h) the details of centres established in last two years?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) Yes. ICCR has established Chairs of Hindi language in various prominent universities in the world to teach Hindi to citizens of foreign countries. ICCR had established fourteen such Chairs in Azerbaijan, Belgium, Bulgaria, China, Croatia, Hungary, Poland, Russia, Slovenia, Spain, Switzerland, Trinidad and Tobago, Turkey and Turkmenistan. In addition to these Chairs, ICCR had also deputed five Hindi Teachers to Indian Cultural Centers/Universities in Armenia, Bangladesh, Romania, Sri Lanka and Suriname. Local Hindi Teachers have also been hired for teaching in our Indian Cultural Centers/Missions in Egypt, Indonesia, Kazakhstan, Tajikistan and Uzbekistan.

(c) and (d) Country wise details of budget allocated for the Hindi Chairs and Hindi Teachers in the financial year 2010-11 and 2011-12 is given in Statement (*See below*). Expenditure on the locally hired Hindi Teachers is met from the overall budget of the Indian Cultural Centers/Missions abroad.

(e) and (f) Performance and popularity of the Chairs are evaluated by continuous monitoring by the host university, concerned Indian Mission and ICCR. The popularity of a Chair is judged by way of its demand among local students as reported the host University. On the basis of such evaluations and feedbacks, ICCR decides on the justification for continuance or otherwise of a Chair.

(g) Proposals to establish Hindi Chairs are considered from time to time.

(h) In the last two years, ICCR has established two new Hindi Chairs in Czech Republic and Switzerland and deputed three Hindi Teachers in Armenia, Bangladesh and Sri Lanka.

**Statement**

*Country-wise details of funds allocated for Hindi Chairs:*

Sl. No.	Chair	University/Institution and City	Funds allocated in Financial Year 2010-11 (Rs. in Lakhs)	Funds allocated in Financial Year 2011-12 (Rs. in Lakhs)	Remarks
1	2	3	4	5	6
1.	Azerbaijan	Azerbaijan University of Languages, Baku	20.00	32.00	Nil
2.	Belgium	State University of Ghent, Ghent	24.00	32.00	Nil
3.	Bulgaria	Sofia University, Sofia	21.00	32.00	Nil
4.	China	Peking University, Beijing	23.00	32.00	Nil
5.	Croatia	University of Zagreb, Zagreb	24.00	32.00	Nil
6.	Hungary	ELTE University, Budapest	32.00	37.00	Nil
7.	Poland	Warsaw University, Warsaw	24.00	32.00	Nil
8.	Russia	Jawaharlal Nehru Cultural Center, Moscow	40.00	45.00	Nil
9.	Slovenia	University of Ljubljana, Ljubljana	16.00	26.00	Nil
10.	Spain	Valladolid University, Valladolid	24.00	32.00	Nil
11.	Switzerland	University of Lausanne, Lausanne	Nil	10.00	Started in financial year

12.	Trinidad and Tobago	University of West Indies, Port of Spain	35.00	40.00	2011-12 Funded by Kendriya Hindi Sansthan, Agra
13.	Turkey	Ankara University, Ankara	24.00	32.00	Nil
14.	Turkmenistan	National Institute of World Languages, Ashgabat	21.00	32.00	Nil

**Funds allocated for Hindi Teachers:**

1.	Armenia	Yerevan State Linguistic University, Yerevan	24.00	26.00	Nil
2.	Bangladesh	Indian Cultural Center, Dhaka	Nil	25.00	Started in financial year 2011-12
3.	Romania	Bucharest University, Bucharest	25.00	25.00	Nil
4.	Sri Lanka	Indian Cultural Center, Colombo	Nil	Nil	Will start in financial year 2012-13.
5.	Suriname	Indian Cultural Center, Paramaribo	25.00	25.00	Funded by Kendriya Hindi Sansthan, Agra
GRAND TOTAL			402.00	547.00	

Written Answers to

[10 MAY, 2012]

Unstarred Questions 103

**Approval of Design of Vishwa Hindi Sachivalaya in Mauritius**

‡3762. DR. RAM PRAKASH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government has approved maps etc. of the building of Vishwa Hindi Sachivalaya in Mauritius;

(b) if so, when was it got approved; and

(c) if not, by when the Government is going to approve it?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) The Government have approved the concept design of the Vishwa Hindi Sachivalaya in Mauritius in April 2012. The concerned consultant architect have been advised to submit estimates for the project.

(c) Does not arise

**Haj Pilgrimage under VIP Quota**

3763. SHRI TARUN VIJAY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of people that have undertaken Haj under VIP quota of Haj Committee of India (HCOI) in past three years;

(b) the number out of them who undertook Haj under VIP quota were Government officials on or before undertaking Haj, with names and designations thereof;

(c) the number out of them who undertook Haj under aforementioned quota were Ministers in States or Central Government and Members of Legislatures on, before or after undertaking Haj; and

(d) the expense that was done under the head of VIP quota by HCOI with year-wise details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) The number of people that have undertaken Haj under Government quota in past three years are as follows:

Sl. No.	Year	Number of pilgrims
1.	2009	5761
2.	2010	9800
3.	2011	5561

‡Original notice of the question was received in Hindi.



(b) and (c) The VIP quota is utilized for pilgrims nominated by dignitaries and is available only to those applicants who participated in the draw of lots by State Haj Committees but were not successful. The nominations normally provides details of only names and cover numbers of the applicants.

(d) Nil, barring expenditure generally incurred on every Haj pilgrim.

#### Passport applications received at RPO, Jaipur

†3764. SHRI ASHK ALI TAK: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of applications for making passports received by the passport office at Jaipur (Rajasthan) during the year 2012-13, the number of passports issued, the number of applications rejected by the office and the number of applications still pending; and

(b) the action being taken by Government to make the process of issuing passports easier, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) The details of applications received and passports issued by Regional Passport Office, Jaipur is as under:

	In the old System (01.01.2012 to 19.03.2012)	In the new PSK system (20.03.2012 to 30.04.2012)
The number of applications for making passports received by the passport office at Jaipur (Rajasthan) in 2012-13	50556	10151
The number of passports issued	41738	3826
The number of applications pending due to delayed Police Verification Report or incomplete documentation	8818	6325

(b) The Ministry has launched a Mission Mode Project named Passport Seva Project, in order “to deliver all Passport-related services to the citizens in a timely, transparent, more accessible, reliable manner & in a comfortable environment through streamlined processes and committed, trained & motivated workforce”. The Passport Seva Project (PSP) incorporates the global best practices in the passport

†Original notice of the question was received in Hindi.

issuance system. The key features of the PSP are enumerated below:—

- Establishing 77 Passport Seva Kendras (PSKs) for delivering all front-end citizen services.
- Creation of on-line Passport Portal [www.passportindia.gov.in] for offering Passport services.
- Providing links to designated points in Police department.
- Establishing a Central Passport Printing Facility (CPPF) for handling extra load of printing of Passports.
- Introduction of a multi-modal Information and Grievance handling system.
- Creating a centralized IT system linking all PSK's, Passport Offices, Police and Postal Departments.
- Introducing productivity linked incentive scheme for Government employees.

Under the Project, three Passport Seva Kendras under the jurisdiction of Regional Passport Office, Jaipur have been set up namely at Jaipur, Jodhpur and Sikar to provide better passport services to the citizens in Rajasthan.

#### **Arrangements for stay of Haj Pilgrims**

†3765. SHRI ASHK ALI TAK: Will the Minister of EXTERNAL AFFAIRS be pleased to state whether Government would arrange for the stay of *Khadimul Hujjaj* (Volunteers) along with the Haj Pilgrims instead of at Ajijia for the convenience of the Haj pilgrims of the State?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): The accommodation category of *Khadimul Hujjaj* is being marked in the Haj application Form by the respective State/Union Territory Haj Committees. The allotment of accommodation is made by the Consulate General of India, Jeddah, accordingly.

#### **Indians Killed Abroad**

†3766. SHRI OM PRAKASH MATHUR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of Indians murdered while working abroad during the past three years or the number of Indians killed at the site of work; and

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†Original notice of the question was received in Hindi.

(b) whether any compensation has been provided by the companies in which they were working to the families of deceased or Government has extended some assistance to them?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) Information in respect of the question is being collected and would be laid on the Table of the House as soon as possible.

### **Result of India's 'Look East Policy'**

3767. SHRI SANJAY RAUT:

SHRI ANIL DESAI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India's Look East Policy has accrued any dividends for the country at multilateral politico-strategic fronts;

(b) if so, the details thereof; and

(c) the effective steps the Ministry is taking to devise a long term strategy to maintain sustained focus?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (c) The 'Look East Policy' of the Government has been evolving since the early 1990s and has significantly deepened India's engagement with the countries of East and Southeast Asia. India's trade and investment with that part of the world has been enhanced significantly. India has Comprehensive Economic Partnership Agreements with Republic of Korea and Japan, as also Comprehensive Economic Cooperation Agreements with Singapore and Malaysia. India and ASEAN have operationalized a 'Trade in Goods' Agreement. As a member of the East Asia Summit process, India actively participates in the further definition of the evolving architecture in Asia.

### **Declassification of Henderson Brooks-Bhagat Report**

3768. SHRI ANIL MADHAV DAVE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) when Government would declassify Henderson Brooks-Bhagat Report on the analysis of the Operations Review of the Sino-India War 1962; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) Government has not declassified the Henderson

Brooks Report since it is a TOP SECRET document, based on an internal study by the Indian Army, contents of which are not only extremely sensitive but are of current operational value.

#### **Indians set free by Pakistan Government**

‡3769. SHRI AVINASH RAI KHANNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that on February 16, 2012, six Indians were set free by Government of Pakistan and were sent to India through Wagha Border in Punjab, if so, the details thereof; and

(b) the reasons why five out of six so released persons have not been sent to their home?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Six Indian prisoners were released by Government of Pakistan and were repatriated on February 16, 2012 through Wagah/Attari Border. The details of the prisoners are as follows:

1. Ram Raj S/o Bheru Ram
2. Hari Chand S/o Bhawara
3. Meeru @ Venu Pradhan S/o Narayan
4. Sanaiser Chaudhary S/o Gangoo Chaudhary
5. Syed Ghulam Nabi S/o Syed Khaki Shah
6. Muhammad Ahmed S/o Aziz Ahmed

(b) As per available information, five out of the six prisoners released on February 16, 2012 have been sent to their homes. Information regarding the remaining person, Shri Muhammad Ahmed, is being ascertained from the concerned authorities.

#### **Issues discussed during 'BRICS' summit**

3770. SHRI PARIMAL NATHWANI: Will the Minister of EXTERNAL AFFAIR be pleased to state:

(a) the details of the main issues discussed in the Brazil, Russia, India, China and South Africa (BRICS) Summit held in the capital recently;

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‡Original notice of the question was received in Hindi.

- (b) the major decision taken in the Summit;
- (c) whether Indo-China border disputes were also figured in the summit;
- (d) if so, the details thereof; and
- (e) if not, the reasons for not taking up the border issues?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) The Fourth BRICS Summit held in New Delhi on 29 March 2012 discussed regional and global issues of relevance including global economic situation, the contemporary political situation, reform of international institutions of global governance and sustainable development issues.

(b) A BRICS Delhi Declaration issued at the Summit captures the decisions reached by the Leaders which *inter-alia* include examination of the feasibility and viability, by BRICS Finance Ministers, of establishing a new Development Bank to mobilize resources for infrastructure and sustainable development projects in developing countries to supplement the existing efforts of multilateral and regional financial institutions and report the findings at the next Summit.

(c) to (e) The Prime Minister held bilateral talks with the President of the People's Republic of China Hu Jintao on 29 March 2012 on the sidelines of the Fourth BRICS Summit held in New Delhi. The two leaders discussed bilateral, regional and global issues. They inaugurated the Year of India-China Friendship and Cooperation and agreed to further strengthen bilateral dialogue mechanisms. The two sides also reiterated their commitment to maintain peace and tranquillity along the Line of Actual Control in the India-China border areas, pending a final settlement of the Boundary Question.

#### **Assistance/AID to Maldives**

3771. SHRI ANIL DESAI:

SHRI SANJAY RAUT:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether it is a fact that the Minister of External Affairs and Minister of Defence during their visit to Maldives have promised assistance and aid; and
- (b) if so, the reasons for not fulfilling these promises?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) India and Maldives enjoy close ties of friendship

and cooperation. The momentum in the bilateral relationship has been kept up through regular high level exchanges. In this context, the External Affairs Minister had visited Maldives on a bilateral visit in July 2011 and the Raksha Mantri visited Maldives in August 2009 to hold discussions on bilateral cooperation with the Government of Maldives and to review the ongoing cooperation. India has traditionally extended assistance to Maldives in its developmental priorities, which we continue to undertake in close cooperation and consultation with the Government of Maldives.

#### **Talks with US and Canada over Visa Issue**

3772. SHRI PARSHOTTAM KHODABHAI RUPALA:

SHRI BHARATSINH PRABHATSINH PARMAR:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the reasons for Government not taking very strongly with US and Canadian Government for difficulties faced by our bonafide citizens to obtain tourist visa of these countries despite the fact that both foreign Governments have declared that they want to strengthen bilateral relationship with India;

(b) the reasons for Government not taking up this matter with these countries and requests them to amend their visa policy for our honest citizens; and

(c) whether Ministry is aware that visa of MLAs and State Minister have been denied by these countries?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (c) The Government is aware that not all Indian applicants for United States and Canada visas are successful in getting visas. While Government recognizes that visa policy and procedures are the prerogative of the host country, the Government, in its dialogue with the United States and Canada emphasizes that policies to facilitate movement of people, professionals and business travellers strengthens bilateral relations, including through people to people contacts and mutually beneficial economic ties.

#### **Maltreatment of Indian labourers abroad**

3773. SHRI RAJIV PRATAP RUDY: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether there have been cases of maltreatment of Indian labourers who are working abroad;

(b) if so, the details and reasons therefor, along with the number of Indian labourers who are employed abroad, country-wise;

(c) whether Government has taken steps to ensure the safety of Indian labourers working abroad; and

(d) if so, the details thereof?

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

(a) and (b) Some instances of complaints of diverse nature are received in the missions which relate to ill-treatment and harassment, non payment of agreed salaries/dues, contractual violations, refusal of leave or exit/re-entry permits, withholding of passports etc. Indian workers emigrate for seeking employment in all categories of work ranging from low skilled to high skilled professional jobs. Data is available only for ECR (Emigration Clearance Required) category of workers going abroad. This category includes those workers who have not passed class 10 level school examinations and are emigrating to one of 17 ECR notified countries for employment. The details of ECR Category workers who emigrated to these 17 notified countries during 2008, 2009, 2010 and 2011 and the estimated number of Indians/ workers in these countries are given in Statement (*See* below).

(c) and (d) Apart from taking up the matter through Indian Missions from time to time the Government has taken several steps to address the issue of Indian emigrants, which include the following:

- (i) Nation-wide awareness campaigns through the media to educate intending emigrants about legal emigration procedures, the risk of illegal migration and precautions to be taken during emigration.
- (ii) The Government has established an Overseas Workers Resource Centre (OWRC) which is a 24 hour telephone helpline in eight languages to provide authentic information to emigrants as well as intending emigrants on all aspects of emigration.
- (iii) The Ministry revised the Emigration (Amendment) Rules 2009 w.e.f. 9th July, 2009 revising the eligibility criteria for Recruiting Agents (RAs).
- (iv) In case, the involvement of a recruiting agent is reported then action under Emigration Act, 1983 is taken. Blacklisting of recalcitrant employers is also resorted to.
- (v) Pravasi Bhartiya Bima Yojana (PBBY) is a compulsory Insurance Scheme for protection of emigrant workers.

- (vi) The Pension and Life Insurance Fund has been launched on a pilot basis and is being introduced on an all-India basis in 2012-13.
- (vii) The Government has established Indian Community Welfare Fund (ICWF) in all Indian Missions to provide on site support to the emigrants, in distressed.
- (viii) Government has established an Indian Workers' Resource Centre (IWRC) at Dubai (UAE).
- (ix) The Government has signed MOUs with seven major labour receiving countries to lay down the framework for bilateral cooperation for the protection and welfare of workers. Besides, Government has also signed and operationalised Social Security Agreements (SSAs) with eight countries.

***Statement***

*The Country-wise distribution of annual labour outflows from India during 2008-11 and the total expected Indians in those Countries*

Sl. No.	Country	2008	2009	2010	2011	Number of Indians/ workers as per the Mission's estimation
1	2	3	4	5	6	7
1.	Afghanistan	405	395	256	487	4,193
2.	Bahrain	31924	17541	15101	14323	4,00,000
3.	Indonesia	33	9	3	22	NA*
4.	Iraq	–	–	390	1177	14,000
5.	Jordan	1377	847	2562	1413	8,000
6.	Kuwait	35562	42091	37667	45149	6,41,062
7.	Lebanon	75	250	765	534	10,000
8.	Libya	5040	3991	5221	477	600
9.	Malaysia	21123	11345	20577	17947	5,500
10.	Oman	89659	74963	105807	73819	5,81,832
11.	Qatar	82937	46292	45752	41710	4,50,000



1	2	3	4	5	6	7
12.	Saudi Arabia	228406	281110	275172	289297	18,00,000
13.	Sudan	1045	708	957	1175	3,956
14.	Syria	74	0	2	118	175
15.	Thailand	15	5	05	27	NA*
16.	U. A. E.	349827	130302	130910	138861	18,00,000
17.	Yemen	492	421	208	29	NA*
TOTAL		848601	610272	641356	626565	2726794

NA\* - Not available

#### Setting up of Indian Community Welfare Fund

3774. SHRI N. BALAGANGA: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether Indian Community Welfare Fund has been set up by Government and also operationalised in Indian Missions abroad;

(b) if so, the details thereof including the corpus of such a Fund;

(c) whether any assistance has been rendered so far out of this Fund to those Indians who were in distress; and

(d) if so, the details thereof and the total amount collected and the expenditure incurred so far?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI):  
(a) and (b) Yes, Sir. The Indian Community Welfare Fund (ICWF) has been extended to all Indian Missions w.e.f. 24.03.2011.

So far as the corpus of such fund is concerned, the Government of India provides budgetary support for the setting up of the fund in Indian Missions with allocations ranging from Rs. 5-15 lakh. The Ministry's contribution is initially for a period of 3 years or till the period the fund becomes self sustaining whichever is earlier. The amount is released annually and is limited to meet the deficit in the financial resources of the Missions, with due regard to the utilization of the amount released during previous years. In addition to these, ICWF has the following source of funding:

- (i) Funds raised by the Indian Missions by levying a service charge on Consular Services; and
- (ii) Voluntary contributions by the Indian community.
- (c) Yes, Sir.
- (d) The information is being collected.

**Benefit schemes for overseas Indians**

3775. SHRI SHANTARAM NAIK: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

- (a) whether Government has any scheme for the benefit of Overseas Indians;
- (b) the names of the schemes;
- (c) the essential features of each of the schemes; and
- (d) the date from which they are made applicable and achievements made under the schemes till date?

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

(a) Yes, Sir.

(b) to (d) Details are given in Statement.

*Statement*

*Details of Benefit Scheme for Overseas Indians and Achievements made herein*

**Indian Community Welfare Fund (ICWF):**

For safeguarding the welfare and protection especially of Indian workers going abroad the Ministry of Overseas Indian Affairs has set up the 'Indian Community Welfare Fund (ICWF)' in all the Indian Missions. The fund aims at providing the following services on a means tested basis in the most deserving cases:

- i) Boarding and lodging for distressed Overseas Indian workers in Household/domestic sectors and unskilled labourers;
- ii) Extending emergency medical care to the Overseas Indians in need;
- iii) Providing air passage to stranded Overseas Indians in need;
- iv) Providing initial legal assistance to the Overseas Indians in deserving cases;

- v) Expenditure on incidentals and for airlifting the mortal remains to India or local cremation/burial of the deceased Overseas Indians in such cases where the sponsor is unable or unwilling to do so as per the contract and the family is unable to meet the cost.

**Pension and Life Insurance Fund (PLIF):**

Based on needs analysis and consultations with stakeholders, Ministry of Overseas Indian Affairs has introduced the Pension and Life Insurance Fund for Overseas Indian Workers. This scheme would provide Overseas Indian workers to voluntarily (a) save for their return and resettlement, (b) save for their old age (c) obtain a low cost Life Insurance cover against natural death.

2. This scheme is implemented using the Pension Fund Regulatory and Development Authority (PFRDA), Security and Exchange Board of India (SEBI), and Insurance Regulatory and Development Authority (IRDA) regulated products and institutional architecture. There will be an integrated enrolment process for the subscribers. Subscribers will be issued a unique PLIF Account number upon enrolment. A bank account will be opened for each individual PLIF subscriber upon enrolment in this scheme and the savings of such overseas Indian workers shall be channelled to designated fund managers through their bank accounts. On their return to India, PLIF subscriber would be able to continue savings for their old age using their bank account. As regards Return and Resettlement savings, this would be withdrawn as a lump sum upon return to India. However, savings for the pension shall remain invested with a PFRDA regulated pension fund. A part of the retirement savings will be returned as a lump sum and the remaining savings will be converted into a monthly pension. All withdrawals shall be paid into bank account of the individual PLIF subscribers.
3. The benefits available under the PLIF scheme:
  - (a) A Government co-contribution of Rs. 1000 per annum in line with Swavalamban platform for all PLIF subscribers who save between Rs. 1000 and Rs. 12000 per year in NFS-Lite;
  - (b) A special additional co-contribution of Rs. 1000 per annum by MOIA for overseas Indian women workers who save between Rs. 1000 and Rs. 12000 per annum in NFS-Lite; and
  - (c) A special Return and Resettlement co-contribution of Rs. 1000 by MOIA to overseas

**Legal and Financial Assistance rendered by empanelled Non-Governmental Organisations etc. under MOIA's scheme to Indian women deserted by their overseas Indian spouses:**

Scheme launched in February, 2007 to provide financial assistance for obtaining legal aid/counselling to needy Indian women in distress/deserted by their overseas Indian spouses or are facing divorce proceedings in a foreign country. The scheme has been revised with effect from 30th November, 2011 and its scope has been widened as under;

The marriage of the woman has been solemnized in India or overseas, with an Indian or a foreign national.

The woman is deserted in India or Overseas, within fifteen years of the marriage.

Divorce proceedings are initiated within fifteen years of the marriage by her overseas Indian/foreigner husband.

An *ex-parte* divorce has been obtained by the overseas Indian/foreigner husband within 20 years of marriage and a case for maintenance and alimony is to be filed.

Benefit under the scheme would not be available to a women who has had a criminal case decided against her, provided that a charge of Parental Child Abduction shall not be a bar if the custody of the child has not yet been adjudicated upon.

Limit of assistance under the scheme has been increased to US\$3,000 per case in developed countries and US\$2,000 per case in developing countries, to be released to the empanelled Legal Counsel of the applicant or Indian community association/women's organization/NGO concerned, as initial legal aid for documentation and preparatory work for filing the case.

So far, 84 Indian women deserted by their overseas Indian spouses have been disbursed with Rs. 46,96,373/- under this scheme.

**Overseas Workers Resource Centre (OWRC):**

Ministry of Overseas Indian Affairs operates the Overseas Workers Resource Centre (OWRC), a 24x7 toll free helpline (1800 11 3090) to provide need based information and assistance to intending emigrants and the family members of

overseas workers relating to all aspects of overseas employment. The workers can also access the helpline from anywhere in the world at 91-11-40503090. The complaints or grievances received on the toll free helpline are promptly attended to and feed back provided to the complainant. The helpline numbers are disseminated as a part of the multimedia awareness campaign organized by the Ministry.

- Registering, responding and monitoring complaints.
- Collection and dissemination of information on matters relating to emigration.
- Grievance redressal forum.
- Knowledge Centre.

**Overseas Citizenship of India (OCI):**

- The Scheme was introduced in 2006 by amending the Citizenship Act.
- A registered OCI is granted multiple entry, multi-purpose, life long visa for visiting India and is exempted from registration with FRRO for any length of stay in India.
- OCI Fee - is \$275 or equivalent in local currency. In case of PIO card holders, it is \$25 or equivalent in local currency.
- This Ministry has issued notifications which give the OCIs the right to practice their professions like Doctors, Architects, Chartered Accountants etc. in India, subject to the provisions contained in the relevant Acts. The concerned Ministries have initiated action to amend the relevant acts separately.
- Cabinet has now approved a proposal to merge the PIO Card and OCI Card Scheme and a Bill in this regard has been tabled in the Parliament.
- As on 30th April, 2012, 1077298 OCI Cards have been issued.

**Know India Programmes (KIP):**

- This is a 3 week orientation programme for diaspora youth between the age of 18-26 years and the participants are selected on the basis of nominations received from Indian Missions/Posts abroad.
- Every year 2/3 batches consisting of about 35 participants each attend the programme.

- The programme is conducted to promote awareness on different facets of India and the progress made by India in industry, economy, infrastructure, higher education, art and culture etc.
- Besides attachments with key Institutions in Delhi, they also undertake field visits to places of historical/cultural importance. The participants also visit a state in India for one week besides meeting various constitutional authorities, *i.e.* CEC, C & AG etc.
- GOI provides local hospitality and 90% of the airfares to participants.
- MOIA has organized 19 Know India Programmes (KIP) and now 20th Know India Programme (KIP) is going on from 25.04.2012 to 15.05.2012 . So far 623 overseas Indian youth have participated in KIP.

**Tracing the Roots:**

- Under the scheme, PIOs desirous of tracing their roots in India may fill up the prescribed application form enclosing relevant information/documents available with them and deposit it with the concerned Indian Mission located in that country along with a fee of Rs. 30,000/-.
- Based on the details furnished by the applicant, MOIA will entrust the job of tracing the roots to an agency empanelled with it who in turn may take the help of the concerned State Govt./District Admn. etc. to successfully complete the job.
- The traced details of roots in India, *i.e.* name of close surviving relative(s); place of origin of their forefathers (paternal and maternal side); and a possible family tree, are made available to the applicant.
- In case the attempt is not successful, the Indian Mission is authorized to refund Rs. 20,000/- to the applicant

**Scholarship Programme for Diaspora Children (SPDC):**

Scholarship Programme for Diaspora Children (SPDC) was introduced in the academic year 2006-2007 with the objective to make higher education in India accessible to the children of overseas Indians and promote India as a centre for higher studies.

Under the scheme, 100 PIO/NRI students are awarded scholarship of up to US\$ 4,000 per annum for undergraduate courses in Engineering, Technology, Humanities, Liberal Arts, Commerce, Management, Journalism, Hotel Management, Agriculture, Animal Husbandry and some other courses.

This is open to NRIs/PIOs from over 40 countries having substantial Indian Diaspora population and candidates are selected based on the nominations received by Indian Missions in these countries.

So far 468 Indian Diaspora children have been awarded with Scholarship under this programme.

**Pravasi Bharatiya Bima Yojna:**

Insurance of the intending emigrant under the Pravasi Bharatiya Bima Yojna (PBBY) is compulsory for emigration clearance. The PBBY has been further modified in 2008 reducing the premium rates from Rs. 450 to Rs. 275 and Rs. 375 for two and three years policy period respectively. The emigrant workers get a minimum insurance cover of Rs. 10 lakhs (instead of Rs. 5 lakhs) and the policy is for the entire period of employment contract of 2/3 years respectively.

**Social Security Agreement (SSA):**

The Ministry of Overseas Indian Affairs has signed bilateral SSAs with Belgium, France, Germany (Social Insurance), Switzerland, Luxembourg, The Netherlands, Hungary, Denmark, The Czech Republic, Republic of Korea, Germany (comprehensive SSA) and Norway. These agreements provide for the following benefits to professionals, skilled workers and corporates on a reciprocal basis:

- Those posted for up to 60 months will be exempted from social security contributions under the host country law provided they continue to make social security payments in the home country.
- Those who contribute under the host country law will be entitled to the export of the social security benefits should they relocate to the home country or a third country on completion of their contract or on retirement.
- These benefits will also be available to workers posted by an employer of the home country to the host country from a third country.
- Periods of employment in both the countries will be totalized in order to determine the eligibility for pension.
- Corporates in both countries will become more competitive, as avoidance of double payment of social security substantially reduces costs.

Similar agreements have been finalized with Austria, Canada, Finland, Portugal and Sweden and these are expected to be signed shortly. Negotiations are in

progress with Australia and Italy while three rounds of negotiations have taken place with Japan. It is likely that SSA with Japan would be concluded during next calendar year. Two rounds of exploratory talks have been held with the USA and the matter is being pursued with the USA as well as UK.

**E-Governance in Emigration (E-Migrate) Project:**

Ministry of Overseas Indian Affairs is implementing a comprehensive e-Governance project on migration. The e-Migrate Project aims to transform emigration into a simple, transparent, orderly and humane economic process.

The e-Migrate Project will provide a comprehensive electronic platform, linking all stakeholders with minimum human intervention and automated implementation of the emigration process.

The project involves full automation of the offices of the Protector of Emigrants and Protector General of Emigrants, phased interlinking with recruiting agents, employers, immigration counters, Indian Missions abroad, Insurance companies and state governments etc. and integration of labour market information with policy decisions through an appropriate MIS.

A master Service Agreement (MSA) has been signed between the Government of India and the Implementing Agency of the project. The project is scheduled for completion in 2013.

**Bilateral Memoranda of Understanding on Labour:**

To enlist the commitment of the host Governments to ensure better protection and welfare of Indian emigrants the Ministry has entered into bilateral MoUs with all major destination countries. The MoUs have been signed with the United Arab Emirates, Qatar, Oman, Malaysia and Bahrain. Efforts are under way to sign MoUs with Yemen, Libya and the Kingdom of Saudi Arabia. The following broad principles have been built into the MOUs;

- Declaration of mutual intent to enhance employment opportunities and for bilateral cooperation in protection and welfare of workers.
- The host country to take measures for protection and welfare of the workers in unorganized sector.
- Statement of the broad procedure that the foreign employer shall follow to recruit Indian workers.
- The recruitment and terms of employment to be in conformity of the laws of both the countries.



- A Joint Working Group to be constituted to ensure implementation of the MOU and to meet regularly to find solutions to bilateral labour problems.

The Ministry proposes to sign MOUs with important receiving countries of the Central and Eastern Europe and Asia also to forge bilateral partnerships to expand the overseas employment market for Indian workers particularly for the skilled category. The Ministry is already in talks with Poland and have also sent a draft MOU to South Korea. Similar MOUs will be pursued with some other labour receiving countries in Europe and South East Asia.

#### **Nyaya Panchayats**

3776. SHRI MANI SHANKAR AIYAR: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether consultations have been completed between the Ministry of Panchayati Raj and the Ministry of Law with respect to the proposal to establish Nyaya Panchayats to complement the Gram Nyayalayas; and

(b) whether in view of the slow progress in establishment of Gram Nyayalayas, as revealed in the answer to Unstarred Question No.525 on 19 March, 2012 legislation with respect to Nyaya Panchayats will be expedited?

THE MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO):  
(a) and (b) Ministry of Panchayati Raj had prepared a Draft Nyaya Panchayat (NP) Bill to provide for the establishment of Nyaya Panchayats at the level of each Village Panchayat or a cluster of Village Panchayats in consultation with Ministry of Law and Justice, The objective of the proposed Nyaya Panchayat Bill is to provide a sound institutionalized, alternative forum at the grassroots level with community involvement for dispute resolution through mediation, conciliation and compromise. After taking into consideration the comments received from the concerned Central Ministries/Departments, the Draft Nyaya Panchayat Bill was sent to Ministry of Law and Justice. The Bill could not be finalized due to various objections raised by Ministry of Law and Justice which included, *inter alia*, the issues of its Constitutional validity and overlapping provisions of Gram Nyalaya Act 2008 already enacted by that Ministry. The Ministry of Law and Justice provided a copy of the revised Draft NP Bill 2010 in November 2010 for views/comments of the Ministry. Our detailed comments have been forwarded to Ministry of Law and Justice on 22nd June, 2011.

**Road Map for Panchayati Raj**

3777. SHRI MANI SHANKAR AIYAR: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether the 'Road Map for Panchayati Raj 2011-2017' was released by the Prime Minister at the National Panchayat Raj Day function on 24th April, 2011; and

(b) the progress made, State-wise, in implementing the Road Map?

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

(a) Yes, Sir.

(b) The Road Map for Panchayati Raj 2011-2017 contains a series of recommendations for a wide number of issues in Panchayati Raj. Final decisions regarding these have to be taken mainly by the State Governments as 'Panchayats' is a State subject. To improve the accountability and efficiency of Panchayats, incentivization of Panchayats has been undertaken through the Panchayat Empowerment and Accountability Incentive Scheme (PEAIS) and of Gram Sabhas through the Gaurav Gram Sabha Puraskars 2011-2012. Status of participation of States with respect to incentivization of Panchayats is given in Statement-I (*see below*). States have been incentivized to devolve funds, functions and functionaries (3Fs) to Panchayats. The Status of devolution of 3Fs is given in Statement-II (*See below*). Performance of States on cumulative and incremental Devolution Index (DI) which measures the extent to which States have devolved funds, functions and functionaries to Panchayats, for 2011-2012, is given in Statement-III (*See below*). MoPR has also supported Capacity Building and Training (CB&T) of Elected Representatives and Panchayat functionaries through its schemes Rashtriya Gram Swaraj Yojana (RGSY), Backward Regions Grant Fund (BRGF) and Panchayat Manila Evam Yuva Shakti Abhiyan (PMEYSA). Capacity Building and Training measures undertaken by States are given in Statement-IV (*See below*). Under e-Panchayat Mission Mode Project, four applications have gone live, Six more applications have been launched on 24th April, 2012 on the occasion of National Panchayat Day.

***Statement-I***

*Award Winning Panchayats under Panchayat Empowerment and Accountability Incentive Scheme (2011-2012)*

Sl.No.	Name of State	Name of Panchayats
1.	Assam	1. Dibmgarh Zilla Parishad 2. Dimoria Anchalik Panchayat (Kamrup District)

Sl.No.	Name of State	Name of Panchayats
		3. Titabor Anchalik Panchayat (Jorhat District)
		4. Kurubahi Gram Panchayat (Golaghat District)
		5. Uttar Dhemaji Gram Panchayat (Dhemaji District)
		6. Dighalihati Gram Panchayat (Nagaon District)
		7. Missamari Gram Panchayat (Sonitpur District)
		8. Chandrapur Gram Panchayat (Kamrup District)
2.	Arunachal Pradesh	1. Lower Subansiri Zilla Parishad
		2. Bordumsa Anchal Samiti (Changlag District)
		3. Mengio Anchal Samiti (Papum Pare District)
		4. East Saji Tulu Gram Panchayat (Lower Subansiri District)
		5. Michi Ayo South Gram Panchayat (Lower Subansiri District)
		6. Lidum-II C Gram Panchayat (East Siang District)
3.	Chhattisgarh	1. Sarguja District Panchayat
		2. Lakhanpur Janpad Panchayat (Surguja District)
		3. Kartala Janpad Panchayat (Korba District)
		4. Sasauli Gram Panchayat (Surguja District)
		5. Dharamgarh Gram Panchayat (Kabirdham District)
		6. Govindpur Gram Panchayat (Kanker District)
		7. Tarasgaon Gram Panchayat (Kanker District)
		8. Umreli Gram Panchayat (Korba District)
4.	Gujarat	1. Navsari District Panchayat
		2. Shinor Taluka Panchayat (Vadodara District)
		3. Punsari Gram Panchayat (Sabarkantha District)
		4. Kishorgadh Gram Panchayat (Sabarkantha District)
		5. Anandpura Gram Panchayat (Mehsana District)

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Sl.No.	Name of State	Name of Panchayats
		6. Baben Gram Panchayat (Surat District)
		7. Kwas Gram Panchayat (Surat District)
5.	Goa	1. Loliem-Polem Gram Panchayat (South Goa District)
6.	Haryana	1. Kurukshetra Zilla Parishad
		2. Hissar-I Panchayat Samiti (Hissar District)
		3. Pillukhera Panchayat Samiti (Jind District)
		4. Sabalpur Gram Panchayat (Yamuna Nagar District)
		5. Bhaklana Gram Panchayat (Hissar District)
		6. Kannauli Gram Panchayat (Palwal District)
7.	Himachal Pradesh	1. Kullu Zilla Parishad
		2. Nirmand Panchayat Samiti (Kullu District)
		3. Salooni Panchayat Samiti (Chamba District)
		4. Shakla Barog Gram Panchayat (Shimla District)
		5. Chamyana Gram Panchayat (Shimla District)
8.	Karnataka	1. Dakshina Kannada, Zilla Panchayat
		2. Koppa Taluk Panchayat (Chikkamagalur District)
		3. Basava Kalyana Taluk Panchayat (Bidar District)
		4. Ittamadu Gram Panchayat (Ramanagar District)
		5. Ghatboral Gram Panchayat (Bidar District)
		6. Gummagol Gram Panchayat (Dharwad District)
		7. Madamakki Gram Panchayat (Udupi District)
9.	Kerala	1. Kasaragod District Panchayat
		2. Cherpu Block Panchayat (Thrissur District)
		3. Chittumala Block Panchayat (Kollam District)
		4. Nedumpana Grama Panchayat (Kollam District)

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Sl.No.	Name of State	Name of Panchayats
		5. Chembilode Grama Panchayat (Kannur District)
		6. Mutholi Grama Panchayat (Kottayam District)
10.	Maharashtra	1. Thane Zilla Parishad
		2. Bhivandi Panchayat Samiti (Thane District)
		3. Korchi Panchayat Samiti (Gadchiroli District)
		4. Pinguli Gram Panchayat (Sindhudurg District)
		5. Varadjambhulpada Gram Panchayat (Raigad District)
		6. Chahardi Gram Panchayat (Jalgaon District)
		7. Mirajgaon Gram Panchayat (Ahmednagar District)
		8. Bidshitepar Grain Panchayat (Bhandara District)
		9. Anandvan Gram Panchayat (Chandrapur District)
		10. Kandli Gram Panchayat (Pune District)
		11. Nursinhwadi Gram Panchayat (Kolhapur District)
		12. Shrirampur Gram Panchayat (Yavatmal District)
		13. Devgaon Gram Panchayat (Amravati District)
		14. Nasadgaon Gram Panchayat (Jalna District)
		15. Zari Gram Panchayat (Nanded District)
		16. Kurgaon Gram Panchayat (Thane District)
		17. Pimpalgaon-h Gram Panchayat (Gadchiroli District)
11.	Madhya Pradesh	1. Dhar Zilla Panchayat
		2. Sehore Zilla Panchayat
		3. Harda Janpad Panchayat (Harda District)
		4. Shahpur Janpad Panchayat (Betul District)
		5. Raibore Gram Panchayat (Harda District)
		6. Myana Gram Panchayat (Guna District)

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Sl.No.	Name of State	Name of Panchayats
		7. Pagdal Gram Panchayat (Hoshangabad District)
		8. Hinotiya Gram Panchayat (Guna District)
		9. Bhat Pareria Gram Panchayat (Harda District)
		10. Ramnagar/Lodhapur Gram Panchayat (Guna District)
		11. Bankheddi Gram Panchayat (Hoshangabad district)
		12. Jamra Gram Panchayat (Guna District)
		13. Chirari Gram Panchayat (Sagar District)
		14. Nadiya Gram Panchayat (Khargone District)
		15. Sighana Gram Panchayat (Dhar District)
		16. Vaghuar Grain Panchayat (Narsinghpur District)
12.	Odisha	1. Ganjam Zilla Parishad (Ganjam District)
		2. Phulbani Panchayat Samiti (Kandhamal District)
		3. Dharmasala Panchayat Samiti (Jajpur District)
		4. Budheinapalli Gram Panchayat (Ganjam District)
		5. Chudungapur Gram Panchayat (Ganjam District)
		6. Boden Gram Panchayat (Nuapada District)
		7. Munikhol Gram Panchayat (Rayagada District)
13.	Punjab	1. Bathinda Zilla Parishad (Bhatinda District)
		2. Sangrur Intermediate Panchayat (Sangrur District)
		3. Talvandi Bharth Gram Panchayat (Gurdaspur District)
		4. Kutba Gram Panchayat (Barnala District)
		5. Jandmangoli Gram Panchayat (Patiala District)
		6. Aklian Kalan Gram Panchayat (Bathinda District)
		7. Rampur Munran Gram Panchayat (Kapurthala District)
		8. Bhaini Jassa Gram Panchayat (Barnala District)

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Sl.No.	Name of State	Name of Panchayats
14.	Rajasthan	<ol style="list-style-type: none"><li>1. Churu Zilla Parishad</li><li>2. Sujangarh Panchayat Samiti (Churu District)</li><li>3. Chauhatan Panchayat Samiti (Baadmer District)</li><li>4. Solana Gram Panchayat (Jhunjhunu District)</li><li>5. Dhanari Gram Panchayat (Sirohi District)</li><li>6. Chainpura Gram Panchayat (Sikar District)</li><li>7. Ganeshwar Gram Panchayat (Sikar District)</li><li>8. Lodsar Gram Panchayat (Churu District)</li></ol>
15.	Assam	<ol style="list-style-type: none"><li>1. South District Zilla Panchayat (Namchi)</li><li>2. 6 Gerethang Gram Panchayat (West District)</li><li>3. 8 Aritar Gram Panchayat (East District)</li></ol>
16.	Tamil Nadu	<ol style="list-style-type: none"><li>1. Edapadi Panchayat Samiti (Salem District)</li><li>2. Kurunthencode Panchayat Samiti (Kanniyakumar District)</li><li>3. Bherhatty Gram Panchayat (The Nilgiris District)</li><li>4. Karungal Gram Panchayat (Dindigul District)</li><li>5. Nalukottai Gram Panchayat (Sivagangai District)</li><li>6. Michelpattnam Gram Panchayat (Ramanathapuram District)</li><li>7. Kellavellakal Gram Panchayat (Thrunelveli District)</li><li>8. Leepuram Village Panchayat (Kanniyakumari District)</li></ol>
17.	Tripura	<ol style="list-style-type: none"><li>1. Killa Block Advisory Committee (BAC) Intermediate Panchayat (South Tripura District)</li><li>2. Jirania Gram Panchayat (West Tripura District)</li><li>3. Atharavola Village Committee (South Tripura District)</li></ol>
18.	Uttarakhand	<ol style="list-style-type: none"><li>1. Hardwar Zilla Panchayat</li><li>2. Champawat Kshetra Panchayat (Champawat District)</li></ol>

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Sl.No.	Name of State	Name of Panchayats
		3. Bajpur Kshetra Panchayat (Udhamsingh Nagar District)
		4. Chharba Gram Panchayat (Dehradun District)
		5. Nauda Gram Panchayat (Nainital District)
19.	Uttar Pradesh	1. Lakimpur Khiri Zilla Panchayat (Lakhimpur Khiri District)
		2. Bulandshahr Zilla Panchayat (Bulandshahr District)
		3. Said Nagar Kshetra Panchayat (Rampur District)
		4. Maudaha Kshetra Panchayat (Hamirpur District)
		5. Barkhera Kshetra Panchayat (Pilibheet District)
		6. Bharawan Kshetra Panchayat (Hardoi District)
		7. Bikrau Gram Panchayat (Kanpur District)
		8. Dilra Raipur Gram Panchayat (Moradabad District)
		9. Jahidpur Sikampur Gram Panchayat (Moradabad District)
		10. Najar Pur Gram Panchayat (Moradabad District)
		11. Reauna Gram Panchayat (Kanpur Nagar District)
		12. Chausar Gram Panchayat (Hardoi District)
		13. Kheraafghan Gram Panchayat (Saharanpur District)
		14. Shanatanpurva Gram Panchayat (Chhatrapati Shauji Maharajnagar District)
		15. Kothwaripur Gram Panchayat (Auraiya District)
		16. Babatmau Gram Panchayat (Hardoi District)
		17. Ishwaripur Gram Panchayat (Etawah District)
		18. Mahreta Gram Panchayat (Hardoi District)
		19. Madhupuri Gram Panchayat (Raibareilly District)
		20. Khirkiya Bhatkawaa Gram Panchayat (Saharanpur District)
		21. Bahapur Gram Panchayat (Chhatrapati Shauji Maharajnagar District)



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Sl.No.	Name of State	Name of Panchayats
		22. Sodhan Mohd. Pur Gram Panchayat (Bheemnagar District)
		23. Sadullapur Gram Panchayat (Hardoi District)
		24. Chhitramau Gram Panchayat (Hardoi District)
		25. Gondarao Gram Panchayat (Hardoi District)
		26. Muthiya Gram Panchayat (Hardoi District)
		27. Kathara Gram Panchayat (Etawah District)
		28. Shahbajpur Sura Nangla Gram Panchayat (Bheemnagar District)
		29. Shekhpura Kadim Gram Panchayat (Saharanpur District)
		30. Ashmoli Gram Panchayat (Bheemnagar District)
		31. Shahbajnagar Gram Panchayat (Shahjahanpur District)
		32. Kareemnagar Jalalpur Gram Panchayat (Hardoi District)
20.	West Bengal	1. Howrah Zilla Parishad
		2. Hingalgunj Panchayat Samiti (North 24 Pargana District)
		3. Pandabeswar Panchayat Samiti (Burdwan District)
		4. Trilokchandapur Gram Panchayat (Burdwan District)
		5. Durgapur Gram Panchayat (Burdwan District)
		6. Paduama Gram Panchayat (Birbhum District)
		7. Tatla II Gram Panchayat (Nadia District)
		8. Mukshimpara Gram Panchayat (Burdwan District)
		9. Mollarpur-I Gram Panchayat (Birbhum District)

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**Statement-II**

*Status of devolution of departments/subjects with funds, functions and functionaries to the Panchayati Raj Institutions in Major States*

Sl. No.	State	No. and names of the Departments/subjects Transferred to Panchayats with respect to		
		Funds	Functions	Functionaries
1	2	3	4	5
1.	Andhra Pradesh	Only Gram Panchayats (GPs) are empowered to collect taxes. Governments Orders (GOs) issued for devolving funds of 10 departments.	22 GOs issued during 1997-2002. Further, 10 line departments have devolved certain powers to PRIs.	Functionaries are under the administrative control of their respective line departments but they are partially accountable to PRIs.
2.	Arunachal Pradesh	PRIs do not collect taxes. Transfer of funds by departments has not taken place.	29 subjects have been devolved. GOs covering 20 departments have been issued, but not yet implemented.	Functionaries have not been transferred.
3.	Assam	PRIs are empowered to collect taxes but cannot enforce. Main source of revenue is lease rent from markets, river banks and ponds.	Activity-mapping done for 23 subjects. But GOs have been issued only for 7 subjects by 6 departments.	There has been very minimal devolution of functionaries. Officials continue to report to departments.
4.	Bihar	No taxes are collected by PRIs but a proposal regarding the same is under consideration of State Government.	Activity mapping has been conducted. 20 line departments have issued GOs.	Departmental staff are answerable to departments. Angandwadi workers, teachers and health workers are

5. Chhattisgarh	GP is authorized to collect various types of taxes. Funds for 12 departments have been devolved.	Activity Mapping of 27 matters has been undertaken. GOs not issued.	appointed by PRIs. Panchayat make recruitments for 9 departments.
6. Goa	Panchayats levy 11 types of taxes. Untied funds are given to Panchayats.	18 matters are devolved to GPs, while 6 are devolved to ZPs.	PRIs have their own core staff for the execution of works.
7. Gujarat	8 major taxes are collected by PRIs. In 2008-09, 13 departments allocated funds to PRIs.	14 functions have been completely devolved and 5 are partially devolved.	GOs have been issued for devolution of functionaries for 14 functions.
8. Haryana	GPs generate revenue from lease of Panchayat land, liquor cess and rental of Panchayat premises.	Panchayati Raj Act devolves 29 functions. GOs have been issued for 10 departments.	There is no significant devolution of functionaries.
9. Himachal Pradesh	Only GP is empowered to levy taxes. Funds have not been transferred.	27 out of 29 subjects have been devolved to PRIs.	Functionaries have not been transferred to PRIs.
10. Jammu and Kashmir	State Govt. has issued GO notifying activity mapping. Funds have been devolved in a limited sense. Functionaries have been identified in the Activity Mapping document to assist Panchayats in carrying out assigned functions but have not been transferred.		
11. Jharkhand	Elections to PRIs were held in Novem-	December 2010 for the first time since 73rd CAA came into force. Activity Mapping has not been done so far.	

1	2	3	4	5
12. Karnataka	PRIs collect 7 types of taxes. Panchayati Raj Act provides the mandatory transfer for untied funds to PRIs.	Karnataka has delegated all 29 subjects to PRI by notifying Activity Mapping.	All Panchayat employees function under dual control of the department concerned and the PRIs.	
13. Kerala	GPs have tax domain of 9 types of taxes. Untied funds and funds for specific purposes by departments are given to PRIs.	Activity mapping for all 29 functions done and activities devolved to Panchayats.	PRIs have full managerial and part disciplinary control over transferred functionaries.	
14. Madhya Pradesh	GPs are empowered to collect taxes. Funds for 13 departments covering 19 matters are released to PRIs.	GOs containing the Activity Mapping in respect of 25 matters pertaining to 22 departments have been issued.	Functionaries for 13 departments have been transferred to the PRIs. There is a State Panchayat Service.	
15. Maharashtra	ZP and GP collect taxes, Grants for 11 departments are transferred to PRIs.	11 subjects have been fully devolved. For 18 subjects, schemes are implemented by PRIs.	Class III and Class IV employees at all levels are Zilla Parishad employees.	
16. Manipur	Five Departments have issued GOs transferring funds to PRIs.	GOs have been issued devolving functions related to 22 departments.	5 Departments have issued GOs transferring functionaries to PRIs.	
17. Odisha	PRIs collect 6 types of taxes. There is no clear devolution of untied funds.	11 departments have devolved 21 subjects.	Officials of 11 departments are accountable to PRIs.	

18. Punjab	Main source of income of GP is from auction of Panchayat land. There is no clear devolution of funds.	The devolution of 7 key departments relating to 13 subjects approved.	No functionaries have been transferred to PRI by line departments.
19. Rajasthan	5 departments have issued GOs transferring funds to PRIs up to district level. 10% untied fund to PRIs.	Five Departments have transferred all functions up to district level to PRIs. Fresh Activity Mapping of above 5 Departments has been done.	5 departments have transferred all functionaries up to district level to PRIs.
20. Sikkim	PRIs do not collect taxes. Funds are being transferred by 17 departments. 10% of total fund of each department is given to Panchayats. Untied funds are given to PRIs.	All 29 subjects are devolved as per legislation. Activity Mapping has been conducted for 20 subjects covering 16 departments.	Employees are under the control of PRIs, but Panchayats exercise limited control over them.
21. Tamil Nadu	Only village Panchayats have the power to levy taxes. 9% of the States own tax revenue devolved to Local Bodies, of which rural local bodies will receive 58% share.	Government of Tamil Nadu has delegated supervision and monitoring powers of 29 subject to PRIs	There is no significant devolution of functionaries.
22. Tripura	Part funds related to PWD Department, primary schools and Social Welfare and social education department and pension funds have been transferred to	So far GOs have been issued devolving irrigation schemes, primary schools and activities related to adult and non-formal	Functionaries of 5 subjects for which functions have devolved, have been transferred to Panchayats.

1	2	3	4	5
		the Panchayats. Untied funds are also transferred to PRIs.	education, women and child development and social welfare.	
23. Uttar Pradesh	All 3 tiers have the power to collect taxes.		16 subjects relating to 12 departments have been devolved to PRIs.	PRIs do not have control over functionaries.
24. Uttarakhand	Only ZPs collect taxes. Funds are made available to PRIs for activities for only 3 functions.		Master GO on transferring financial and administrative powers on 14 subjects has been issued in 2003.	Supervisory role over functionaries related to 14 subjects.
25. West Bengal	GPs can impose and realize taxes. Untied funds are allocated under the TFC grant as well as SFC grant. 5 departments have opened Panchayat Window in their budgets.		State Govt agrees with transfer of these 28 subjects. 14 departments have so far issued matching GOs transferring 27 subjects.	The Panchayat employees have been made into different district cadres. Other than the posts created in the Panchayat bodies, 7 departments of the State Govt. have devolved functionaries.

**Statement-III**

*Performance of States on Cumulative and Incremental Devolution Index (DI)  
during 2011-12*

Sl. No.	State/UT	Rank on Cumulative DI	Rank on Incremental DI
1.	Madhya Pradesh	4	7
2.	West Bengal	7	-
3.	Tamil Nadu	5	9
4.	Kerala	1	-
5.	Karnataka	2	4
6.	Sikkim	8*	6
7.	Himachal Pradesh	12	8
8.	Haryana	11	2
9.	Chhattisgarh	9	5
10.	Assam	-	-
11.	Andhra Pradesh	-	-
12.	Utter Pradesh	15	9
13.	Maharashtra	3	1
14.	Arunachal Pradesh	20	-
15.	Rajasthan	6	3
16.	Goa	16	-
17.	Tripura	-	-
18.	Odisha	13	-
19.	Bihar	17	-
20.	Punjab	-	-
21.	Manipur	-	-
22.	Gujarat	10	-

Sl. No.	State/UT	Rank on Cumulative DI	Rank on Incremental DI
23.	Lakshadweep	-	-
24.	Uttarakhand	14	-
25.	Chandigarh	22	-
26.	Puducherry	-	-
27.	Jharkhand	21	-
28.	Andman and Nicobar Island	18	-
29.	Daman and Diu	19	-

\* Sikkim is Ist in Cumulative DI among NER States

***Statement-IV***

*Status of Capacity Building and Training (CB&T) activities undertaken by States during 2011-12*

Sl. No.	State	Activities undertaken
1.	Andhra Pradesh	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Helpline for ERs is functional. Newsletter being published and circulated.
2.	Assam	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Helpline for ERs is functional. Newsletter being published and circulated.
3.	Arunachal Pradesh	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs.
4.	Bihar	Helpline for ERs is functional.
5.	Chhattisgarh	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Helpline for ERs is functional. Newsletter being published and circulated.
6.	Gujarat	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Block Resource Centers are being set-up. Newsletter being published and circulated.



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Sl. No.	State	Activities undertaken
7.	Haryana	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs, Newsletter being published and circulated.
8.	Himachal Pradesh	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Also, established distance learning facility through broadband connectivity as well as augmented the infrastructure of Panchayati Raj Training Institute, Mashobra. Newsletter being published and circulated.
9.	Jammu and Kashmir	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs.
10.	Jharkhand	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs.
11.	Karnataka	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Helpline for ERs is functional. Newsletter being published and circulated.
12.	Kerala	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Helpline for ERs is functional. Newsletter being published and circulated.
13.	Madhya Pradesh	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Newsletter being published and circulated.
14.	Maharashtra	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Helpline for ERs is functional. Newsletter being published and circulated.
15.	Meghalaya	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Helpline for ERs is functional. Block Newsletter being published and circulated.
16.	Mizoram	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Newsletter being published and circulated.

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Sl. No.	State	Activities undertaken
17.	Manipur	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Newsletter being published and circulated.
18.	Nagaland	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Newsletter being published and circulated.
19.	Odisha	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Helpline for ERs is functional.
20.	Punjab	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Block Resource Centers are being set-up. Newsletter being published and circulated.
21.	Rajasthan	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Newsletter being published and circulated.
22.	Sikkim	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Newsletter being published and circulated.
23.	Tamil Nadu	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Newsletter being published and circulated.
24.	Tripura	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Also, the State is constructing two training institutes at North Tripura and South Tripura. Newsletter being published and circulated.
25.	Uttarakhand	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs.
26.	Uttar Pradesh	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs.
27.	West Bengal.	The State had conducted training programme for capacity building of ERs and Functionaries of PRIs. Helpline for ERs is functional. Newsletter being published and circulated.

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**Projects for which Utilisation Certificates not received**

‡3778. SHRIMATI MAYA SINGH: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) the number of such projects for which the Ministry has not received utilisation certificate in time in the last three years, creating hurdle for the Ministry to release money for the different schemes, and which is adversely effecting developmental works;

(b) whether any action has been taken against any officer for not submitting utilisation certificate in time or they are simply being reminded of the same through reminders;

(c) the facts in this regard; and

(d) whether non submission of utilisation certificate of funds by local officer to the Ministry in time is tantamount to creating a hurdle in the implementation of schemes in achieving the targeted objectives?

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

(a) to (d) Utilisation Certificates (UCs) in respect of 32 projects under the scheme Rural Business Hubs and one project relating to e-Panchayat MMP are pending. No disciplinary action has been initiated by this Ministry against any officer for non-submission of Utilisation Certificates. For the other major scheme of BRGF, funds are released to State Governments against the Action Plan duly approved by the District Planning Committee (DPC) and forwarded by the State Government for various activities. Utilisation certificates for an amount of Rs. 1236.56 crores released under BRGF are pending as on date. The implementing agencies are advised to submit the Utilisation Certificates as and when the same become due. The Ministry actively pursues with the concerned agencies to obtain the Utilisation Certificates.

**Funds spent in Bihar and Uttar Pradesh**

3779. SHRI SABIR ALI:

SHRI MOHAMMED ADEEB:

Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) the details of funds/amounts given/spent in Bihar and Uttar Pradesh by the Ministry and its various organisations during the last three years and the current year so far;

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‡Original notice of the question was received in Hindi.

(b) the purposes for which these amounts were given/spent; and

(c) the steps being taken to increase those funds?

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

(a) and (b) The details regarding funds released for various schemes under the Ministry of Panchayati Raj to the States of Bihar and Uttar Pradesh during the last three years and the current year are given in the statement (*See* below).

(c) The Ministry of Panchayati Raj has sought increased allocation of funds for the various schemes in the 12th Five Year Plan from the Planning Commission.

**Statement**

*Details of funds released for various schemes*

	2009-10	2010-11	2011-12	2012-13
<b>Backward Regions Grant Fund (BRGF) (Amount in crore)</b>				
<b>Uttar Pradesh</b>				
Development Grant	559.61	640.02	528.60	Nil
Capacity Building	20.26	28.07	12.21	Nil
Grand Total	579.87	668.09	540.81	Nil
<b>Bihar</b>				
Development Grant	493.21	708.91	408.58	Nil
Capacity Building	25.78	31.34	0.00	Nil
Grand Total	518.99	740.25	408.58	Nil
<b>Rashtriya Gram Swaraj Yojana (RGSY) (Amount in crore)</b>				
<b>Uttar Pradesh</b>	0.94 (Training)	1.00 (Training)	1.28 (Training) 6.08 (Infrastructure Development)	Nil
<b>Bihar</b>	3.28 (Training)	-	-	Nil
<b>Panchayat Mahila Evam Yuva Shakti Abhiyan (PMEYSA) (Amount in crore)</b>				
Uttar Pradesh	-	0.10 (Core Committee mtg., State	-	Nil

	2009-10	2010-11	2011-12	2012-13
Bihar	0.21 (State/ Divisional Level Sammelan and Establishment of State Support Centre)	-	level mtg, State Support Centre and Training)	Nil

#### **Panchayat Empowerment and Accountability Incentive Scheme**

##### **(PEAIS) (Amount in crore)**

Uttar Pradesh			2.92 (for incentivization of 32 specified Pan- chayats on account of their having been adjudged as best Panchayats)+0.18 (Administrative cost)	Nil
Bihar	-		0.05 (Administrative cost)	Nil

##### **e-Panchayat (Amount in crore)**

Uttar Pradesh	-	-	3.17 (for setting up of Programme Management Units at State and Dis- trict levels for the roll out of e-Panchayat MMP).	Nil
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	2009-10	2010-11	2011-12	2012-13
Bihar	–	–	2.02 (for setting up of Programme Management Units at State and District levels for the roll out of e-Panchayat MMP).	Nil
<b>Rural Business Hubs (RBH) (Amount in crore)</b>				
Uttar Pradesh	-	0.21	0.11	Nil
Bihar	0.38	-	-	Nil

**Schemes under PPP**

3780. DR. BHALCHANDRA MUNGEKAR: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) the various premises for the establishment of Public Private Partnership (PPP) in the ambit of the Panchayati Raj Institutions (PRI);

(b) the number of such schemes that are operating and what is their procedure; and

(c) State-wise break up of such schemes that are currently operational at the level of PRI?

THE MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO):  
 (a) to (c) In order to meet the requirement of Capacity Building and Training (CB&T) of over three million Elected Representatives and Functionaries associated with the three tiers of Panchayati Raj Institutions (PRIs) in the country, while continuing its efforts to strengthen the traditional training institutions, this Ministry has been exploring the option of outsourcing the training programmes to suitable agencies as well. As a first step in the direction of outsourcing, the Ministry organized a PRI CB&T Business Meet on 7th January 2010. More than 230 participants, representing over 100 Service Providing Organisations attended the event. Also, over 40 officials represented 23 States/UT-specific Panchayati Raj Departments/ Organisations. Since then, the Ministry has been encouraging States to consider adopting the option of outsourcing for PRI CB&T to deliver under its programmes. Ministry has published

a Reference Guide for Outsourcing PRI Capacity Building and Training Related Activities which is also available on the Ministry website. As of now, Kerala, Andhra Pradesh, Rajasthan, Maharashtra, Odisha, Punjab, Jharkhand, Haryana and Uttar Pradesh have engaged the services of Service Providing Agencies (SPAs) for undertaking various CB&T activities.

Besides, there is a Central Sector Scheme called Rural Business Hubs (RBHs) being implemented by this Ministry, which is based on the principle of Public-Private-Panchayat-Partnership. This Scheme is applicable in all the BRGF districts and all the districts in the North Eastern Region. Till date, 76 number of schemes have been sanctioned. The State-wise details are given in Statement (*See* below).

**Statement**

*Details of MoUs signed in the States and RBH projects where funds sanctioned and released under Central Sector Scheme*

(Status from 2007-08 onwards)

Sl. No.	State	MoUs	Sanctioned		Released	Location of 55 RBHs and Products
			No.	Amount (Rs. lakhs)		
1	2	3	4	5	6	7
1	Andhra Pradesh	13	3	8.60	6.45	Mehboobnagar Dist(Speck): Gramin Vikas Rath
				10.00	7.50	Medak Distt. (PAN IIT Reach for India): Rural BPO
				8.50	6.37	Anantapur District (Forum for Rural Development): Vermi compost
2	Arunachal Pradesh	2	1	8.80	6.60	Lower Subansiri District (Nyia-Ko-Society) RBH on Banana Chips
3	Assam	6	4	10.00	7.50	Hylakandi District (DI WML); RBH on Jatropha Plantation

1	2	3	4	5	6	7
				9.32	6.99	Barpeta District (M/s. Dhriiti); Arecanut Leaf Plate
				9.06	9.06	Golaghat District (IIE, Guwahati); Handlooms
				9.84	9.84	North Cachar Dist.(Uni Disaster, New Delhi); RBH on Home based product (Fermented Bamboo, Shiitaka Mushroom, Banana Flower)
4.	Bihar	7	1	4.65	4.65	Paliganj, Patna (GVP); Essential Oil
5.	Chhattisgarh	8	8	8.44	8.44	Kondagaon, (SAATHI); Bell Metal Craft
				8.62	8.62	Sonabal, (Hastshiilp Udyog); Bell metal Craft
				8.39	8.39	Kondagaon, (Bastar crafts); Wooden craft (Amount Returned)
				8.44	8.44	Bhond, (Bastar crafts); Wooden handicraft
				8.14	8.14	Kumharpara (SAATHI); Wrought iron
				8.14	8.14	Kondagaon, (Adarsh Shilp); Bell metal
				13.6	10.15	Sarguja District (CEO ZP and Jaipur Rugs Foundation); Handknotted carpets
				12.00	9.00	Raigarh Dist. (CEO, ZP and DI Oils); Jatropha
6.	Haryana	4	1	14.58	14.58	Sirsa District (Gram Swarajya Sansthan) RBH on Embroidery
7.	Himachal Pradesh	10	4	16.00	15.49 (Final)	Mehla and Chamba Blocks of Chamba Dist. (Alacrity); Kantha Hand stitch product



1	2	3	4	5	6	7
				16.00	15.59	Shillai and Rounatha Blocks of Sirmour Dist. (Alacrity); Kantha Hand stitch product
8.	Jharkhand	10	7	10.00	7.50	Deoghar District (DI Williamson); Jatropa Plantation
				9.10	9.10	Deoghar District (Jaipur Rugs); Handknotted carpets
				9.96	7.47	Latehar District (Alternative for India Development); RBH on Tamarind
				7.74	5.80	Palamau (Alternative for India Development); Lac Cultivation
				14.54	14.54	Ranchi District (Gramin Vikas Trust); Decentralized Power Generation and Distribution
				9.50	3.80	Ranchi District (Udyogini); Lac
				9.70	9.70	Ranchi (Gramin Vikas Trust); Bamboo craft
9.	Karnataka	28	3	16.65	12.48	Markhal and Janwada Village of Bidar Block of Bidar District (CEO, ZP, Bidar); Bidri Craft
					2.55	Gulbarga Dist (Multi Commodity Exchange of India): Gramin Suvidha Kendra
				3.41		
10.	Kerala	3	3	10.00	10.00	Wayanad Dist. (Uravu Indigenous Science and Technology Services); Bamboo Products, Agarbatti Sticks.
				6.75	5.06	Alathur Block of Palakkad Dist. (Entrepreneurship Development Institute of India): Banana Chips
				6.75	5.06	Mannarkadu Block of Palakkad District (Entrepreneurship Development Institute of India): Banana Chips.

1	2	3	4	5	6	7
11.	Madhya Pradesh	3	1	8.82	6.61	Sheopur District (Shri Sarvpitra Kuldevi Shiksha Evam Samaj Kalyan Samiti): RBH on Herbal Products
12.	Manipur	26	3	9.79	9.79	Churachandpur Dist. (Passion Fruit Growers Association); Passion Fruit
				8.89	6.66	Thoubal District (NIRMA): Handloom Products
				13.88	13.88	Thoubal District (Social Environmental Economic Development Society): Handloom, Handicraft and Kaona Craft
13.	Maharashtra	5	5	3.41	2.56	Yavatmal Dist. (MCX); Gramin Suvidha Kendra
				3.41	2.55	Gondia Dist. (MCX); Gramin Suvidha Kendra
				8.60	6.45	Yavatmal Dist. (Speck): Gramin Vikas Rath
				20.00	15.00	Yavatmal Dist. (CEO, ZP Yavatmal and PAN IIT Alumni India); Alumni India): Cotton Unit
				9.03	6.77	Ahmednagar Dist. (Govind Gramin Vikas Pratisthan): Jatropa Based Bio-Diesel extraction unit
14.	Meghalaya	1	1	12.39	9.29	Ri Bhoi District (IIE Guwahati); RBH on Strawberry
15.	Mizoram	1	-	-	-	-
16.	Nagaland	5	-	-	-	-
17.	Orissa	1	1	9.40	9.40	Balangir District (Organisation for Development of Rural Economy and Social Service): Handloom Weaving.

1	2	3	4	5	6	7
18. Rajasthan	18	8	8.81	6.60	Jaisalmer (Samaraddhi Foundation); Jaisalmeri Pattu	
			7.00	7.00	Udaipur (Sewa Mandir); Dal Processing	
			9.55	7.14	Sawai Madhopur and Tonk Districts (Access Development Services); RBH on Chillies	
			20.00	15.00	Udaipur and Sawai Madhopur Districts (Brij Health Care); RBH on Honey	
			9.50	7.12	Udaipur (Udyogini); RBH on Tomato	
			17.00	17.00	Sawai Madhopur (Alacrity); RBH on Kantha hand stitch linen	
19. Tamil Nadu	58	3	3.00	2.94	Villupuram District (Auroville Foundation); Compressed Bricks	
			9.94	9.94	Nagapattinam (Periyar Maniammai University); Sericulture	
			8.45	8.45	Nagapattinam (Periyar Maniammai University); RBH on Dairy and Vermi Compost	
20. Tripura	1	1	10.00	7.50	Dhalai District (D-1 Williamson Magor Ltd.); Jatropha Plantation	
21. Uttarakhand	12	1	9.50	9.50	Chamoli Dist. (Udyogini); RBH on Honey	
22. Uttar Pradesh	18	8	0.86	0.64	Hardoi (Kalatmak Handicrafts SHG Foundation); Handwoven Embroidery	
			8.95	8.95	Etah District (Mayana Gram Udyog Sewa Sansthan); Vermi compost.	

1	2	3	4	5	6	7
				9.10	9.10	Sonbhadhra (Jaipur Rugs Foundation); Handknotted carpets
				8.50	8.50	Etah (Alacrity); RBH on Kantha Hand Stitch Linen
				6.92	6.92	Maharajganj (Acharyaji Maha Samit); Vermi compost
				9.70	9.70	Partawal Block of Maharajganj District (Acharyaji Mahasamiti): RBH on Vermi-compost
				16.28	12.21	Rai Bareilly District (Gopal Shikshan Evam Gramin Vikas Sansthan) : RBH on Vegetables and Vermi-compost
				14.73	11.05	Gorakhpur District (Acharyaji Mahasamiti) : RBH on vermi-compost
23. West Bengal	33	5		5.67	5.67	Purulia (i-Land Informatics); Chau/Jhumur art forms
				9.10	9.10	South 24 Parganas (Jaipur Rugs); Hand knotted carpets
				13.45	13.45	Gosaba and Basanti Blocks of South 24 Parganas (Su-Samannaya): Hand Embroidery Products
				9.72	7.29	South 24 Parganas (Gramin Vikas Kendra): Tomato and its products.
<b>TOTAL</b>	<b>273</b>	<b>72</b>		<b>648.57</b>	<b>562.73</b>	

**Mid-Career training programmes for bureaucrats**

3781. SHRI SANJAY RAUT:

SHRI ANIL DESAI:

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that mid-career training programmes for bureaucrats are not running to full capacity;

(b) whether it is a fact that the programme was aimed at improving the competencies of the Indian Administrative Service (IAS) officers;

(c) if so, in what manner the State Governments would grant career benefits to IAS officers even though they have not completed the above training programme; and

(d) the remedial measures the Ministry is taking?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) The percentage of participation of officers in the Mid-Career Training Programmes (MCTP) varies between 70% to 95% of the full capacity of the Lal Bahadur Shastri National Academy of Administration (LBSNAA), Mussoorie.

(b) Yes, Sir.

(c) In accordance with the Indian Administrative Service (Pay) Rules, 2007 the State/UT Governments cannot grant career benefits to those IAS officers who have not completed the respective phases of the mandatory Mid Career Training Programme.

(d) The provisions of the IAS (Pay) Rules, 2007 and the implications thereof on grant of career benefits to IAS officers are brought to the notice of all the State Governments/UTs each year, before the commencement of each phase of the mandatory Mid Career Training Programme.

**RTI from Indians Living Aboard**

3782. DR. K.P. RAMALINGAM: Will the PRIME MINISTER be pleased to state:

(a) whether Government received representations from Indians living abroad that they had been finding it difficult to use RTI Act effectively as Government had not made specific rules to pay the mandatory fee of Rs. 10;

(b) if so, the details thereof and the total number of RTI applications from Indians living abroad pending with Government; and

(c) the details thereof?

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

(b) The Right to Information (Regulation of Fee and Cost) Rules, 2005 provides that a request for obtaining information should be accompanied by an application fee of rupees ten by way of cash against proper receipt or by demand draft or bankers cheque or Indian Postal Order payable to the Accounts Officer of the public authority. In the light of difficulty in making payment of RTI fee in foreign currency, Indians living abroad are finding it difficult to file RTI applications. Total number of RTI applications from Indians living abroad pending with Government is not centrally maintained.

(c) In order to facilitate filing of RTI applications in Central Government public authorities by Indians living abroad, the Central Government has 'in-principle' agreed to start sale of Indian Postal Orders through internet on payment in foreign currency.

#### **Vacancies in CBI**

3783. SHRI RAJIV PRATAP RUDY: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that there has been an increase in the number of vacancies in Central Bureau of Investigation (CBI) over the last three years;

(b) if so, the details of sanctioned strength, actual strength and vacancies over the last three years;

(c) whether such vacancies have resulted in delays in investigation of cases;

(d) whether Government is taking steps to fill such pending vacancies; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) The actual strength of CBI has increased over the last three years from 5242 to 5666. However, the vacancies have also increased due to increase in sanctioned strength.

The details of sanctioned strength, actual strength and vacancies over the last three years is as follows:

	1.1.2010	1.1.2011	1.1.2012
Sanctioned strength	5961	6526	6590
Available strength	5242	5147	5666
Vacancies	719	1379	924

(c) The occurrence and filling up of vacancies are continuous processes. Despite some vacancies in CBI, speedy investigation of various cases is ensured through effective use and deployment of existing personnel.

(d) and (e) Government *inter-alia* has taken following steps to fill up the vacancies:

- 43 Special Prosecutors/Assistant Special Prosecutors have been appointed.
- Proposal for appointment of 75 posts in Technical Ranks on contract basis have been approved; out of which 45 Technical Experts have been appointed.
- Proposal for appointment of Law/Pairvi Officers etc. for 71 newly created Special Additional Courts for CBI on contract basis has been approved.
- Staff Selection Commission (SSC) has nominated 96 Sub-Inspector candidates. Out of them, 54 candidates have joined CBI.
- Fresh requisition for 110 dossiers of Sub-Inspector in CBI has been sent to SSC.
- 78 Constables of various Central Police Organisation (CPOs)/States Police have already been selected to join CBI on deputation basis.
- 228 dossiers of Senior Clerk Steno (SCS) and 244 of Lower Division Clerk (LDC) have been received from SSC. Out of them, 124 SCS and 189 LDCs have joined.
- All CPOs as well as State Police have been requested to send nomination of officers/officials for deputation in CBI.

**Displaying of citizens charter**

3784. SHRI RAJEEV CHANDRASEKHAR: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Government has directed all the Ministries, Departments, Public Sector Enterprises and other Government organisations to display their citizens charter to ensure time bound delivery of services by them;

(b) if so, the details thereof; and

(c) the present status of implementation of this directive by the Ministries, Departments etc.?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) The Central Government of India has issued guidelines and circulars, from time to time since 1997, to Ministries/Departments/Organizations and to State Governments and Union Territory Administrations, to prepare Citizens Charters and give them a wide publicity and display them to the public. In 2005, Sevottam Quality Management System Framework for quality service delivery was prepared by the Central Government in which Citizens Charter is one of the three modules, the other two being Grievance Redress System and Capability Building. Guidelines on Sevottam have been issued from time to time to sensitize Ministries/Departments/Organizations to adopt this framework.

(c) The above guidelines are implemented by Ministries/Departments/Organizations in a decentralized manner. The Department of Administrative Reforms and Public Grievances does not maintain a centralized data base on implementation of the aforesaid guidelines by the Central Ministries/Departments/Organizations.

**Study on goods sold by Kendriya Bhandar**

†3785. SHRI UPENDRA KUSHWAHA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Government has never conducted any study to the effect that all items being sold by Kendriya Bhandar are cheaper than those which are available in open market; and

(b) the reasons that prompted the Government to come to this conclusion that items of daily use are available in Kendriya Bhandar at cheaper rates, than the market rates and Kendriya Bhandar plays a vital role in keeping the prices of commodities under control?

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†Original notice of the question was received in Hindi.



THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) Government has not conducted any such study to ascertain that all items being sold by Kendriya Bhandar are cheaper than those which are available in open market. However, Kendriya Bhandar periodically conducts market surveys which reflect that the items of daily use are available in Kendriya Bhandar at cheaper rates than market rates. As such Kendriya Bhandar plays a vital role in keeping prices of commodities under control.

#### **Cases for prosecution sanction**

3786. SHRI VIJAY JAWAHARLAL DARDA: Will the PRIME MINISTER be pleased to state:

(a) whether the existing provisions of Prevention of Corruption Act has proved adequate for framing charges, prosecution and adjudication in time-bound manner in spite of the fact that cases for prosecution sanction take unduly long time;

(b) if so, the number of prosecution sanction cases pending for more than four months as on 31st December, 2011;

(c) whether the delay attributable to the procedural constraints only; and

(d) the action that has been taken on Supreme Court's observation made in 2G Spectrum Case that sanctions should be given within four months?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) to (c) The Provisions of the Prevention of Corruption Act, 1988 have stood the test of time during the last two decades, as regards framing of charges, prosecution and adjudication. The delay which occurs in the sanctioning of prosecution is mostly on account of detailed scrutiny and analysis of voluminous cases records and evidence, consultation with Central Vigilance Commission (CVC), State Governments and other agencies, and sometimes non-availability of relevant documentary evidence.

As per information provided by the Central Bureau of Investigation (CBI), 31 cases under Prevention of Corruption Act, 1988 were pending for sanction for prosecution in various Ministries/Departments and State Governments for more than four months as on 31.12.2011.

(d) The Supreme Court of India, vide its judgment dated 18th December, 1997 in the case of Vineet Narain Vs. Union of India, directed that “time limit of three months for grant of sanction for prosecution must be strictly adhered to. However, additional time of one month may be allowed where consultation is required with the Attorney General (AG) or any Law Officer in the AG’s office”.

The Supreme Court has, in its recent judgment dated 31st January, 2012 in the case of Dr. Subramanian Swami Vs. Dr. Manmohan Singh and Another (Civil Appeal No.1193 of 2012), reiterated the said limit. In the same judgment, one of the Judges (Shri Justice A.K. Ganguly) has made an observation that the Parliament may consider introducing a time limit in section 19 of the Prevention of Corruption Act, 1988 for its working in a reasonable manner and also introducing a provision that if sanction is not accorded within the time limit, sanction will be deemed to have been granted to the proposal for prosecution. The above observations made by the Hon’ble judge in his concurring judgment, are in the nature of obiter dicta.

However, in order to check delays in grant of sanction for prosecution, the Department of Personnel and Training has already issued guidelines vide its OM No. 399/33/2006-AVD-III dated 6th November, 2006 followed by another OM dated 20th December, 2006, providing for a definite time frame at each stage for handling of requests from CBI for prosecution of public servants.

Recently, the Group of Ministers on tackling corruption, in its first report, *inter-alia*, recommended that:

- (a) In all cases where the Investigating Agency has requested sanction for prosecution and also submitted a draft charge sheet and related documents along with the request, it will be mandatory for the competent authority to take a decision within a period of 3 months from receipt of request, and pass a Speaking Order, giving reasons for this decision.
- (b) In the event that the competent authority refuses permission for sanction to prosecute, it will have to submit its order including reasons for refusal, to the next higher authority for information within 7 days.

Wherever the Minister-in-charge of the Department is the competent authority and he decides to deny the permission, it would be incumbent on the Minister to submit, within 7 days of passing such order denying the permission, to the Prime Minister for information.

- (c) It will be the responsibility of the Secretary of each Department/Ministry to monitor all cases where a request has been made for permission to

prosecute. Secretaries may also submit a certificate every month to the Cabinet Secretary to the effect that no case is pending for more than 3 months, the reasons for such pendency and the level where it is pending may also be explained.

The said recommendation of the GoM has been accepted by Government and instructions have been issued by the Government on 03.05.2012.

### **Overhauling of Government System**

‡3787. SHRI RAM JETHMALANI:

SHRI RAVI SHANKAR PRASAD:

Will the PRIME MINISTER be pleased to state:

- (a) whether it is a fact that Government system needs to be made prompt and efficient besides making it public friendly today;
- (b) if so, the reaction of Government thereon;
- (c) whether Government has taken any remedial effective steps so far to make the administration accountable in the country; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) to (d) The Second Administrative Reforms Commission (2nd ARC) was constituted by the Central Government in the year 2005 for preparing a detailed blueprint for revamping the public administrative system. The Commission was mandated to suggest measures to achieve a proactive, responsive, accountable, sustainable and efficient administration for the country at all levels of the Government among others. The Commission submitted 15 Reports to the Central Government on various aspects of Governance. The Central Government has so far considered 12 Reports of the Commission. The decisions of the Government on these reports are available at [www.darpg.aov.in](http://www.darpg.aov.in). Out of 1005 accepted recommendations, action has been taken on 533 recommendations and action on 472 recommendations is under implementation. For promoting 'competition', 'simplifying transactions', 'ensuring accessibility and responsiveness' and 'reduction of discretion', as laid out in the 4th Report of 2nd Administrative Reforms Commission titled 'Ethics in Governance' all Ministries/ Departments of the Government of India and the State Governments/Union

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‡Original notice of the question was received in Hindi.

Territories have been requested to formulate appropriate policies in a time bound manner. All Central Ministries/Departments/States/UTs have been advised to revise and effectively implement the Citizens' Charters and provide quality services.

In order to make administration more accountable, the Central Government is encouraging greater transparency, introducing simplified procedures, reducing scope for discretion, streamlining public service dealing, enhancing and improving governance. The Central Government has taken several steps, in the recent past, to this effect. These include:

- (i) Issue of Whistle Blowers Resolution, 2004 and introduction of the Public Interest Disclosure and Protection to Persons Making the Disclosure Bill, 2010 in the Lok Sabha on 26th August, 2010 (passed by the Lok Sabha on 27th December, 2011);
- (ii) Enactment of Right to Information Act, 2005. This comprehensive legislation, marks a benchmark in transparency and accountability in government;
- (iii) The pro-active involvement of Ministry/Department through Annual Action Plan on Vigilance as a preventive measure;
- (iv) Issue of comprehensive instructions on transparency in tendering and contracting process by the Central Vigilance Commission (CVC);
- (v) Issue of instructions by the CVC asking the organizations to adopt Integrity Pact in major Government procurement activities; State Governments have also been advised to adopt Integrity Pact in major procurements;
- (vi) Introduction of e-Governance and simplification of procedures and systems;
- (vii) Issue of Citizen Charters;
- (viii) Introduction of the Lokpal and Lokayuktas Bill, 2011 in the Parliament;
- (ix) Ratification of United Nations Convention Against Corruption (UNCAC) in 2011;
- (x) Introduction of the Prevention of Bribery of Foreign Public Officials and Officials of Public International Organisations Bill, 2011 in the Lok Sabha;
- (xi) Introduction of the Judicial Standards and Accountability Bill, 2010 in the Parliament (passes by Lok Sabha on 29.03.2012);

- (xii) Placing of details of immovable property returns of all Members of the All India Services and other Group 'A' officers of the Central Government in the public domain;
- (xiii) Introduction of the Right of Citizens for Time Bound Delivery of Goods and Services and Redressal of their Grievances Bill, 2011 in the Lok Sabha on 20.12.2011;
- (xiv) The proposed Civil Services Bill;
- (xv) Constitution of a Group of Ministers (GoM) on 6th January, 2011 to undertake measures by the Government to tackle corruption;
- (xvi) In order to fast track all cases of public servants accused of corruption fresh guidelines for checking delay in grant of sanction for prosecution was issued vide O.M. 372/19/2012-AVD-III dated 3rd May, 2012;

The Central Government is thus determined to provide a Government that is corruption-free, transparent, accountable and responsive at all times.

**Technical audit of departments involved in procurement**

3788. SHRI A. ELAVARASAN: Will the PRIME MINISTER be pleased to state:

- (a) whether the Central Vigilance Commission (CVC) is contemplating technical audit of Departments involved in major procurements;
- (b) if so, the details thereof;
- (c) whether a panel of auditors has been formed to carry out frequent audits; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI V. NARAYANASAMY): (a) and (b) The Chief Technical Examiner (CTE) organization of the Central Vigilance Commission (CVC) as part of their regular duties conduct technical vigilance audit of Projects/Works/Contracts undertaken by various Central Government organizations.

The details of contracts above a specified threshold limit are submitted by various Central Government organizations to the Central Vigilance Commission. Some of such works/projects/contracts are taken up for technical examination by CTE organization of the CVC.

(c) and (d) Technical Vigilance audits are conducted by the regular staff of CTE organization in the Central Vigilance Commission.

**Disclosure of marks obtained in Civil Services**

3789. SHRI ANIL DESAI:

SHRI SANJAY RAUT:

Will the PRIME MINISTER be pleased to state:

(a) whether the Central Information Commission (CIC) has directed the Union Public Service Commission (UPSC) to disclose the marks obtained by a candidate in Civil Services (Preliminary) Examinations; and

(b) if so, the steps being taken by the Ministry to disclose the marks?

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

(b) The Union Public Service Commission has informed that the marks obtained by the candidates in Civil Services (Preliminary) Examination 2006 to 2010 have been intimated to them, on demand.

**Widening wealth disparities**

3790. SHRI MANI SHANKAR AIYAR: Will the PRIME MINISTER be pleased to refer to the answer to Unstarred Question 392 given in the Rajya Sabha on 15 March, 2012 and state;

(a) whether Government does not consider the Panchayati Raj to be the path to inclusive growth through inclusive governance;

(b) if not, why not; and

(c) if so, what steps have been taken to ensure that guidelines for Centrally Sponsored Schemes are amended as per the directions of the Cabinet Secretary's circular of October, 2004 and to ensure that all State Plans are based on District Plans consolidated by District Planning Committee under Article 243ZD of the Constitution, as advised through the Planning Commission circular of August, 2005?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) As per the Chapter 6 on "Rural Transformation" of the Approach Paper to the Twelfth Five Year Plan, rural local self-governance is critical to rural transformation. The Approach Paper further states that 73rd Amendment to the Constitution seeks to endow the Panchayats with such power and authority as may be required to enable them to function as genuine institutions of self-governance. It further states that inherent in this devolution is the

expectation that it would lead to social justice with economic development and effective local governance with emphasis on (i) Social and political empowerment of village communities, particularly of the hitherto marginalized segments; (ii) accountability of local government functionaries to elected local representatives; and (iii) greater control of village communities over natural resources. The Government, therefore, very much considers the Panchayati Raj to be the path to inclusive growth through inclusive governance.

(b) Does not arise.

(c) The Central Ministries were requested by the Ministry of Panchayati Raj in January, 2009 and the Planning Commission in March, 2009 to carry out the Activity Mapping for each Centrally Sponsored Scheme/ACA scheme in conformity with the advisory issued by the Ministry of Panchayati Raj and amend the guidelines for their scheme accordingly. During the discussion in the Planning Commission for finalizing the States' Annual Plans every year, the State Governments are persuaded to ensure that State Plans are based on District Plans consolidated by District Planning Committees, as advised by the Planning Commission through its circular dated 25th August, 2006.

The role of Panchayats varies across different Centrally Sponsored Schemes (CSSs), which are administered by different Union Ministries. Further, since Panchayat is a State subject, States vary in the extent to which they provide role and responsibilities to Panchayats in planning, implementation and monitoring of different CSSs. Among the major CSSs, Mahatma Gandhi National Rural Employment Guarantee Programme (MGNREGP), Saakshar Bharat Mission, Indira Awas Yojana (IAY) and National Rural Drinking Water Programme (NRDWP), provide significant role and responsibilities to Panchayats. Under Backward Regions Grant Fund (BRGF), which is an Additional Central Assistance (ACA) programme, Ministry of Panchayati Raj (MoPR) provides untied grant through States to Panchayats to bridge the gaps in infrastructure development on the basis of plans prepared by the Panchayats. MoPR has taken up with Ministries at various levels/meetings to provide appropriate role and responsibilities to Panchayati Raj Institutions in the planning and implementation of CSSs.

#### **Rate of economic growth in various States**

3791. DR. T. SUBBARAMI REDDY: Will the PRIME MINISTER be pleased to state:

(a) the details of the rate of economic growth in various States of the country during the last three years and the current year;

(b) whether the Union Government has any proposal for providing incentives to the States which have achieved higher economic growth rate;

(c) if so, the details thereof; and

(d) the details of the current per capita income at national level, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) The Central Statistics Office (CSO) has released the latest data on State-wise growth rates of Gross State Domestic Product for 2011-12. The details of state-wise annual growth rates of Gross State Domestic Product (GSDP) at constant (2004-05) prices for the last three years are given in Statement-I (See below).

(b) No, Sir.

(c) Does not arise.

(d) The national level per capita income as well as the per capita income of the States/UTs at current prices for the years 2010-11 and 2011-12 is given in Statement-II

***Statement-I***

*State-wise Growth Rate of Gross State Domestic Product at constant 2004-05 prices*

Sl. No.	States	2009-10	2010-11	2011-12
1.	Andhra Pradesh	6.0	9.7	6.8
2.	Arunachal Pradesh	14.8	7.9	3.7
3.	Assam	8.0	7.3	8.4
4.	Bihar	10.4	14.8	13.1
5.	Jharkhand	5.0	6.0	6.6
6.	Goa	10.6	8.3	10.7
7.	Gujarat	10.1	10.5	NA
8.	Haryana	11.0	9.6	8.1
9.	Himachal Pradesh	8.1	8.8	7.6
10.	Jammu and Kashmir	4.8	6.6	6.8



Sl. No.	States	2009-10	2010-11	2011-12
11.	Karnataka	5.2	8.9	6.4
12.	Kerala	9.0	9.1	7.8
13.	Madhya Pradesh	10.5	8.2	NA
14.	Chhattisgarh	3.3	11.2	10.8
15.	Maharashtra	13.3	10.5	NA
16.	Manipur	7.6	6.2	6.2
17.	Meghalaya	9.0	9.4	9.5
18.	Mizoram	10.4	9.2	NA
19.	Nagaland	4.4	4.0	3.9
20.	Odisha	6.7	8.6	7.2
21.	Punjab	6.6	7.0	5.8
22.	Rajasthan	5.5	11.0	NA
23.	Sikkim	31.9	8.9	NA
24.	Tamil Nadu	9.4	11.7	9.4
25.	Tripura	8.6	8.7	8.9
26.	Uttar Pradesh	6.1	7.9	6.2
27.	Uttarakhand	11.1	7.4	8.8
28.	West Bengal	9.8	7.1	7.1
	All India	8.4	8.4	6.9

Source: Central Statistics Office (CSO) as on 01.03.2012

### Statement-II

#### Details of Per Capita Net State Domestic Product at Current Prices

Sl. No.	States/UT	2010-11	2011-12
1.	Andhra Pradesh	62912	71540
2.	Arunachal Pradesh	55789	62213

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Sl. No.	States/UT	2010-11	2011-12
3.	Assam	30569	33633
4.	Bihar	20708	24681
5.	Jharkhand	29786	31982
6.	Goa	168572	192652
7.	Gujarat	75115	N.A
8.	Haryana	94680	109227
9.	Himachal Pradesh	65535	73608
10.	Jammu and Kashmir	37496	41833
11.	Karnataka	60946	69493
12.	Kerala	71434	83725
13.	Madhya Pradesh	32222	N.A
14.	Chhattisgarh	41167	46573
15.	Maharashtra	83471	N.A
16.	Manipur	29684	32284
17.	Meghalaya	50427	56643
18.	Mizoram	48591	N.A
19.	Nagaland	52643	56116
20.	Odisha	40412	46150
21.	Punjab	69737	78171
22.	Rajasthan	42434	N.A
23.	Sikkim	81159	N.A
24.	Tamil Nadu	72993	84058
25.	Tripura	44965	50750
26.	Uttar Pradesh	26355	29417
27.	Uttarakhand	66368	75604

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Sl. No.	States/UT	2010-11	2011-12
28.	West Bengal	48536	55864
29.	Andaman and Nicobar Islands	76883	82272
30.	Chandigarh	128634	N.A
31.	Delhi	150653	175812
32.	Puducherry	98719	95759
	All India Per Capita NNI	53331	60972

Source: Central Statistics Office (CSO) as on 01.03.2012

#### Special Category Status to Bihar

3792. SHRI N.K. SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether the demand of the Bihar State Government to provide 'Special Category Status' has been rejected by the Advisor to Prime Minister on Public Information Infrastructure and Innovations;

(b) if so, on what grounds Advisor to Prime Minister on Public Information, Infrastructure and Innovations has rejected the demand of the Bihar Government;

(c) whether the Union Government has suggested the Bihar Government to prepare roadmap for the development of Bihar; and

(d) if so, the details of Special Assistance Union Government proposes to provide to Bihar for proper development?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Besides the Central Assistance under several Centrally Sponsored Schemes, the Union Government also provides assistance for Special Plan for Bihar under the State component of the Backward Regions Grant Fund. An amount of Rs. 8495.08 crore has been released for Special Plan for Bihar upto 31.03.2012.

**Increase in Tonnage Tax**

3793. SHRIMATI GUNDU SUDHARANI: Will the Minister of SHIPPING be pleased to state:

(a) in what manner shipping industry is planning to cope with 52 per cent increase in tonnage tax rate;

(b) whether it is a fact that the Indian Ship Owners Association and also the PSUs have represented the Ministry to take a holistic view on the proposed increase in the tonnage tax; and

(c) if so, the details thereon and what action the Ministry has taken in this regard so far?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (c) The shipping industry is passing through a difficult phase from the year 2010-2011 and most of the shipping companies are incurring losses. Since the tonnage tax is payable in spite of losses, such income tax liability remains a kind of fixed expenditure irrespective of profitability. Although, the shipping industry has not made any representation, the Ministry of Shipping has submitted a detailed memorandum to the Ministry of Finance underlying the need for grant of various direct/indirect tax incentives for the growth of the Maritime Sector. It has also been suggested to review the proposed change in the rate for computation of daily tonnage income.

**Declining Rate of Poverty**

3794. SHRI PRABHAT JHA:

SHRIMATI KUSUM RAI:

Will the PRIME MINISTER be pleased to state:

(a) whether as per the estimates of Planning Commission, reduction rate of poverty in the country has been 1.5 per cent during 2004-05 to 2009-10;

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

(c) the parameters on which reduction in rate has been calculated;

(d) whether objections have been raised regarding rationale of reduction in poverty in the country;

(e) if so, the details thereof; and

(f) the response of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) and (b) The Planning Commission has recently computed

estimates of poverty for the year 2009-10 based on the data of large scale survey on household consumer expenditure collected by National Sample Survey Office (NSSO) in its 66th round conducted during 2009-10. The State-wise poverty lines and poverty ratio for 2009-10 have been computed following the extant Tendulkar methodology the Planning Commission has released the estimates through a Press Note issued on 19th March 2012. As indicated in the Press Note, the poverty ratio in the country has come down from 37.2% in 2004-05 to 29.8% in 2009-10. During this period, poverty ratio has reduced by 1.5 percentage points per annum. The State wise reduction in poverty is given in Statement (*See* below).

(c) to (f) The methodology for estimation of poverty followed by the Planning Commission has been based on the recommendations made by the experts in the field from time to time. An Expert Group was constituted under the chairmanship of Prof. Suresh D. Tendulkar in 2005 to review the methodology for estimation of poverty. The Tendulkar Committee recommended MPCE of Rs. 447 for rural areas and Rs. 579 for urban areas as the poverty line at 2004-05 prices, which was accepted by the Planning Commission. The Tendulkar Committee, which submitted its Report in 2009, has incorporated adequacy of expenditure from the normative and nutritional viewpoint. It stated:

“while moving away from the calorie norms, the proposed poverty lines have been validated by checking the adequacy of actual private expenditure per capita near the poverty lines on food, education and health by comparing them with normative expenditures consistent with nutritional, educational and health outcomes.”

The large sample surveys on Household Consumer Expenditure are carried out by the NSSO every 5 years. After 2004-05, this survey has been conducted in 2009-10. The Planning Commission has updated the poverty lines for the year 2009-10 as per the recommendations of the Tendulkar Committee using NSS 66th round (2009-10) data of Household Consumer Expenditure Survey and released poverty estimates for 2009-10 on 19th March 2012. According to this Press Note poverty line at all India level is estimated as MPCE of Rs. 673 for rural areas and Rs. 860 for urban areas in 2009-10.

Government has since decided to set up a Technical Group to revisit the methodology for estimation of poverty and identification of poor taking into account multiple dimensions and indicators of poverty so that the poor and deprived households can obtain the benefit of different government programmes and schemes. The composition of the Technical Group and its terms of reference are being finalized.

**Statement***State-wise reduction in poverty ratio from 2004-05 to 2009-10*

Sl. No.	States/UTs	Rural	Urban	Total
1.	Andhra Pradesh	9.5	5.7	8.5
2.	Arunachal Pradesh	7.4	-1.4	5.5
3.	Assam	-3.5	-4.3	-3.5
4.	Bihar	0.4	4.3	0.9
5.	Chhattisgarh	-1.1	4.6	0.7
6.	Delhi	7.9	-1.5	-1.2
7.	Goa	16.6	15.3	16.1
8.	Gujarat	12.4	2.2	8.6
9.	Haryana	6.3	-0.6	4.0
10.	Himachal Pradesh	15.8	-8.0	13.5
11.	Jammu and Kashmir	6.0	-2.4	3.8
12.	Jharkhand	10.1	-7.3	6.2
13.	Karnataka	11.4	6.3	9.7
14.	Kerala	8.2	6.3	7.5
15.	Madhya Pradesh	11.6	12.1	11.9
16.	Maharashtra	18.4	7.4	13.7
17.	Manipur	-8.1	-11.9	-9.2
18.	Meghalaya	-1.4	0.6	-1.0
19.	Mizoram	-8.1	-3.6	-5.6
20.	Nagaland	-9.3	-20.7	-12.1
21.	Orissa	21.6	11.7	20.1
22.	Puducherry	22.7	8.3	13.0
23.	Punjab	7.5	0.6	5.0

Sl. No.	States/UTs	Rural	Urban	Total
24.	Rajasthan	9.4	9.8	9.5
25.	Sikkim	16.3	21.0	17.8
26.	Tamil Nadu	16.4	7.0	12.2
27.	Tripura	24.6	12.5	22.6
28.	Uttar Pradesh	3.4	2.4	3.2
29.	Uttarakhand	20.3	1.0	14.7
30.	West Bengal	9.4	2.4	7.5
31.	Andaman and Nicobar Island	3.7	0.5	2.6
32.	Chandigarh	24.3	0.9	2.4
33.	Dadra and Nagar	7.7	0.1	10.1
34.	Daman and Diu	-31.6	-18.6	-24.5
35.	Lakshadweep	-21.8	8.8	-0.4
	All India	8.2	4.6	7.4

#### BPL population in NE States

3795. SHRI KHEKIHO ZHIMOMI: Will the PRIME MINISTER be pleased to state:

(a) the Below Poverty Line (BPL) population and families in the North Eastern States of the country, particularly in the State of Nagaland, as on date;

(b) whether Government has conducted any survey recently regarding the people/families living below poverty line in the country;

(c) if so, the average month/annual income of those people/families; and

(d) the steps taken by Government to ensure overall improvement in the living standard of BPL population?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) and (b) Planning Commission has recently computed estimates of poverty for the year 2009-10 based on the household consumer expenditure data collected by NSSO in its 66th round conducted during 2009-10. The

State-wise poverty lines and poverty ratio for 2009-10 have been computed following the methodology recommended by Tendulkar Committee which is the latest methodology being followed for the purpose. The poverty lines are defined in terms of monthly per capita consumption expenditure (MPCE). The Planning Commission has released estimates of State Wise poverty lines and poverty ratio for 2009-10 through a Press Note issued on 19th March 2012. According to this Press Note poverty line at all India level is estimated as MPCE of Rs. 673 for rural areas and Rs. 860 for urban areas in 2009-10. The percentage and number of people living below poverty line in North Eastern States including Nagaland is as follows:

**Number and Percentage of Population below poverty line for North Eastern States 2009-10**

**(Tendulkar Methodology)**

Sl. No.	North Eastern States	Rural		Urban		Total	
		%age of Persons	No. of Persons (lakhs)	% age Persons	No. of Persons (lakhs)	% age of Persons	No. of Persons (lakhs)
1.	Arunachal Pradesh	26.2	2.7	24.9	0.8	25.9	3.5
2.	Assam	39.9	105.3	26.1	11.2	37.9	116.4
3.	Manipur	47.4	8.8	46.4	3.7	47.1	12.5
4.	Meghalaya	15.3	3.5	24.1	1.4	17.1	4.9
5.	Mizoram	31.1	1.6	11.5	0.6	21.1	2.3
6.	Nagaland	19.3	2.8	25.0	1.4	20.9	4.1
7.	Sikkim	15.5	0.7	5.0	0.1	13.1	0.8
8.	Tripura	19.8	5.4	10.0	0.9	17.4	6.3

(c) The average monthly income is not available separately for poor and non-poor. However, from the NSSO household consumer expenditure survey Report No. NSS KI (66/1.0) on Key Indicators of Household Consumer Expenditure in India, 2009-10, the average monthly per capita expenditure for poor in rural and urban areas has been computed and is given below.

**Average Monthly Per Capita Consumption Expenditure of Poor, 2009-10**

Sl. No.	States	Rural	Urban
1.	Arunachal Pradesh	605.94	710.08
2.	Assam	565.62	678.58



Sl. No.	States	Rural	Urban
3.	Manipur	744.16	772.23
4.	Meghalaya	619.44	795.77
5.	Mizoram	721.45	800.81
6.	Nagaland	894.54	1015.56
7.	Sikkim	634.30	996.80
8.	Tripura	584.79	658.19

(d) The Government has taken various measures to improve the quality of life of the people and to reduce poverty in the country through direct intervention by implementing specific poverty reduction and mitigation programmes such as: Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Swarnjayanti Gram Swarozgar Yojana (SGSY), Swarna Jayanti Shahari Rozgar Yojana (SJSRY), National Rural Health Mission (NRHM), Sarva Shiksha Abhiyan (SSA), Mid Day Meal Scheme (MDMS), Jawaharlal Nehru National Urban Renewal Mission (JNNURM), Integrated Child Development Services (ICDS) Scheme, Rajiv Gandhi Drinking Water Mission, Indira Awaas Yojana (IAY), National Social Assistance Programme (NSAP) and Total Sanitation Campaign etc. All these programmes and other Government policies relating to inclusive economic growth aim at reducing the incidence of poverty and improving living condition of poor in the country and have made a substantial contribution in blunting the sharp edges of poverty and deprivation.

#### Poverty reduction data

3796. SHRI N. BALAGANGA: Will the PRIME MINISTER be pleased to state:

(a) whether the Planning Commission released the data with respect to the progress made so far in poverty reduction during the Eleventh Plan; and

(b) if so, the details thereof including the number of such BPL families that were brought to above poverty line?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) and (b) The Eleventh Plan had set a target of reduction in the head-count ratio of consumption poverty by 10 percentage points for the country. The Planning Commission estimates poverty lines and poverty ratios for the

years for which Large Sample Surveys on Household Consumer Expenditure have been conducted by the National Sample Survey Office (NSSO), These surveys are conducted quinquennially. The latest two periods for which poverty estimates are available are 2004-05 and 2009-10. The poverty estimates in the country has come down from 37.2% in 2004-05 to 29.8% in 2009-10. As a result, the number of poor persons in the country has reduced from 40.7 crore in 2004-05 to 35.5 crore in 2009-10. The next Large Sample Survey on Household Consumer Expenditure is being conducted during 2011-12 which coincides with the terminal year of Eleventh Five Year Plan, data from which will become available only in 2013.

**Assistance proposal from Assam**

3797. SHRI BIRENDRA PRASAD BAISHYA: Will the PRIME MINISTER be pleased to state:

(a) whether any proposal has been submitted by Assam for 100 per cent Central Assistance besides normal plan, special plan and Additional Central Assistance (ACA);

(b) if so, present status of the proposal and the time by when these are likely to be sanctioned;

(c) whether the Central Government proposes to generate employment and stimulate the economy of Assam; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) and (b) The Planning Commission provides Special Plan Assistance (SPA) and Special Central Assistance (SCA) as grant under the States' Plan. During the Annual Plan 2011-12 the Government of Assam has been provided an amount of Rs. 300 crore as SPA against the priority projects and Rs. 500 crore as SCA to supplement the resources for taking up developmental activities. All the project proposals submitted against the SPA amount have been sanctioned.

(c) and (d) Due to various developmental initiatives taken by the Centre and the State there has been encouraging GSDP growth in the State of Assam during the 10th and 11th Plan period. As against the GSDP growth of 5.33% during the 10th plan period, the estimated GSDP growth of Assam during the 11th Plan period is 8.42%. The major contributors in the growth have been "Agriculture and allied" and "Services" sector. The growth of Industry sector has picked up momentum in the fourth and fifth year. The good performance in the areas like Transport and

Communication, Banking and Insurance, Trade and Commerce, Hotel and Restaurant, Real estate and Business Services has been able to generate employment both in the public and private sector.

The Government will continue to emphasize on economic growth and employment generation in the 12th Plan through various developmental programmes and skill development.

#### **Incidents of theft of passenger Luggage**

3798. SHRI ISHWAR SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the incidents of theft of passenger luggage are increasing at various airports in the country;

(b) if so, the details of such instances came to the notice of Government in the last three years; and

(c) the action contemplated by Government to arrest the persons involved and steps taken to check such incidents?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) The information is being collected and will be laid on the Table of the House.

(c) The Bureau of Civil Aviation Security (BCAS) has issued AVSEC Circular No. 33/2003 for installation of CCTV and monitoring of these CCTVs by the Central Industrial Security Force (CISF) and the airlines etc. The CISF is also deploying their surveillance staff in plain clothes to watch the activities of the suspicious persons. AVSEC Order 05/2009 has been issued by the BCAS and the airlines have been asked to deploy security staff for the security of baggage, cargo and aircraft.

#### **Position of Indian economy in IMF report**

†3799. SHRI SHIVANAND TIWARI:

SHRI RAMCHANDRA PRASAD SINGH:

Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that as per the report issued by International Monetary Fund (IMF) India's economy has reached at 3rd position after America and China;

(b) if so, the details thereof;

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†Original notice of the question was received in Hindi.

(c) whether it is also a fact that India's per capita share in the Gross Domestic Products (GDP) is way behind United States, China and Japan; and

(d) if so, the details of this amount in United States, China, Japan and India?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) and (b) As per the World Economic Outlook Database released by the International Monetary Fund (IMF) in April 2012, India's economy figures at 3rd position after America and China in terms of Gross Domestic Product (GDP) on Purchasing Power Parity (PPP) basis. The United States continues to be the largest economy with GDP on PPP basis at US \$ 15094.03 billion followed by China at US \$ 11299.97 billion and India at US \$ 4557.784 billion for the year 2011.

(c) and (d) The World Economic Outlook Database also contains the per capita Gross Domestic Product (GDP) based on Purchasing Power Parity (PPP) for all the countries. It indicates that the per capita GDP on PPP basis was US \$ 48,386.69 for United States, US \$ 34,739.66 for Japan, US \$ 8,382.01 for China and for India it is estimated as US \$ 3,693.53 in the year 2011.

#### **Special status to Rajasthan**

3800. DR. GYAN PRAKASH PILANIA: Will the PRIME MINISTER be pleased to state:

(a) whether Government has received repeated proposals from Rajasthan for according 'Special Status';

(b) if so, grounds/parameters advanced by Government of Rajasthan;

(c) in what manner Rajasthan compare with other 11 Special Category States as per parameters/development indices pertaining to Gross State Domestic Product (GSDP); and

(d) whether it is not unfair to deny 'Special Status' to water-thirsty Desert State of Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) The Chief Minister of Rajasthan in a letter to the Hon'ble Prime Minister in September, 2009 had requested for Special Category Status to Rajasthan. Recently, a presentation was made to Hon'ble Prime Minister during his visit to the State on 8.01.2012. This presentation also included the request for Special Category Status.

(b) The Government of Rajasthan has advanced mainly following grounds to support the demand for Special Category Status;

(i) More than 60% of the State's area is desert that sustains 40% of the State's population leading to high cost of delivery of services;

(ii) Low population density as compared to national average;

(iii) High proportion of Scheduled Tribes;

(iv) Long International Border;

(v) Critical condition of water availability;

(vi) Rain-fed nature of agriculture leading to recurrent droughts.

(c) The Gross State Domestic Product (GSDP) at 2004-05 prices for Rajasthan and 11 Special Category States for 2009-10, 2010-11 and 2011-12 are given in Statement (*See below*).

(d) The issue of grant of Special Category Status was earlier referred to the Planning Commission. In the letter dated 15th March, 2010, Planning Commission had communicated to the State Government of Rajasthan as follows:

“The issue was examined in the Planning Commission. ‘Special Category State’ status has been accorded to some States by the National Development Council (NDC) on the basis of a set of criteria that, *inter-alia*, includes strategic location on the border, hilly and difficult terrain, inadequate economic and social infrastructure, predominantly large tribal population and limited and weak resource based compared to development needs. Most of the States that have been granted Special Category Status during the last two decades have been created out of small Union Territories or from districts of States necessitating creation of administrative infrastructure involving overhead costs out of proportion to their resource base. Further, the decision in this regard is taken by the NDC, which is the sole body competent to do so based on an integrated consideration of all the factors listed above.

It is the considered view of the Planning Commission that for any State seeking special category status on account of State specific problems, it would be more appropriate to provide Financial Assistance/Additional Central Assistance (ACA) etc. as has been the practice so far, on a case to case basis, rather than change the definition of Special Category State”.

**Statement***Gross State domestic product at constant (2004-05) prices*

Sl. No.	State\UT	(Rs. crore)		
		2009-10	2010-11	2011-12
1.	Rajasthan	184189	204398	N.A
<b>Special Category States</b>				
1	Arunachal Pradesh	5276	5691	5899
2	Assam	69143	74215	80465
3	Himachal Pradesh	35907	39066	42032
4	Jammu and Kashmir	36329	38739	41367
5	Manipur	6767	7184	7632
6	Meghalaya	9814	10736	11760
7	Mizoram	4174	4557	N.A.
8	Nagaland	8262	8591	8929
9	Sikkim	3343	3642	N.A
10	Tripura	13061	14203	15463
11	Uttarakhand	47599	51107	55606

Source : CSO (01.03.2012)

**Status of Implementation of Tribal Sib-Plan**

3801. DR. BHALCHANDRA MUNGEKAR: Will the PRIME MINISTER be pleased to state:

(a) whether Union and State Governments are earmarking enough funds under the Tribal Sub-Plan (TSP) at least in proportion to the population of STs;

(b) the status of implementation TSP in the Union and State budgets for the last four years of UPA's Government *i.e.* coinciding with the Eleventh Plan; and

(c) the information on the amount allocated for TSP and the amount that remained unspent during 2006-07 to 2011-12, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ASHWANI KUMAR): (a) to (c) Expenditure Budget Vol. I, Statement 21, give allocation made by union Ministries/Departments for SC/ST together. There is no

segregated data available on earmarking of funds under Tribal Sub-Plan in proportion to the population of STs during the 2008 to 2011 (three years). However, Expenditure Budget Vol. I, Statement 21 'A' give Ministry-wise allocation for 2011-12 in respect of STs. In case of States, a statement showing State-wise ST population, total outlays, TSP outlays and expenditure/anticipated expenditure incurred in the 2006-07 to 2011-12 under Tribal Sub-Plan (TSP) is given in Annexure. [See Appendix 225 Annexure No. 29]

### **Upgradation of 21 State Highways**

3802. DR. VIJAY MALLYA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the proposal of upgradation of 21 State Highways of Karnataka is pending with Government of India;

(b) if so, when did this proposal will get cleared from Government of India; and

(c) whether there is any lack of information to keep this project on hold?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (c) The State Government of Karnataka during the last five years, has submitted from time to time 35 proposals having a total length of 8020 km to the Ministry of road Transport and Highways till date, for declaration of State roads into National Highways. Expansion of National Highway network is a continuous process and declaration of new National Highway is taken up from time to time depending upon requirement of connectivity, *inter-se* priority and availability of funds.

### **Engine certification of Emission Norms**

3803. SHRI M.P. ACHUTHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it has come to the notice of Government that engines used in combined harvesters which are tracked and not wheeled are allowed to be used in the country without following the stipulated emission norms in India; and

(b) if so, the steps proposed to be taken to ensure that engine certification from the point of observance of emission norms are done by the testing agencies before combine harvesters are permitted to be used in the field?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHAR BHAI CHAUDHARY): (a) and (b) Action to amend Central Motor Vehicles Rules, 1989 so as to bring combine harvesters within the purview of the said Rules, is in process.

**Schemes of road transport in Bihar and Uttar Pradesh**

3804. SHRI MOHAMMED ADEEB:

SHRI SABIR ALI :

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the details of schemes of Central Government regarding road transport and highways being implemented in Bihar and Uttar Pradesh;
- (b) the details of allocations made for the purpose for the current year;
- (c) the allocations during the last three years for the same purpose; and
- (d) the steps being taken to increase the allocation in view of the poor condition of road transport and highways in both the States?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) In Road Transport sector is concerned, the following two schemes are being implemented in Bihar and Uttar Pradesh.

- (i) Setting up of an Institute of Driving and Research (IDTR) in Bihar under plan scheme "Refresher training to drivers in unorganized sector and Human Resource Development.
- (ii) Assistance to State Road Transport Corporation for improving and strengthening of public transport system through use of information technology in Uttar Pradesh.

In the Highway Sector, following schemes are being implemented in Uttar Pradesh and Bihar:

- (i) Development and maintenance of National Highways
- (ii) Improvement of roads within the purview of the state under Central Road Fund (CRF).
- (iii) Improvement of roads in Left Wing Extremist affected districts.

(b) and (c) An amount of Rs. 14.00 crore was sanctioned to Government of Bihar for setting up of an institute of driving training and research during 2011-12 under 'Refresher Training to Drivers in Unorganized sector and Human Resource Development'. For the State of Uttar Pradesh, an amount of Rs. 19.125 crore was sanctioned during the year 2011-12 for the Scheme of improving and strengthening of public transport system through use of Information Technology.



Under highway sector the allocation in the current year and the last three years in Uttar Pradesh and Bihar is as follows:

Head	Year	Amount in crores	
		Bihar	Uttar Pradesh
National Highway (original)	2009-10	245.45	388.74
	2010-11	199.15	452.62
	2011-12	247.54	359.21
	2012-13*	40.67	58.16
Central Road Fund	2009-10	54.04	140.65
	2010-11	48.30	148.44
	2011-12	60.89	177.06
	2012-13*	10.77	30.79
Economic Importance and Inter-State connectivity	2009-10	0.00	6.15
	2010-11	6.71	8.27
	2011-12	0.00	13.57
Left Wing Extremism	2009-10	0.00	0.00
	2010-11	160.00	15.00
	2011-12	200.00	24.00
	2012-13*	198.00	12.00

\* Vote an Account

(d) The matter for increasing allocation is continuously taken up with Planning Commission and Ministry of Finance.

**Amount invested in Jammu and Kashmir under CRF**

3805. SHRI G.N. RATANPURI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of proposals received and approved for each State and Union

Territory under CRF during year 2011-12 and the value of each proposal/project;

(b) the reasons for not approving proposals, if any; and

(c) the amount received by or invested in different districts of J&K under CRF during last three years, district-wise and year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) The State-wise/Union Territory-wise details of proposals received and approved under Central Road Fund (CRF) during 2011-12 along with total cost of the project are given in Statement (*See* below).

(b) The proposals furnished by the respective State Governments under CRF are approved in accordance with Central Road Fund (State Road) Rules, 2007, subject to overall availability of funds and *inter-se* priority of works and shall be limited to the bank of sanctions which shall not normally exceed, at any point of time, two times of the annual accrual for the year,

(c) Allocation of funds to the States from CRF is made State-wise and not District-wise. The details of the amount accrued and released for the State of Jammu and Kashmir during last three years are as under:

Year	Accrual (Rs. In crore)	Released (Rs. in crore)
2009-10	86.81	86.81
2010-11	96.97	97.79
2011-12	110.59	108.61

**Statement**

*State-wise/UT-wise details of proposals received and approved under Central Road Fund (CRF) during the year 2011-12*

Sl. No	State	Proposals received		Proposals approved	
		No	Amount (Rs in crore)	No	Amount (Rs in crore)
1	2	3	4	5	6
1.	Andhra Pradesh	0	0	0	0
2.	Arunachal Pradesh	10	70	10	70

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1	2	3	4	5	6
3.	Assam	0	0	0	0
4.	Bihar	7	202.708	7	202.708
5.	Chhattisgarh	27	667.08	0	0
6.	Goa	0	0	0	0
7.	Gujarat	0	0	0	0
8.	Haryana	0	0	0	0
9.	Himachal Pradesh	0	0	0	0
10.	Jammu and Kashmir	0	0	0	0
11.	Jharkhand	0	0	0	0
12.	Karnataka	0	0	0	0
13.	Kerala	108	1425	0	0
14.	Madhya Pradesh	0	0	0	0
15.	Maharashtra	388	2200	0	0
16.	Manipur	0	0	0	0
17.	Meghalaya	0	0	0	0
18.	Mizoram	1	9.29	1	9.29
19.	Nagaland	0	0	0	0
20.	Odisha	11	220	0	0
21.	Punjab	0	0	0	0
22.	Rajasthan	0	0	0	0
23.	Sikkim	0	0	0	0
24.	Tamil Nadu	75	499.42	0	0
25.	Tripura	1	4.74	1	4.74
26.	Uttar Pradesh	16	145.94	16	145.94
27.	Uttarakhand	0	0	0	0

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1	2	3	4	5	6
28.	West Bengal	3	248.63	0	0
<b>Union Territories</b>					
29.	Andaman and Nicobar Islands	0	0	0	0
30.	Chandigarh	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0
32.	Daman and Diu	0	0	0	0
33.	Delhi	1	45.24	1	45.24
34.	Lakshadweep	0	0	0	0
35.	Puducherry	0	0	0	0

#### **Upgradation of roads passing through Gujarat**

3806. SHRI NATUJI HALAJI THAKOR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Gujarat has one of the longest coast lines, very large port traffic and is industrialised and hence its roads carry very heavy traffic but despite this none of the approximately 4340 Km. of roads are upgraded to National Highways between 2007-08 to 2009-10, passing through the State of Gujarat; and

(b) if so, whether Government of India intend to upgrade highways in Gujarat to National Highways in near future?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Expansion of National Highways network is a continuous process and declaration of new National Highways is taken up from time to time depending upon the requirement of connectivity, *inter-se* priority and availability of funds. The Government has already declared 751 km. length of State roads in the State of Gujarat as National Highway during 2011-12

#### **Non-upgradation of road in Gujarat**

3807. SHRI NATUJI HALAJI THAKOR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that recently Government of India upgraded some

roads as National Highway in Rajasthan but no road is upgraded in Gujarat, if so, the reasons therefor; and

(b) by when Government intend to upgrade State Highways in Gujarat to National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) No, Sir. The Government has declared 751 km length of State roads in the State of Gujarat as National Highway during 2011-12. Expansion of National Highways network is a continuous process and declaration of new National Highways is taken up from time to time depending upon the requirement of connectivity, *inter-se* priority and availability of funds.

#### **Award of projects under PPP model**

3808. SHRIMATI SMRITI ZUBIN IRANI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether this is a fact that on the intervention of PMO the Ministry has assured to award 15 major projects of 1547 kilometres and another 11 projects for 1731 kms. under PPP model;

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

(c) the reasons for the intervention of PMO;

(d) whether the Ministry has set any deadline for completion of all these projects; and

(e) in what manner the Ministry will ensure timely completion of all these projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (e) Prime Minister Office (PMO) has never intervened in the award of any road project. However, the Ministry of Road Transport and Highways fixed a target of award of 7300 kms of National Highways (NH) during the year 2011-12 under different phases of National Highways Development Project (NHDP) through National Highways Authority of India (NHAI) and its monitoring has been done by PMO on regular basis to facilitate and ensure expeditious implementation of NHDP, keeping in line with the commitment of the Government to achieve the set target of 7300 kms of NHs during the year 2011-12. NHAI has awarded 6491 km (49 projects) of roads on Built-Operate-Transfer (BOT) basis under Public-private Partnership (PPP) model in the year 2011-12. The details

of these projects are given in Statement (*See below*), which are actively monitored and supervised by NHAI as per the provisions of Concession Agreements in respective cases.

**Statement**

*The List of PPP Projects awarded under National Highways Development Project (NHDP) during the year 2011-12*

Sl. No.	Name of the project	State	Length (in Km.)	Total Project Cost (TPC) (Rs. in Crore)	NHDP Phase
1	2	3	4	5	6
1.	Kota-Jhalawar	Rajasthan	88.09	530.01	III
2.	Ahmedabad-Vadodara	Gujarat	102.30	2125.40	V
3.	Beawar-Pali-Pindwara	Rajasthan	244.12	2388.00	III
4.	Nagpur-Wainganga Bridge	Maharashtra	45.43	484.19	III
5.	Barwa Adda-Panagarh	Jharkhand/ West Bengal	122.88	1665.00	V
6.	Tindivanam-Krishnagiri	Tamil Nadu	182.18	624.20	III
7.	Jabalpur-Lakhanadon	Madhya Pradesh	80.82	776.76	IV
8.	Panikholi-Rimoli	Orissa	166.17	1410.00	III
9.	Jabalpur-Katni-Rewa	Madhya Pradesh	225.69	1895.45	IV
10.	Chhatisgarh/Orissa Border-Aurang	Orissa	150.40	1232.00	IV
11.	Gwalior-Shivpuri	Madhya Pradesh	125.30	1055.00	IV
12.	Shivpuri-Dewas	Madhya Pradesh	321.00	2815.00	IV
13.	Meerut- Bulandshahar	Uttar Pradesh	62.52	508.87	IV
14.	Kishangarh-Udaipur- Ahmedabad	Rajasthan/Gujarat	555.50	5387.30	V
15.	Muzaffarpur-Barauni	Bihar	107.56	354.09	IV

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1	2	3	4	5	6
16.	Hospet-Bellary-Karnataka/ Andhra Pradesh Border	Karnataka	95.44	910.08	IV
17.	Lucknow-Sultanpur	Uttar Pradesh	125.90	1043.51	IV
18.	Patna-Buxar	Bihar	125.44	1129.11	III
19.	Vijayawada-Machhlipatanam	Andhra Pradesh	64.60	606.00	III
20.	Angul-Sambalpur	Orissa	153.00	1220.32	IV
21.	Hospet-Chitradurga	Karnataka	120.03	1033.65	III
22.	Cuttack-Angul	Orissa	112.00	1123.69	III
23.	Rampur-Kathgodam	Uttar Pradesh	93.29	790.00	III
24.	Etawah-Chakeri	Uttar Pradesh	160.21	1573.00	V
25.	Agra-Etawah Bypass	Uttar Pradesh	124.52	1207.00	V
26.	Maharashtra/Karnataka Border-Sangareddy	Karnataka	145.00	1266.60	III
27.	Raipur-Bilaspur	Chhatisgarh	125.53	1216.03	IV
28.	Muhulia-Baharagora	Jharkhand/ West Bengal	127.13	940.00	IV
29.	Rohtak-Jind	Haryana	48.60	283.25	III
30.	Solapur-Maharashtra/ Karnataka Border	Maharashtra	100.06	923.04	IV
31.	Lucknow-Raebareli	Uttar Pradesh	70.00	635.90	IV
32.	Kiratpur-Ner Chowk	Himachal Pradesh	84.32	1818.47	IV
33.	Vijaywada-Elluru-Gundugolanu	Andhra Pradesh	103.59	1684.00	V
34.	Obdedullganj -Betul	Madhya Pradesh	121.00	912.00	III
35.	Mulbagal-Karnataka/Andhra Pradesh Border	Karnataka	22.19	141.11	III

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184 Written Answers to		[RAJYA SABHA]	Unstarred Questions		
1	2	3	4	5	6
36.	Gomti-Udaipur	Rajasthan	79.31	942.45	IV
37.	Baleshwar-Khargpur	West Bengal/Orissa	111.40	471.05	I
38.	Jowai-Meghalaya/Assam Border	Meghalaya	102.26	390.74	III
39.	Birmitrapur-Barkote	Orissa	125.62	778.15	IV
40.	Haryana/Uttar Pradesh Border- Yamunanagar-Barwala-Panchkula	Haryana	104.77	934.93	III
41.	Khagria-Bakhtiarpur	Bihar	112.98	1635.33	III
42.	Solapur-Maharashtra/Karnataka Border-Bijapur	Maharashtra	110.00	990.60	III
43.	Aurangabad-Barwa Adda	Bihar and Jharkhand	220.00	2419.00	V
44.	Amravati-Jalgaon	Maharashtra	275.22	2537.81	IV
45.	Jalgaon-Maharashtra/Gujarat Border	Maharashtra	208.84	1968.57	IV
46.	Hoskote - Dobespet	Karnataka	89.00	772.41	IV
47.	Rajahmundry-Gundugulanu	Andhra Pradesh	121.00	1617.00	V
48.	Anandpuram-Vishakhapatnam	Andhra Pradesh	59.00	863.00	V
49.	Jind-Haryana/Punjab Border	Haryana	69.55	446.00	III
TOTAL			6490.76	60475.07	

#### Expansion programme of NH in NE States

3809. SHRI KHEKIHO ZHIMOMI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has taken up expansion programme of the National Highways in the North Eastern States;



(b) if so, the details thereof during the last three years, State-wise and National Highway-wise in North Eastern States, particularly in the State of Nagaland; and

(c) the present status of the expansion plan and the expenditure likely to be incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) Yes Sir.

(b) and (c) The expansion of National Highways is an ongoing process depending upon the traffic needs *inter-se* priority and availability of funds. The details of the expansion of National Highways during the last three years is given in Statement.

**Statement**

*The details of expansion of NH during last three years*

Sl. No.	State	2009-10			2010-11			2011-12		
		NH No.	Length (km)	Likely Cost on Completion (Rs. Crore)	NH No.	Length (km)	Likely Cost on Completion (Rs. Crore)	NH No.	Length (km)	Likely Cost on Completion (Rs. Crore)
1	2	3	4	5	6	7	8	9	10	11
1	Arunachal	52	73	343.84	52A	20	264.00	52	39	110.09
	Pradesh	153	32	91.00	52	85	1007.00	52B	43	157.00
		37	20	38.00	52B	68	305.00	229	718	3471.00
			0		229	47	200.00		0	
	<b>Sub Total</b>		<b>125</b>	<b>472.84</b>		<b>220</b>	<b>1776.00</b>		<b>800</b>	<b>3738.09</b>
2	Assam	37	26	128.71	37	36	899.00	154	9	102.00
		154	16	72.00	52B	63	268.00		0	
			0		53	20	104.00		0	
			0		44	30	118.00		0	
	<b>Sub Total</b>		<b>42</b>	<b>200.71</b>		<b>149</b>	<b>1389.00</b>		<b>9</b>	<b>102.00</b>

186 Written Answers to

[RAJYA SABHA]

Unstarred Questions

3	Manipur	53	19	81.00						
	<b>Sub Total</b>		<b>19</b>	<b>81.00</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
4	Meghalaya	40	23	42.34	44	86	1494.00	0	0	0.00
			0	0.00	127B	178		0	0	0.00
			0	0.00	40	62	536.00	0	0	0.00
	<b>Sub Total</b>		<b>23</b>	<b>42.34</b>	<b>84</b>	<b>326</b>	<b>2030.00</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
5	Mizoram	54	15	62.00	44	104	624.00	0	0	0.00
	<b>Sub Total</b>		<b>15</b>	<b>62.00</b>	<b>44</b>	<b>104</b>	<b>624.00</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
6	Nagaland		0			61	32.00	94	0	
	<b>Sub Total</b>		<b>0</b>	<b>0.00</b>		<b>61</b>	<b>32.00</b>	<b>94</b>	<b>0</b>	<b>0.00</b>
7	Sikkim	31A	3	13.00	31A	37	184.00	31A	17	87.00
	<b>Sub Total</b>		<b>3</b>	<b>13.00</b>		<b>37</b>	<b>184.00</b>		<b>17</b>	<b>87.00</b>
8	Tripura		0			0		44	10	43.78
	<b>Sub Total</b>		<b>0</b>	<b>0.00</b>		<b>0</b>	<b>0.00</b>	<b>44</b>	<b>10</b>	<b>43.78</b>
<b>TOTAL</b>			<b>227</b>	<b>871.89</b>		<b>897</b>	<b>6035.00</b>		<b>836</b>	<b>3970.87</b>

Written Answers to

[10 MAY, 2012]

Unstarred Questions 187

**Expansion/upgradation of NH-17**

3810. SHRI SHANTARAM NAIK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether project of expansion/upgradation of NH-17 in the State of Goa is tendered;
- (b) the names of the company to whom the tender has been allotted and amount thereof;
- (c) by what date the work is going to commence;
- (d) whether the State of Goa has proposed to construct any part of the project or any of the bridges which form part of the project; and
- (e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (e) Four laning of Maharashtra/Goa Border-Goa/Karnataka Border section of NH-17 in the State of Goa on BOT (Toll) under NHDP Phase III was awarded to the concessionaire, M/s. IVRCL on 20.05.2010 for an amount of Rs.1872.00 cr. Due to unresolved issues like land acquisition, forest and environment clearance etc, despite signing of State Support Agreement by the State Government of Goa, the project was cancelled on 18.08.2011

**Target fixed for implementation of highway projects in Maharashtra**

†3811. SHRI ISHWAR LAL SHANKAR LAL JAIN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the details of the target fixed for the implementation of highway project *vis-a-vis* their actual implementation in Maharashtra during the period from the year 2007-08 to December, 2011, year wise.
- (b) whether the condition of existing highway network in Maharashtra especially in its hilly areas is deplorable and the conditions of many zig-zag ways of hilly areas has aggravated due to plying of heavy vehicles on them;
- (c) if so, the details thereof; and
- (d) the details of the special steps, if any, taken by Government to solve this problem?

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†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) Details are given in Statement (*See* below).

(b) No, Sir.

(c) and (d) Does not arise

**Statement**

*Details of targets achieved of Highway Projects Implementation in Maharashtra*

	Length in km.				
	2007-08	2008-09	2009-10	2010-11	2011-12
4/6 laning	131.00	110.75	169.83	172.53	161.70
IRQP	152.11	296.88	137.70	243.66	150.40
Strengthening	21.8	16.90	46.00	31.90	31.00
Widening	22.09	42.00	91.44	67.39	42.00
PR/SR	112.96	123.97	133.10	110.50	246.19

**Four laning of Guwahati Bypass**

3812. SHRI PANKAJ BORA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) when the four laning Guwahati Bypass was completed;

(b) whether it is not a fact that there has been manifold increase in traffic in Guwahati Bypass;

(c) whether Government has been able to calculate the traffic intensity on Guwahati Bypass;

(d) whether it is not a fact that present traffic intensity need six lane Bypass;

(e) if so, whether Government is planning for six lane Guwahati Bypass;

(f) if so, by when; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) 4-laning of Guwahati bypass was completed in 2003.

(b) to (g) Yes, Sir. Traffic survey done recently has revealed that the 4-lane road has reached its traffic capacity and decision on widening depends on outcome of feasibility study.

#### **Accidents on Mumbai-Pune Expressway**

‡3813. DR. YOGENDRA P. TRIVEDI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Mumbai-Pune Expressway has now turned into a killer expressway;

(b) if not, the number of accidents that took place on this expressway and the people died therein during the last three years;

(c) whether this expressway has now converted into a highway and the toll is being charged in the name of expressway;

(d) if not, whether there are U-turns in several places on this expressway, which have added in the number of accidents on it and whether animals are now seen loitering about on the expressway; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) No, Sir.

(b) Details are given in Statement (*See* below).

(c) No, Sir.

(d) No, Sir.

(e) Does not arise.

#### **Statement**

##### *The number of accidents on Mumbai-Pune Expressway*

Sl. No.	Year	Total Accidents	Injuries / Casualties		
			Very Serious	Major	Minor
1.	2009	1452	67	295	708
2.	2010	1672	62	310	668
3.	2011	1754	58	298	712

‡Original notice of the question was received in Hindi.

**Proposals for new NHs in Rajasthan**

‡3814. SHRI OM PRAKASH MATHUR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that the State Government of Rajasthan has sent proposals to declare new National Highways;
- (b) if so, the details of such proposals; and
- (c) by when, these proposals are expected to get approval?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (c) The State Government of Rajasthan has submitted 36 proposals having total length of around 6500 kms. to the Ministry of road Transport and Highways for declaration of State roads into National Highways. Out of these, the Ministry has declared 9 stretches having total length of 1545 kms. as National Highways. Expansion of National Highway network is a continuous process and declaration of new National Highway is taken up from time to time depending upon requirement of connectivity, inter-se priority and availability of funds.

**Plan India Code for Ambulances**

3815. SHRIMATI SMRITI ZUBIN IRANI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the Ministry is going to launch a Plan India Code for Ambulances as reported in media on 13 February, 2012;
- (b) if so, the details thereof indicating therein the salient features of this scheme;
- (c) by when this scheme will be implemented and be made a reality; and
- (d) the present fate of ambulances that is running on road right now?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHAR BHAI CHAUDHARY): (a) to (d) Yes Sir. The Ministry has constituted an Expert Committee in February 2012 to formulate 'National Ambulance Code' along with detailed specifications for various types of ambulances for the country and to prepare a draft amendment notification to CMVR 1989. The Committee has been asked to submit their report within a period of three months. Details of the scheme, its implementation and all other related issues will be known after the receipt of the expert committee's report.

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‡Original notice of the question was received in Hindi.

**Hilly terrain falling on four lane in NH in Maharashtra**

‡3816. SHRI ISHWAR LAL SHANKAR LAL JAIN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the district-wise details of the hilly terrain on the way of four lane National Highways in the State of Maharashtra;

(b) whether there is any obstacle in the construction of above said highways;

(c) if so, the steps taken to overcome this problem;

(d) whether Government has taken appropriate steps in view of the accidents with wild animals in hilly/forest regions on the way of these National Highways; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) There is no hilly terrain falling on the way of four lane National Highways in the State of Maharashtra.

(b) No Sir.

(c) to (e) Does not arise.

**Implementation Phase for NHDP Programme**

3817. SHRI RAM KRIPAL YADAV: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) which phases are being implemented presently by NHAI for their NHDP programme in all over the country;

(b) the status of these phases and how much is the budget under this present phase of National Highways Development Project (NHDP);

(c) which phases are being presently implemented by NHAI in Bihar State under their NHDP; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) The status of National Highways

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‡Original notice of the question was received in Hindi.



Development Project (NHDP) phases being implemented by NHAI is given in Statement-I (See below). The details of NHDP phase-wise Budget Estimates for the financial year 2012-13 is given in Statement-II (See below).

(c) and (d) Presently, 15.77 km under Phase-II, 720.45 km under Phase-III, 107.56 km under Phase-IV and 195 km under Phase-V of NHDP are being implemented by NHAI in the State of Bihar.

**Statement-I**

*Details of status of NHDP phases as on 31.03.2012*

Phases	Total Length in km	Date of Approval	Approved Cost (Expenditure till 31.03.2012) Rs. in Crore	Length Completed in km	Length under Imp. in km	To be awarded in km
1	2	3	4	5	6	7
I	7,522*	12.12.2000	30,300	7484	38	Nil
GQ,EW-NS corridors.			(38964.15)			
Port connectivity and others						
II	6,647	18.12.2003	34,339	5499	704	444
4/6-laning North			(53892.43)			
South East West Corridor, Others						
IIIA	4,815^	05.03,2005,	33,069	2935	1889	Nil
Upgradation, 4/6-laning		27.10.2006& 12.4.2007				
IIIB	7,294	12.4.2007	47,557			
Upgradation, 4/6-laning				708	4737	1849
Total phase III (phase IIIA + IIIB)	12,109	-	80,626	3643	6626	1849
			(46284.96)			

1	2	3	4	5	6	7
IV	20,000	July-2008 for 5000 km	27,800			
2-laning with paved shoulders			(781.58)	Nil	3318	16682
V	6,500	05.10.2006	41,210	913	3068	2519
6-laning of GQ and High density corridor			(15869.86)			
VI	1000	02.11.2006	16,680	NIL	NIL	1000
Expressways			(7.82)			
VII	700 km of	06.12.2007	16,680	11	30	659
Ring Roads, By-passes and flyovers and other structures	ring roads/ bypass + flyovers		(393.71)			

\* Total approved length is increased by 24 km due to re-award of two projects under Chennai-Ennore Port Connectivity

^ Actual under implementation length is 4824 km

### ***Statement-II***

#### *Details of NHDP phase-wise Budget Estimates (BE) for 2012-13*

NHDP Phase	Amount (Rs. in crore)
Phase-I	633.11
Phase-II	5258.25
Phase-III	19691.73
Phase-IV	7325.75
Phase-V	11684.43
Phase- VI	238.00
Phase-VII	254.20
TOTAL	45112.50

**Traffic statistics of NHS in Kerala**

3818. SHRI K.N. BALAGOPAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has traffic statistics of National Highways in Kerala;

(b) if so, the details regarding Traffic comparing other National Highways, the percentage of utilisation in Kerala compared to the estimated capacity of the National Highways; and

(c) whether Government has any data regarding accidents and deaths happened on National Highways annually for the last five years?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHAR BHAI CHAUDHARY): (a) Details of average daily traffic in various sections of National Highways (NHAI) entrusted to National Highways Authority of India in the State of Kerala are given in Statement-I (*See below*).

(b) No comparison of percentage utilization of National Highways in Kerala with other National Highways could be made as the traffic on different National Highways vary from place to place and State to State.

(c) Year-wise details of total number of road accidents and persons killed on national highways during the period 2006 to 2010 are given in Statement-II

**Statement-I***Details of average daily traffic on NH in Kerala*

Sl. No.	NH No.	Location (Km)	Place	ADT (PCU)	Remarks
1	2	3	4	5	6
1.	17	34.200	Bandiyode	9678	
2.	17	56.500	Iadira Nagar	12380	
3.	17	98.250	Cheruvathur Chekpost	10111	Traffic survey was taken by DPR Consultants in June-July 2006 as part of

1	2	3	4	5	6
4.	17	141.600	Mangad	13548	preparation of Feasibility Report and
5.	17	151.000	Puthiyatheruvu	28147	DPR for four laning of Karnataka/ Kerala
6.	17	188.000	Aizhur Chungam	17192	order-Kuttiapuram section of NH-17
7.	17	237.000	Vengali	19817	
8.	17	252.000	Meechanda	30798	
9.	17	290.000	Eddarikoade	16526	
10.	17	318.000	Kuttiapuram	16139	
11.	17	345.000	Veliancode	5767	Traffic survey was taken by DPR Con-
12.	17	381.200	Thalikulam	7161	sultants in November-December 2005 as
13.	17	413.000	Kottapura	8948	part of preparation of Feasibility Report
14.	17	426.400	Valluvally		and DPR for four laning of Kuttiapuram- Edappally Section of NH-17
15.	47	191.000	Near proposed Toll Plaza	24111	As per the traffic survey conducted during 2011.
16.	47	263.100	Pattikad	38230	As per the traffic data for the year 2011. Work of four-laning in progress.
17.	47	280.000	Pudukkad	93002	This section has already been 4-laned.
18.	47	356.500	Kumbalam	35299	As per the traffic survey conducted in November 2011
19.	47	380.000	Thuravur	29371	Traffic survey was taken by DPR Con-
20.	47	419.000	Punnapra	23222	sultants in Nov. 2005 as part of pre-
21.	47	459.000	Kayamkulam	25634	paration of DPR for four laning of Cherthala-Ochira section of NH-47
22.	47	485.000	Neendakara	23890	Traffic survey was taken by DPR Con-
23.	47	511.000	Chethanoor	27068	sultants in Nov. 2005 as part of pre-
24.	47	526.000	Kallambalam	21501	paration of DPR for four laning of
25.	47	540.000	Chempak- mangalam	20135	Cherthala - Ochira section of NH-47

**Statement-II**

*Year-wise details of total number of road accidents and persons killed on national highways during the period 2006 to 2010*

	2006	2007	2008	2009	2010
Total number of road accidents	140158	138922	137995	142511	149929
Total number of persons killed in road accidents	39820	40612	42670	45222	48466

**20 Km. of road per day**

3819. SHRIMATI T. RATNABAI:

SHRI MOHD. ALI KHAN:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Ministry aims to build 7000 Km. of roads annually and has assigned the task of constructing 20 Km. of road per day to NHAI;

(b) if so, the details thereof; and

(c) the progress made so far in this direction, State-wise especially in Andhra Pradesh along with the funds spent so far?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (c) This Ministry aims to construct 20 km of National Highways per day in all over the Country. The target for construction of National Highways is not fixed by State-wise. The target achieved on an all India average during 2011-2012 is 10.39 km per day. During 2011-2012 as against a target of 2500 km the National Highways Authority of India (NHAI) has completed construction of 2248 km *i.e.* 6.16 km/day. In addition during 2011-2012 this Ministry has also completed construction of 1547 km. *i.e.* 4.23 km/day of National Highways through State PWDs and Border Road Organization. The state wise details of funds spent on National Highway Development Project during the year 2011-2012 including the State of Andhra Pradesh is given in Statement.

**Statement**

*State-wise details of funds spent on NHDP during the year 2011-12*

Sl. No.	States	Amount (Rs. In Crore)
1.	Andhra Pradesh	2,720.30
2.	Assam	875.80

Sl. No.	States	Amount (Rs. In Crore)
3.	Bihar	2,005.01
4.	Chattisgarh	143.79
5.	Delhi	68.58
6.	Goa	10.18
7.	Gujarat	3,075.79
8.	Haryana	2,224.40
9.	Himachal Pradesh	34.03
10.	Jammu and Kashmir	147.04
11.	Jharkhand	230.17
12.	Karnataka	4,259.04
13.	Kerala	400.83
14.	Madhya Pradesh	1,205.93
15.	Maharashtra	6,215.89
16.	Meghalaya	279.96
16.	Orissa	1,114.31
17.	Punjab	1,258.29
18.	Rajasthan	2,724.98
19.	Tamil Nadu	3,059.40
20.	Uttar Pradesh	3,339.81
21.	Uttarakhand	86.72
22.	West Bengal	1,523.22

**Companies blacklisted for irregularities**

3820. SHRIMATI KUSUM RAI:

SHRI PRABHAT JHA;

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of companies which have been blacklisted by the Ministry for irregularities in national highway projects during last five years, State-wise;

(b) whether some of the blacklisted companies have been awarded contracts in completed/ongoing national highway projects;

(c) if so, the details thereof and the reasons and rationale for the same;

(d) whether some of the blacklisted companies have been removed from the blacklisted list and has been awarded national highway projects;

(e) if so, the details thereof; and

(f) the details of reasons for removal and award of road contracts to those blacklisted companies?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (f) State-wise detailed list of companies blacklisted for irregularities in National Highway (NH) projects during the last five years is given in Statement (*See below*). M/s. Prakash Atlanta (JV) was debarred in February, 2009 for a period of two years and the Hon'ble High Court of Delhi by its Order dated 05-02-2010 has set aside the debarment.

#### *Statement*

*State-wise detailed list of companies blacklisted for irregularities in National Highway (NH) projects during the last five years, i.e. since 2007-08 onwards and up to 2011-12.*

Sl. No.	Name of the State	Name of the company
1.	Chhatisgarh	M/s. Laxmi Engicon Pvt. Ltd., Surguja
2.	Kerala	M/s. Chandragirl Constructions
3.		M/s. Kaikkara Construction Company
4.		M/s. Bhagheeratha Engineering Ltd.
5.		M/s. Roman Tarmat
6.	Maharashtra	M/s. Niraj Cement Structurals Ltd., Mumbai
7.		M/s. M.B. Patil Construction Ltd., Pune
8.	Manipur	M/s. Ch. Biren Singh
9.	Uttar Pradesh	M/s. Gangotri Enterprises Ltd.
10.	West Bengal	M/s. Patel Engineering Ltd.

**Awarding of various projects in Andhra Pradesh**

3821. SHRIMATI GUNDU SUDHARANI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is not a fact that Vijayawada-Machillipatnam, Rajahmundry-Gundugulanu, Anandpuram-Visakhapatnam-Anakapalli projects have to be awarded by 2010-11;

(b) if so, whether the projects has been awarded;

(c) if so, the details thereof; and

(d) by when the above projects are going to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Yes sir.

(c) and (d) Details are as under:

Name of Project	Date of Award	Construction period after appointed date
4-laning of Vijayawada-Machillipatnam	11.11.2011	24 months
6-laning of Rajahmundry-Gundugulanu	31.03.2012	30 months
6-laning of Anandpuram-Visakhapatnam-Anakapalli	31.03.2012	30 months

**Compensation to damaged properties of NHAI**

3822. SHRI PARSHOTTAM KHODABHAI RUPALA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the reasons for the Ministry not reviewing matter regarding compensation to properties of NHAI damaged due to vehicle accidents as affected persons are getting compensation for their losses but NHAI is not getting any compensation for damages as it has been observed that it is taking longer time to repair damaged properties of NHAI due to financial implication and it may lead to further chances of accidents;

(b) whether the Ministry is aware about the fact that the State Government of Gujarat has already taken compensation in this regard; and

(c) if not, whether the Ministry will approach State Government of Gujarat in this regard?



THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (c) The Government has enacted the Control of National Highways (Land and Traffic) Act, 2002. The provisions under section 36 of the said Act provides that where any damage has been caused to any Highway, the Highway Administration shall have such damage repaired at its own expenses and such expenses together with fifteen per cent, thereof as additional charges or any fine imposed shall, without prejudice to any other action which may be taken against the person who has so contravened subsection (1) of section 36, be recovered from him in accordance with the provisions contained in section 27 as if such expenses and additional charges were the expenses and additional charges recoverable under that section.

#### **Construction of expressways by 2022**

3823. SHRI B.S. GNANADESIKAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has planned to construct 15,600 km of expressways by 2022 and has identified over 40 stretches for the same and to create an Indian National Expressway Network by the Thirteenth Five Year Plan;

(b) whether it is also planned to cover special economic zones, industrial corridors, industrial towns and densely populated cities; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (c) The Eleventh Five Year Plan (2007-12) *inter-alia* stipulated to formulate and implement a Master Plan for 15,600 km of access controlled expressways for high density corridors.

The Ministry had awarded a Consultancy Services for formulation of a Master Plan for the National Expressway Network in the country. The report recommended total Expressway Network of about 18,637 km for completion in phased manner upto the year 2022. The Report *inter-alia* considered the connectivity requirements for ports, industrial/agricultural/business centres, major cities, other high revenue earning centres such as tourist destinations, Special Economic Zones (SEZs), etc., and identified 60 stretches. Detailed programme for implementation has not yet been finalized.

**Angul Sukinda and Panikoili Rajamunda NH**

3824. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the total budget allocation for the Angul Sukinda and Panikoili Rajamunda National Highway for the years 2009, 2010 and 2011; and

(b) whether it is being done by the NH Authority directly or on PP Model, and whether there is proposal to make bypass for Jajpur Kendujhar Road to avoid the city traffic?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITEN PRASADA): (a) The allocation of budget are not made National Highway specific.

(b) Projects of Cuttack-Angul section on National Highway (NH)-42, Panikoili-Rimuli section on NH-215, Rimuli-Rajamunda section on NH-215 and Chandikhole-Dubari-Talcher section on NH-200 are proposed on Build-Operate-Transfer (BOT) Toll on Public Private Partnership (PPP) mode. Bypass is proposed for Jajpur-Kendujhar road.

**Mumbai-Goa Highway**

3825. DR. BHALCHANDRA MUNGEKAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware of the fact that the Mumbai-Goa Highway has become the death trap for the passengers due to frequent accidents, the details of number of accidents-death for the last three years;

(b) whether there is any plan to make this highway four-lane;

(c) if so, the details thereof; and

(d) if not, the justification?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) The details of accidents-death for the last three years are as follows:

<b>Year</b>	<b>Nos. of accident deaths</b>
2009	437
2010	465
2011	319

(b) Yes, Sir.

(c) The work of four laning of Panvel-Indapur Section from km.0/0 to 84/00 has already started by NHAI. From Indapur to Zarap section, feasibility studies are under examination in the Ministry. In the section from Zarap to Goa/Maharashtra Border, the work of four laning is in progress.

(d) Does not arise.

#### **Subsidy to ship manufacturing industry**

†3826. SHRI RAMCHANDRA PRASAD SINGH:

SHRI RAVI SHANKAR PRASAD:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that ship manufacturing industry in the country had been given a fillip to march on the path of progress from 2002 to 2007 with the help of subsidy;

(b) if so, the facts thereof;

(c) whether it is also a fact that business volume of this industry is continuously falling after 2007;

(d) if so, the estimate of this fall from 2007 to 2012; and

(e) whether this industry is seeking subsidy again, if so, the reasons therefor?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) Yes, Sir. Government of India had extended Ship building subsidy scheme to all Indian Shipyards with effect from 25th October 2002 upto the period 14th August 2007, whereafter it expired. However, subsidy is being provided to all eligible shipbuilding contracts concluded upto 14th August 2007. (c) and (d) The share of I

dian Shipyards in the world shipbuilding order book increased from approximately 0.1% in 2002 to approximately 1.3% in 2007 before expiry of the ship building subsidy scheme on 14th August, 2007. However, the share of Indian shipyards has witnessed a drop reaching a level of less than 0.1% of world orders in 2011.

(e) The shipbuilding industry is seeking subsidy again to enable them to become internationally competitive.

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†Original notice of the question was received in Hindi.

**Vessel traffic monitoring system**

3827. DR. JANARDHAN WAGHMARE: Will the Minister of SHIPPING be pleased to state:

(a) whether Government proposes to introduce Vessel Traffic Monitoring System (VTMS) in all the ports of the country;

(b) if so, the details thereof along with the present status of the projects; and

(c) the steps being taken by Government to ensure timely completion of the projects?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) Yes, sir. The status of installation of Vessel Traffic Monitoring System (VTMS) in the major ports is given in Statement (*See* below). It was decided in the 13th Maritime State Development Council (MSDC) meeting held on 13th and 14th June, 2011 at Hyderabad that all the non-major ports dealing with EXIM cargo should install VTMS and the functioning of VTMS should be manned by appropriately qualified personnel.

(c) Ministry is monitoring the projects closely at Paradip, Visakhapatnam, Vo Chidambaranar Port Trust and Ennore Port Ltd.

***Statement******Details of the status of Installation of VTMS (Status) in Major Ports***

Sl. No.	Name of the Port	Status
1.	Mumbai/JNPT	Common VTMS installed.
2.	Kolkata	Installed.
3.	Cochin	Installed
4.	New Mangalore	Installed
5.	Mormugao	Installed
6.	Kandla	VTMS is installed for the Katchch region.
7.	Chennai	Installation completed. Trail operation in progress.
8.	Visakhapatnam	Action taken to upgrade the existing equipment with a powerful tool like mini-VTMS, which will be capable of providing information like VTMS.

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Sl. No.	Name of the Port	Status
9.	Vo Chidambaranar	The port has signed an agreement with M/s. VIS SIM AS, Norway on 7.1.2012. Completion date for the project is December 2012.
10.	Paradip	Work order issued to M/s. Transas Marine Ltd. Date of commissioning of VTMS is 28.09.2012.
11.	Ennore	The port has appointed an advisor to prepare feasibility report, Tender Document, Techo-commercial evaluation of bids, placement of work order on the successful bidder and supervision of the entire installation and commissioning works. The adviser has submitted the Feasibility Report and the draft tender document for approval. Tender will be floated to execute the work within an year.

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#### **Heavy taxes on ship building industry**

3828. SHRI BALWINDER SINGH BHUNDER: Will the Minister of SHIPPING be pleased to state:

- (a) whether the ship building industry is marred by heavy taxation and duties;
- (b) if so, the details of taxes and duties imposed on ship building industry;
- (c) whether there is a need for revising these taxes and duties in order to make the industry competitive; and
- (d) the efforts that have been made in this regard to reduce the burden of taxes and duties on ship building?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) The Indian shipbuilding industry is adversely affected by multiple taxes and duties levied on it. The details of taxes and duties imposed on shipbuilding industry are given below:

- (i) Excise duty @ 5% plus 3% cess totaling 5.15% on domestic sale of ships
- (ii) Value Added Tax (State VAT) on indigenous sale of ships as applicable in the States

- (iii) Customs duty @ 10% (Basic Duty) plus Additional Duty, Counterveiling Duty and Cess totaling 26.85% Is applicable on the capital items imported for shipbuilding works.

(c) and (d) Yes, Sir. Government of India had extended Ship building subsidy scheme to all Indian Shipyards with effect from 25th October 2002 upto the period 14th August 2007, whereafter it expired. However, subsidy is being provided to all eligible shipbuilding contracts concluded upto 14th August 2007. The Ministry of Shipping has taken up with the Department concerned the need for grant of various direct/indirect tax incentives for the growth of shipbuilding sector.

#### **Martime cooperation with Pakistan**

3829. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that India and Pakistan have agreed to greater maritime cooperation between the two countries on terror at sea;

(b) if so, the details thereof?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Yes, Sir.

(b) A hotline communication link between Indian Coast Guard (ICG) and Pakistan Maritime Security Agency (PMSA) was set up in November, 2006. Further, in the last Home Secretary level talks in March 2011 both sides agreed to task the ICG and PMSA to work on setting up a mechanism for release of inadvertent crossers (fishermen) and their boats on the same lines as the inadvertent crossers on land.

A Protocol on Shipping services was also signed in December, 2006 between India and Pakistan, in which it has been, *inter-alia*, agreed that if a vessel of either country be involved in maritime peril or encounters any other danger off the coast or in the ports of the other country, the vessel, the cargo, the crew and the passengers shall receive the same assistance which is accorded to a national vessel, its cargo, crew and passengers. This will be subject to the respective laws and international obligations of the two countries.

#### **Attacked Indian ships during last three years**

3830. SHRI AVINASH PANDE: Will the Minister of SHIPPING be pleased to state:

(a) the number of cases of pirates attacking Indian ships that have been reported in the last three years; and

(b) the steps that have been taken by Government to combat piracy in the Indian Ocean?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) A total of 15 attacks by pirates on Indian ships have taken place during the last three years. However, none of these ships were hijacked.

- (b) The Government has taken the following measures to combat piracy:
- (i) An Inter-Ministerial Group of Officers has been set up to deal with hostage situation arising out of the hijacking of merchant vessels with Indian crew on board.
  - (ii) A Notice has been issued by the Directorate General of Shipping detailing elaborate anti-piracy measures (Best Management Practices) including safe house/citadel.
  - (iii) Sailing vessels banned to ply in waters south or west of line joining Salalah and Male.
  - (iv) Naval escort provided by Indian Naval Ships in Gulf of Aden.
  - (v) Enhanced vigil by Indian Navy in Indian Exclusive Economic Zone (EEZ) and westward up to 65 degree east longitude.
  - (vi) Guidelines for deployment of armed guards on Indian merchant ships issued.
  - (vii) The Directorate General of Shipping under Ministry of Shipping has issued a notice on 7.3.2012 for the safe navigation of merchant ships on Indian coast and advising all merchant vessels to take note of dense fishing traffic on the Indian coast. Merchant Ships have been advised to navigate with extreme caution when approaching upto 50 nautical miles from the Indian coast. Indian Coast Guard has also issued a warning on 23.2.2012 in which all vessels have been warned that fishing is carried out upto 50 nautical miles from the coast and vessels should not mistake fishing boats as skiffs and Piracy Armed Groups (PAGs).

#### **Fast development of Ports**

3831. SHRI BAISHNAB PARIDA: Will the Minister of SHIPPING be pleased to state:

(a) whether it is proposed to fast-develop Indian ports with a view to improve the functioning thereof;

- (b) if so, the details thereof;
- (c) whether Government has appointed a committee for the purpose to make recommendations in this direction;
- (d) if so, the details thereof;
- (e) the details of major obstacles coming in the way of such ports to exploit business potential; and
- (f) the status of completion of minor ports on the East Coast in the Odisha region?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) As per the provisions made in the Maritime Agenda, 2010-2020 a number of ambitious projects have been formulated for the major as well as non-major ports with a view to create capacity of more than 3 billion MT to meet the projected traffic requirement of around 2.5 billion MT. The proposals include creation of new berths, mechanisation of port handling plants, procurement of new equipment and increasing the draft levels at ports.

- (c) No such committee has been appointed.
- (d) and (e) Does not arise.
- (f) As per Indian Ports Act, 1908, the development of non-major ports (minor ports) in Odisha come within the purview of Government of Odisha.

#### **Increase in the Inland Water Transport**

3832. SHRIMATI VASANTHI STANLEY: Will the Minister of SHIPPING be pleased to state:

- (a) whether the Ministry has taken steps to increase Inland Water Transport (IWT);
- (b) how much IWT does India account for in comparison to other countries;
- (c) whether the Ministry has identified areas for further development of IWT; and
- (d) if so, the details thereof?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Yes, Sir. The Central Government has taken various steps to increase Inland Water Transport (IWT) including development of National Waterways and providing the required inland water transport infrastructure.



Further, for development of waterways of North Eastern Region, there is a central sector plan scheme under which 100% grant is provided by the Ministry of Shipping to the respective State Governments of the North East.

(b) Inland Water Transport (IWT) accounts for less than 1% modal share (in terms of tonne - km.) in India which is very little in comparison to some other countries.

(c) and (d) Government, as an ongoing exercise, identifies and considers proposals to declare various stretches of rivers as National Waterways, depending, *inter-alia*, on least available water depth, width of fairway, continuous stretch of the waterway and feasibility of developing the waterways on commercial basis.

#### **Empowerment of Gujarat Maritime Board**

3833. SHRI BHARATSINH PRABHATSINH PARMAR:

SHRI PARSHOTTAM KHODABHAI RUPALA:

Will the Minister of SHIPPING be pleased to state:

(a) the action that has been taken by Ministry on representation from State Government of Gujarat for their grievances regarding proposed port authority; and

(b) the action that has been taken by Ministry on empowerment to Gujarat Maritime Board for classification of vessels?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Representations have been received from some of the Maritime States including Gujarat expressing their reservation and concern over the Port Regulatory Authority Bill, 2011 contemplated by the Government. The draft of the bill is still under consideration and would be finalized taking into account the concerns and reservations expressed by the state Governments.

(b) Gujarat Maritime Board has been set up and funded by the State Government of Gujarat for development of Non-Major Ports and sectors related thereto in the State of Gujarat. Government of India has no role in this regard. Classification of vessels is done by independent and autonomous bodies called classification societies. There are several classification societies in the world including Indian Register of Shipping (IRS) which has its headquarters in Mumbai.

#### **Grant-in-aid for senior citizens in Karnataka**

3834. DR. VIJAY MALLYA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the State Government of Karnataka had approached the

Ministry in October, 2010 for sanction of grant-in-aid for the years 2008-09, 2009-10 and 2010-11 amounting to Rs. 167.75 lakhs in respect of the schemes for running daycare centres for senior citizens;

(b) the reason for delay in approving this socially relevant scheme; and

(c) by when the sanction will be accorded and funds provided for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) No proposal for running and maintenance of Day Care Centre has been received from the Government of Karnataka in October 2010. However, details of grant-in-aid proposals for running and maintenance of Day Care Centres received from the Government of Karnataka for the years 2008-09, 2009-10 and 2010-11 are given below:

Year	No. of proposals received	
	Ongoing	New
2008-09	1	1
2009-10	1	4
2010-11	1	7

(b) and (c) Only one ongoing proposal for running and maintenance of Day Care Centre at Bangalore by Nightingale Medical Trust has been received every year and grants have been released to the said NGO regularly during each of these years.

New proposals could not be taken up during 2008-09 and 2009-10 due to inadequate availability of funds under the Scheme. While examining the new proposals for 2010-11 as per norms and guidelines of the Scheme, certain deficiencies were found. The State Government has been requested to advise the NGOs to send their proposals complete in all respects. On receipt of the proposals in the Ministry, they will be examined as per norms and guidelines of the Scheme.

#### **Reservation benefits to the poor among Upper Castes**

3835. DR. PRABHAKAR KORE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Centre is contemplating to extend reservation benefits to the poor among upper castes to ensure social justice and equal rights to all the citizens of the country;

- (b) whether a few of the State Governments have also demanded the same steps from the Centre;
- (c) if so, the response of the Centre in this regard;
- (d) the details thereof;
- (e) whether Government has any time bound plan to implement this programme; and
- (f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) The Commission for Economically Backward Classes has submitted its report to the Government. Recommendations of the Commission are under consideration.

(b) to (f) No such proposal/demand has been received from the State Governments during the last year.

#### **Manual Scavenging**

3836. DR. T.N. SEEMA:

SHRI N.K. SINGH:

Will the Minister of SOCIAL. JUSTICE AND EMPOWERMENT be pleased to state:

- (a) whether it is a fact that manual scavenging is still continuing in the country despite it is banned under the law;
- (b) the estimate of the number of people engaged in manual scavenging, State-wise;
- (c) how many cases have been charged against the officials who do not enforce the implementation of the laws against manual scavenging;
- (d) how many convictions have taken place in the cases of related offences during the past five years; and
- (e) whether Government is aware that caste discrimination is still forcing the dalits in many parts of the country to resort to manual scavenging for a living?

THE MINISTER OF STATE IN HE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) and (b) As per 'Houselisting and Housing Census, 2011, data released by the Registrar General of India, there were

7.94 lakh latrines in the country from which night soil was removed by humans. However, the number of persons still engaged in manual scavenging is not available.

(c) and (d) Ministry of Housing and Urban Poverty Alleviation is the nodal Ministry for 'The Employment of Manual Scavengers and Construction of Dry Latrines (Prohibition) Act, 1993', and as per information provided by it, no data is available in this regard.

(e) A report of 2002 of the National Human Rights Commission entitled "Report on Prevention of Atrocities Against Scheduled Castes", *inter alia*, had stated that "...those involved in manual scavenging do not have the real freedom to withdraw from the arrangement of servicing dry latrines on their own will as they are forcibly dragged to this work by those who have dry latrines in their houses..."

#### **Process of obtaining the disability certificate**

3837. SHRI PANKAJ BORA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether it is a fact that Government has decided to simplify the process of obtaining disability certificate;

(b) if so, whether it is also a fact that accordingly Government is considering to amend the Persons with Disabilities Rules, 1996;

(c) whether Government will include the clause whereby a lady can easily change her surname after marriage; and

(d) if so, by when and if not, the reasons, therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) and (b) The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Rules, 1996 have been amended and simplified vide this Ministry's notification no. 16-02/2007-DD-III dated 30-12-2009. The amended rules enable a simplified and decentralized procedure for issue of disability certificate. Disability certificate can now be issued by a single Doctor in respect of obvious disabilities at the level of Primary Health Centre (PHCs)/Government Medical Practitioner, Community Health Centres and Hospitals at the Sub-Divisional level. In case of non obvious disabilities, certificate can be issued by a specialist. Only in case of multiple disability, a multi member Board is required. Further, Disability Certificate is to be issued as far as possible within 7 days from the date of application but in any case not later than one month.

State Governments have also been requested to make similar amendments in their Persons with Disabilities Rules and notify their medical authorities accordingly.

(c) and (d) No, Sir. It is not required, as the guidelines/criteria applicable in respect of all women regarding change of their surname after marriage would also apply in the case of women with disabilities.

#### **National Commission report on weaker sections**

‡3838. SHRI ASHK ALI TAK: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state whether it is a fact that the National Commission has submitted a report to the Government for the development of the economically weaker sections, if so, the action taken by Government in this regard, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): The Commission for Economically Backward Classes has submitted its report to the Government. The recommendations of the Commission are under consideration.

#### **Schemes for SCs in the Country**

3839. SHRI DILIPBHAI PANDYA:

SHRI NATUJI HALAJI THAKOR:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the details of the schemes being implemented for the development of scheduled castes in the country, State-wise including Gujarat;

(b) whether these schemes are working as per the targets;

(c) if not, the reasons thereof; and

(d) the steps being taken by Government to ensure that these schemes are implemented as per Government directions?

THE MINISTER OF THE STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) The Ministry is extending financial assistance to the States/UTs and other implementing agencies for

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‡Original notice of the question was received in Hindi.

implementing the following major schemes for development of the Scheduled Castes in the country including Gujarat:

❖ **Schemes of Educational development**

- Pre-matric scholarship for children of those engaged in ‘unclean’ occupations (for SCs and non SCs)
- Post matric scholarship for Scheduled Castes
- Scholarship for “Top Class Education”
- National Overseas Scholarship
- Rajiv Gandhi National Fellowship
- Upgradation of Merit
- Babu Jagjivan Ram Chhatrawas Yojana
- Free Coaching for SC and OBC students

❖ **Schemes of Economic Development**

- Special Central Assistance to Scheduled Castes Sub-Plan (SCA to SCSP)
- Self-employment scheme for Rehabilitation of Manual Scavengers
- Concessional Loan from:
  - (i) National Scheduled Caste Finance and Development Corporation (NSFDC)
  - (ii) National Safai Karamcharis Finance and Development Corporation (NSKFDC)
  - (iii) State Scheduled Castes Development Corporations (SCDCs)

❖ **Other Schemes**

- Scheme for Implementation of Protection of Civil Rights 1955 Act , and Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act, 1989
- Pradhan Mantri Adarsh Gram Yojana (PMAGY)
- Assistance to Voluntary organizations working for Welfare of SCs
- Dr. Ambedkar Foundation

(b) and (c) The actual expenditure under the above schemes during 2011-12 was Rs. 3969.61 Crore, as against the B.E of Rs. 4051.00 Crore. The B.E for 2012-13 is Rs. 4300.00 Cr.

(d) The Ministry is monitoring the implementation of these schemes through, (i) field visits to States, (ii) Quarterly/Half Yearly/Annual Reports, (iii) utilization certificates, and (iv) Annual Review meeting with the States.

**Inclusion of children with learning disabilities**

3840. SHRI RAJKUMAR DHOOT: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether it is a fact that Indian Association of Paediatricians (IAP) has recently demanded for the inclusion of children with learning disabilities in the Persons with Disabilities Act, 1995;

(b) if so, the details thereof;

(c) whether Government proposes to accept the demand of IAP; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON) : (a) and (b) The Indian Academy of Pediatrics has recently made a proposal to the Government requesting, *inter-alia*, that specific learning disability be recognized as a disability with all the benefits due to the children as provided for all other disabilities in the country.

(c) and (d) A proposal to replace the existing Act namely, Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 by a new legislation is under consideration.

**Independent agency for benefit of social sector schemes**

3841. SHRI NANDI YELLAIAH: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Centre is finalising a proposal to set up an independent agency for evaluating Government programmes to ensure that the benefit of social sector schemes reach the masses;

(b) whether the new agency under independent evaluation organisation, which will be out of Government control, is going to be created throughout the nation for vigorous implementation of Government programmes to make significant impact on “*aam aadmi*”; and

(c) if so, the details and modalities of such programmes, likely to be implemented throughout the nation?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): (a) and (b) The Government has approved setting up of an Independent Evaluation Office (IEO) as an attached office under the aegis of Planning Commission to carry out independent evaluation of various flagship programmes/schemes. The IEO will be an independent body, fully funded by the Government of India and will have full functional autonomy to discharge its functions.

(c) The IEO will be an evaluation agency and not an implementing agency. The IEO is permitted to engage services of leading social science research/other knowledge institutions to evaluate the impact of flagship programmes.

#### **Reservation in promotion**

3842. SHRI AMBETH RAJAN: Will the PRIME MINISTER be pleased to state:

(a) whether reservation in promotion is strictly followed and implemented in the Ministry as per the provisions made in the Constitution through 77th amendment;

(b) if so, the details of promotion made for last five years in all categories;

(c) if not, the reasons therefor; and

(d) the tentative time by when the same will be completed?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Yes, Sir. Department of Space (Dos) is complying with all orders issued by the Government on reservation in promotions for Scheduled Castes and Scheduled Tribes except in respect of certain Scientific and Technical categories which are exempted from reservation orders.

(b) During the last five years *i.e.*, from 2007 to 2011, 1083 Scheduled Castes and 362 Scheduled Tribes in all categories have been promoted in the Department of Space.

(c) and (d) Do not arise.

#### **Astronaut Training Centre**

3843. SHRI RAJ KUMAR DHOOT: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that ISRO has decided to set up an Astronaut Training Centre to launch its first manned mission to Space;



- (b) if so, the details thereof;
- (c) whether Government has provided requisite funds to ISRO for the purpose; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) No, Sir. ISRO has no plans to set up an Astronaut Training Centre in the immediate future.

(b) to (d) Do not arise.

#### Reservation in promotion

3844. SHRI AMBETH RAJAN: Will the Minister of STEEL be pleased to state:

- (a) whether reservation in promotion is strictly followed and implemented in the Ministry as per the provisions made in the Constitution through 77th amendment;
- (b) if so, the details of promotion made for last five years in all categories;
- (c) if not, the reasons therefor; and
- (d) the tentative time by when the same would be completed?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) The reservation policy as prescribed by the Department of Personnel and Training is being followed and implemented by the Ministry of Steel.

(b) The details of promotions made in respect of the posts for which the Ministry of Steel is the cadre controlling authority during the last five years are as under:

Sl. No.	Name and present designation	Category	Post from which promoted	Date of promotion
1	2	3	4	5
1.	Sh. A.C.R. Das, Industrial Adviser	SC	Additional Industrial Adviser	2.4.2007
2.	Sh. B.D.Ghosh, Additional Industrial Adviser	Gen.	Joint Industrial Adviser	18.3.2010
3.	Sh. D. Kashiva, Additional Industrial Adviser	Gen.	Joint Industrial Adviser	10.12.2008

1	2	3	4	5
4.	Dr. S.S. Tak, Joint Industrial Adviser (Ad-hoc)	Gen	Deputy Industrial Adviser	17.2.2012
5.	Sh. Santosh Kumar, Senior Peon	SC	Peon	30.4.2008
6.	Sh. Raj Pal, Daftry	SC	Peon	30.4.2008
7.	Sh. Rajendra Prasad, Daftry	SC	Peon	30.4.2008
8.	Sh. M.P.Dhanak, Daftry	ST	Peon	30.4.2008
9.	Sh. Daya Chand, Senior Peon	SC	Peon	31.07.2009
10.	Sh. Selak Ram, Senior Peon	Gen.	Peon	31.07.2009
11.	Sh. Satyavir Singh, Senior Library Attendant	OBC	Daftry	5.8.2011
12.	Sh. Bhagirath Mahto, Senior Gestetner Operator	ST	Junior Gestetner Operator	15.9.2010

(c) and (d) Do not arise.

#### **Iron ore mines to steel manufacturing units**

‡3845. SHRI RAVI SHANKAR PRASAD:

SHRI SHIVANAND TIWARI:

Will the Minister of STEEL be pleased to state;

(a) whether it is a fact that steel manufacturing industrial units in the country have been allotted iron ore mines for their use;

(b) if so, the details thereof;

(c) whether it is also a fact that steel manufacturing companies are extracting more iron ore than the required use limit; and

(d) if so, the quantum of additional iron ore extracted by them in 2010-11 and 2011-12?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) and (b) As per available information, the Steel Authority of India Limited (SAIL) in the public

‡Original notice of the question was received in Hindi.

sector and Tata Steel, Jindal Steel and Power Limited, Lloyd Metals and Engineers Limited, Usha Martin Limited, Jindal Saw Limited, Jayaswal Neco Industries Limited, Ispat Industries Limited, in the private sector are the major iron and steel companies, which have been allocated captive iron ore mines by the concerned State Governments.

(c) and (d) The use of iron ore by the mining lease holders including captive miners, is governed by the terms and conditions of allotment of mines by the concerned State Governments to the lease holders. Since Iron and Steel is a de-regulated sector, no such information regarding quantum of additional iron ore extracted by steel companies, if any, is maintained by the Ministry of Steel. However, SAIL has reported that its production from captive mines is regulated as per requirement of the steel plants.

#### **Review of steel projects by inter-ministerial group**

3846. SHRIMATI GUNDU SUDHARANI: Will the Minister of STEEL be pleased to state;

(a) whether the Inter-Ministerial Group (IMG) has reviewed the steel projects in the country;

(b) if so, the details of discussion on each of the steel projects discussed in the IMG;

(c) whether any decisions have been arrived at on projects discussed;

(d) if so, the details of decisions taken on each of the project discussed by IMG; and

(e) the action Ministry is going to take on the above decisions of the IMG?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) to (e) An Inter-Ministerial Group (IMG) has been constituted in the Ministry of Steel to monitor and coordinate issues concerning major steel investments in the country. The last meeting of IMG was held on 14/3/2012 and the issues discussed related to delay in grant of prospecting licences/mining leases, statutory clearances, railway connectivity, road connectivity, upgradation of roads etc. The decisions taken by the IMG have since been circulated to all the concerned Ministries/Departments and the State Governments for taking necessary action in the matter.

#### **Tourism projects pending for approval**

†3847. SHRI BHAGAT SINGH KOSHYARI: Will the Minister of TOURISM be pleased to state:

(a) whether several projects for tourism development presented by State

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†Original notice of the question was received in Hindi.

Governments in the last three years, are pending for approval/sanction before the Central Government;

(b) if so, the duration of their pendency; along with the reasons therefor and the details thereof, State-wise and region-wise;

(c) by when these pending proposals would be approved;

(d) whether Government has constituted a coordination committee for the development of projects relating to tourism; and

(e) if so, the terms of reference and the composition of the committee?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) to (c) Ministry of Tourism (MOT), grants central financial assistance to the projects in consultation with the State Governments/Union Territory (U.T) Administrations subject to availability of funds, *inter-se* priority, and adherence to Scheme Guidelines. Prioritisation meetings with States/U.Ts are generally held before the commencement of fresh financial year. All pending projects and fresh proposals to be undertaken by States/U.Ts are finalized in these meetings.

(d) and (e) MOT has not constituted any Coordination Committee for the development of projects relating to tourism.

#### **Special scheme for investment in tourism**

3848. SHRI P. BHATTACHARYA:

SHRI N.K. SINGH:

SHRI ISHWAR SINGH:

Will the Minister of TOURISM be pleased to state:

(a) the details of tourism infrastructure projects approved and financial assistance provided to the States/UTs during the last three years, State-wise and year-wise;

(b) whether Government has formulated any special scheme for investment in tourism infrastructure development in various States, particularly for West Bengal;

(c) if so, the details thereof and the details of tourist spots identified for development in States; and

(d) the reasons for delay in implementation of the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) to (d) The number of tourism infrastructure projects and amounts

sanctioned during 2009-10, 2010-11/and 2011-12 (till 31st December, 2011) State/UT-wise and year-wise is given in Statement (*See* below).

Development, promotion, implementation and monitoring of tourism projects are primarily the responsibility of the State Governments/Union Territory Administrations (UTs). Ministry of Tourism provides financial assistance for tourism projects based on the proposals received from them, including West Bengal, which are complete in all respects as per the Scheme Guidelines, *inter-se* priority and subject to availability of funds. Tourism projects to be funded by Ministry of Tourism (MOT) are decided in consultation with the States/UTs in prioritization meetings held every year.

As per the guidelines of the Government of India, MOT earmarks at least 10% of its total 'Plan Outlays' for North Eastern Region. MOT also sanctions projects under the Prime Minister's Reconstruction Plan for Jammu and Kashmir. There is no earmarking of funds or special scheme for investment in tourism infrastructure development for any other State/UTs including West Bengal.

State Government/UT Administration submits the reports of the State Level Monitoring Committee to the Ministry of Tourism periodically. The delay in implementation of tourism projects is generally caused due to disputes relating to land, clearances from statutory authorities, at times in tendering process, etc. Ministry of Tourism monitors the implementation of projects through Regional Conferences, field inspections by the officers of the Ministry and periodical review meetings with the State/UT officers.

#### *Statement*

*Statewise and year-wise details of tourism projects sanctioned during 2009-10, 2010-11 and 2011-12 (upto 31st December, 2011).*

(Rs. in Crore)

SI. No.	State	2009-10		2010-11		2011-12		Grand Total	
		No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	13	37.3	10	20.4	10	40.9	33	98.6
2.	Arunachal Pradesh	14	36.5	13	32.3	9	25.7	36	94.5
3.	Andaman and Nicobar	0	0.0	0	0.0	0	0.0	0	0.0

1	2	3	4	5	6	7	8	9	10
4.	Assam	7	22.8	4	23.6	3	4.2	14	50.5
5.	Bihar	3	7.0	1	3.6	0	0.0	4	10.6
6.	Chandigarh	5	11.5	5	11.0	0	0.0	10	22.6
7.	Chhattisgarh	0	0.0	4	21.0	0	0.0	4	21.0
8.	Dadra and Nagar Haveli	0	0.0	0	0.0	0	0.0	0	0.0
9.	Daman and Diu	0	0.0	0	0.0	0	0.0	0	0.0
10.	Delhi	9	44.9	5	9.8	3	2.7	17	57.4
11.	Goa	2	17.0	3	12.8	1	5.0	6	34.8
12.	Gujarat	1	7.3	1	0.1	2	51.8	4	59.2
13.	Haryana	6	12.4	6	27.4	5	0.8	17	40.6
14.	Himachal Pradesh	6	24.0	12	35.0	5	0.5	23	59.4
15.	Jammu and Kashmir	31	49.8	20	56.2	23	143.5	74	249.4
16.	Jharkhand	3	0.3	5	7.6	1	23.7	9	31.5
17.	Kerala	7	13.0	3	42.9	7	23.8	17	79.6
18.	Karnataka	13	42.4	2	8.6	1	5.0	16	56.0
19.	Lakshadweep	0	0.0	0	0.0	0	0.0	0	0.0
20.	Maharashtra	2	5.0	3	11.3	4	57.3	9	73.6
21.	Manipur	9	27.1	8	39.4	5	30.7	22	97.3
22.	Meghalaya	7	14.7	9	22.5	2	0.4	18	37.7
23.	Mizoram	7	24.1	9	11.5	6	13.8	22	49.4
24.	Madhya Pradesh	11	61.0	13	30.9	6	31.5	30	123.3
25.	Nagaland	13	24.6	10	29.1	15	28.8	38	82.5
26.	Odisha	9	23.7	6	20.3	4	5.2	19	49.2
27.	Puducherry	3	5.6	3	50.3	4	0.3	10	56.1
28.	Punjab	3	9.5	4	11.9	2	4.4	9	25.8

1	2	3	4	5	6	7	8	9	10
29.	Rajasthan	7	19.7	7	31.3	3	14.5	17	65.6
30.	Sikkim	19	42.4	14	23.5	5	20.8	38	86.7
31.	Tamil Nadu	10	16.3	6	60.0	1	3.7	17	79.9
32.	Tripura	13	20.7	12	40.7	6	15.4	31	76.8
33.	Uttar Pradesh	6	21.9	14	27.9	10	44.6	30	94.3
34.	Uttarakhand	1	0.6	8	29.8	13	102.5	22	132.8
35.	West Bengal	7	28.4	8	22.0	4	8.7	19	59.1
GRAND TOTAL		247	671.2	228	774.4	160	710.0	635	2155.6

\* Includes Projects relating to Product/Infrastructure Development for Destinations and Circuits (PIDDC), Human Resource Development (HRD) and Adventure and Rural Tourism (A& RT).

#### Promoting Religious Tourism in Punjab

3849. SHRI AVINASH RAI KHANNA: Will the Minister of TOURISM be pleased to state:

(a) whether it is a fact that Government is promoting religious tourism, if so, the details thereof;

(b) whether Government is aware of a fact that a temple known as Surya temple, Sitasar, is situated in Sunam Punjab;

(c) if so, the steps Government has taken to promote these places as religious tourist places, the details thereof;

(d) whether it is a fact that temple known as Vandevi has been built by Poa Pandavays in Bachholi village, district Hoshiarpur, Punjab, is a religious place; and

(e) the steps Government will take to promote, this place as religious tourist place?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) to (e) Development and promotion of tourism is primarily the responsibility of the State Governments/Union Territory Administrations. The Ministry of Tourism, however, provides Central Financial Assistance to States/Union Territories for tourism infrastructure development and other projects based on

proposals received from them, subject to availability of funds, *inter-se* priority and adherence to scheme guidelines.

The Ministry of Tourism, Government of India, as part of its on-going activities, promotes various Indian destinations and products including places of religious interest through its fourteen overseas offices and also releases print, electronic and online media campaigns, under the 'Incredible India' brand-line, to promote them.

### **Special package for Tourism in Odisha**

3850. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of TOURISM be pleased to state whether Odisha Government has asked for special package for tourism in Odisha as there is natural resources, like forest, wild life, hills, fountains and 480 km. coast area, if so, the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): Promotion and development of tourism projects including those pertaining to Forest, Wild life, Hills, coastal area are primarily the responsibility of the State Governments/Union Territory Administrations. Ministry of Tourism, Government of India provides Central, Financial Assistance (CFA) for tourism projects based on proposals received that are complete in all respects as per the scheme guidelines, *inter-se* priority and subject to availability of funds.

The Ministry of Tourism, Government of India has sanctioned Rs. 121.17 crore (upto 31.12.2011) during the last five years to the Government of Odisha, for various tourism related projects.

### **Difficulties faced by tourists at Gateway of India**

†3851. DR. YOGENDRA P. TRIVEDI: Will the Minister of TOURISM be pleased to state:

(a) whether many foreign and local tourists travel from Gateway of India of Mumbai to Elephanta and Alibag (Mandwa) through waterways;

(b) if so, whether tourists face many difficulties in boarding and de-boarding the ships;

(c) if so, whether Government proposes/would propose to construct a new floating jetty for that;

(d) whether Government has also sought permission in this regard; and

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†Original notice of the question was received in Hindi.



- (e) if so, the date along with the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) and (b) Yes, Sir.

(c) to (e) The State Government of Maharashtra is proposing to set up two floating jetties near the Gateway of India to improve embarkation and disembarkation facilities for tourist visiting Elephanta, Alibag and other places. The proposal is awaiting clearance of the Indian Navy.

#### **Medical tourism in India**

3852. SHRI BAISHNAB PARIDA: Will the Minister of TOURISM be pleased to state:

- (a) the status of medical tourism in India;
- (b) whether the super-bug report has cast certain adverse effect on this sector;
- (c) whether immigration rules in India are discouraging foreign patients for medical treatment in India; and
- (d) if so, the details thereof, *inter-alia*, indicating the action plan to address this issue?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) and (b) Medical Tourism is one of the growing segments of travel into India. The percentage of Foreign Tourist Arrivals visiting India for Medical Treatment increased from 2.2% in 2009 to 2.7% in 2010. No study has been commissioned to assess the impact of super-bug report on this sector.

(c) and (d) There are no specific inputs which suggest that immigration rules are discouraging foreign patients from coming to India for medical treatment.

#### **FDI in tourism projects**

3853. DR. JANARDHAN WAGHMARE: Will the Minister of TOURISM be pleased to state:

- (a) whether the Foreign Direct Investment are allowed for the development of tourism projects in the country;
- (b) if so, the details thereof and the projects on which FDI is involved; and
- (c) the likely affects of FDI in tourism projects and employment generation expected to be achieved?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) and (b) Yes, Sir. Hotel and Tourism sector is declared as high priority sector and Foreign Direct Investment (FDI) upto 100%, under the automatic route is permitted in 'Hotels and Tourism Sector', subject to applicable laws/regulations, security and other conditionalities.

As per a report received from the Department of Industrial Policy and Promotion, the details of the FDI equity flows from April 2008 to January 2012 in the Hotel and Tourism sector are as follows:

Sl. No.	Year (April-March)	Hotel and Tourism Projects	FDI (Rs. in crore)
1.	2008-09	489	2,098.23
2.	2009-10	582	3,566.32
3.	2010-11	403	1,405.15
4.	2011-12 (Apr-Jan)	427	4,041.28
GRAND TOTAL		1901	11,110.98

(c) The FDI has been allowed with an objective to encourage investments in the hotel sector in India and to create job opportunities in hospitality sector.

#### **Fund for development of tourist cities**

3854. SHRI SALIM ANSARI: Will the Minister of TOURISM be pleased to state:

(a) whether Government has earmarked sufficient funds for the development of tourist cities like Agra, Allahabad, Varanasi and Aligarh;

(b) if so, the details in this regard; and

(c) the complete details of international tourists who visited these cities during the last one year?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) and (b) The development and promotion of places of tourist interest is primarily undertaken by the State Governments/Union Territory Administrations themselves. However, the Ministry of Tourism provides Central Financial Assistance (CFA) for tourism projects, identified in consultation with them, subject to availability of funds and inter-se priority under various schemes of the Ministry.

The Ministry of Tourism, Government of India has sanctioned tourism projects in the cities of Agra, Allahabad, Varanasi and Aligarh during the 10th and 11th Plan period are given in Statement (*See* below)

(c) As per the information provided by the State Government of Uttar Pradesh, the number of foreign tourists that visited Agra, Varanasi, Allahabad and Aligarh during 2011 is as given below:

Name of City	No. of Foreign Tourists
Agra	10,73,473
Allahabad	1,02,447
Varanasi	2,45,660
Aligarh	861

**Statement**

*Details of projects sanctioned in Uttar Pradesh during the 10th & 11th  
Five Year Plan*

		(Rs. in lakh)
City	Name of the Project	Amount Sanctioned
<b>Varanasi 2002-03</b>		
	Development of Rajendra Ghat and Dashaswamedh Ghat at Varanasi	29.00
	Development of land around Chaukhandi Stupa at Varanasi	90.00
<b>2004-05</b>		
	Extension and Development of Assi Ghat at Varanasi	464.78
<b>2006-07</b>		
	Budget for Revitalization of Varanasi as a Special Tourist Destination	786.00
<b>2008-09</b>		
	Development of Varanasi-Sarnath-Ramnagar Ph-II	1416.31

City	Name of the Project	Amount Sanctioned
<b>Agra</b>	<b>2005-06</b>	
	Integrated Development of Agra Revitalization and Visitor Management for Taj Mahal Vicinity as - A Special Destination-East Gate Entry to Taj Mahal	848.49
	Integrated Development of Agra-Revitalization and Visitor Management for Taj Mahal	933.40
	<b>2009-10</b>	
	Upgradation Sound and Light show in Agra Fort, U.P.	170.50
	Development of "Agra Mega Project(Phase-II)" in UP	1976.44
	<b>2010-11</b>	
	Purchase of Battery operated buses and Golf carts to be used at Agra during Commonwealth Games, 2010	106.53
	Construction of Installation of Signages at different places in Agra	313.00
	<b>Aligarh</b>	<b>2006-07</b>
Development of Various Places in Aligarh District		497.04
<b>Allahabad</b>	Nil	

#### **Hostel for ST girls at NIT, Hamirpur**

3855. SHRIMATI BIMLA KASHYAP: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether it is a fact that an amount of Rs. 4.23 crore for construction of Hostels for ST girls at National Institute of Technology, Hamirpur in Himachal Pradesh is still pending with Government of India;

(b) if so, by when this amount will be released to the State Government; and

(c) if not, the reasons thereof with full details?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO S. KHANDELA): (a) During the year 2011-12, Ministry of Tribal Affairs

had received a proposal from State Govt. of Himachal Pradesh for construction of a 125 seated ST girls' hostel in NIT Hamirpur under the Centrally Sponsored Scheme of 'Hostels for ST girls and boys.' The Ministry has sanctioned an amount of Rs. 423.00 lakh and has released an amount of Rs. 223.00 lakh as 1st instalment vide sanction order No. 11020/03/2010-Education dated 28.2.2012.

(b) and (c) Do not arise.

#### **Survey Regarding Tribal and Non-Tribal Benefit Areas**

‡3856. DR. YOGENDRA P. TRIVEDI: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether any survey regarding the tribal and non-tribal benefit areas has been conducted in Maharashtra after the year 1996-97;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether State Government has put forward certain demands for conducting such a survey;

(e) if so, the details thereof along with the funds sought for this purpose;

(f) whether Government doesn't consider the necessity of such a survey now; and

(g) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI S. KHANDELA): (a) to (c) Ministry of Tribal Affairs has not conducted any such survey.

(d) Yes, sir.

(e) to (g) The Government of Maharashtra had proposed an amount of Rs. 2735.57 lakhs under Special Central Assistance to Tribal Sub-Plan during 2011-12 for carrying out Bench Mark Survey. However, the proposal was not considered as it did not conform to the scheme guidelines laid down.

A proposal was also received from the Government of Maharashtra for 100 per cent assistance of Rs. 3674.43 lakhs to carry out Bench Mark Survey. Clarifications have been sought from the Government of Maharashtra as the

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‡Original notice of the question was received in Hindi.

Ministry does not give 100 per cent funding under its Grants-in-Aid to Tribal Research Institutes.

### **Collective Upliftment of Tribals**

3857. SHRIMATI JHARNA DAS BAIDYA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

- (a) whether Government has any proposal for collective upliftment of tribals living in forest;
- (b) if so, the details thereof;
- (c) whether Government has taken any initiative to bring the tribals in the mainstream; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO S. KHANDELA): (a) and (b) The Ministry of Tribal Affairs is implementing various Central Sector/Centrally Sponsored Schemes/Programmes for the socio-economic development of tribal people in the country. These schemes/programmes are meant for the welfare of all the tribal people, including those living in the forest areas of the country. In addition, the Ministry is also implementing the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 to recognize and vest the forest rights and occupation in forest land in forest dwelling Scheduled Tribes and other traditional forest dwellers who have been residing in such forests for generation but whose rights could not be recorded to ensure (a) tenurial security, providing them relief against the physical and psychological alienation from land belong to them; (b) livelihood, in terms of agriculture and ownership of minor forest produce, including right of access to collect, use and dispose of the same; and (c) traditional and customary rights. The Ministry has also asked State Governments/UT Administrations to plan convergence of existing welfare and development initiatives for the title holders in the forest lands under the Forest Rights Act, 2006 for their overall socio-economic development.

(c) and (d) Upliftment of tribal people living in the forests, with the aim of bringing such tribal people in the mainstream of the country, through implementation of various schemes/programmes of the Ministry, is an on-going process. Government is continuously making efforts to bring the tribals in the mainstream through implementation of various schemes/programmes of this Ministry.

**Basic amenities to Jenu Kuruba Tribe**

3858. DR. JANARDHAN WAGHMARE: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether Government is aware of the pathetic living conditions of tribals across the country;

(b) if so, whether several people of Jenu Kuruba tribe in Karnataka State have been living on trees since the past 65 years as reported in the media on 22 April, 2012;

(c) if so, whether Government has asked a detailed report from the State Government of Karnataka about Jenu Kuruba tribe; and

(d) if so, the concrete steps Government proposes to take to provide basic amenities to tribals across the country?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO S. KHANDELA): (a) to (c) The report from the Government of Karnataka was sought regarding the report in the media concerning Jenu Kuruba tribes in Karnataka State. The State Government has informed that no such incident was reported Nowhere in the State, Jenu Kuruba tribe has been living on trees as. As per the information received from the State Government, 16 families living in the Banavar Hadi (village) had constructed watch towers on the trees to watch the animals' movement, especially elephants' movement. State Government has also informed that these towers on trees are not used for dwelling purposes as reported in the media; they are used only to get protection from the animals.

(d) The state government has informed that action has been taken to provide basic amenities like drinking water, solar lights, BPL/Anthodaya Cards, supply of nutritional food in addition to the ration being provided under PDS system, construction of houses under conservative-cum-development programme, setting up of Ashram Schools hostels, residential schools, and special scholarship of Rs. 2500A and Rs. 5000/- to the children of Jenu Kuruba families who pass 7th and 10th Std. respectively besides economic development programmes.

**Tribal empowerment and livelihood project**

3859. SHRIMATI MOHSINA KIDWAI: Will be Minister of Tribal Affairs be pleased to state:

(a) the status of implementation of Tribal Empowerment and Livelihood project with external assistance under implementation in the tribal dominated blocks in the country;

(b) the details of other similar Centrally funded projects that are proposed to be launched to fast track the development of tribal belts in the country; and

(c) the funds sanctioned and utilized by the State Governments during each of the last three year under the said project?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO S. KHANDELA): (a) The status of externally aided projects in Odisha and Jharkhand for implementation of Tribal Empowerment and Livelihood Project is given in Statement-I and II (*See* below). The status of externally aided projects of North Eastern Region Community Resource Management Project (NERCORMP) and North East Rural Livelihoods Project (NERLP) as administered by Ministry of Development of North Eastern Region is given in Statement-III (*See* below).

(b) At present, no similar centrally funded project is proposed to be launched by the Ministry of Tribal affairs.

(c) The details of funds released and utilized by the States of Odisha and Jharkhand and the Ministry of Development of North Eastern Region from 2009-10 to 2011-12 are given in the Statement (*See* below)given in the statement IV.



**Statement-I***The status of externally aided projects in Odisha***Odisha**

Sl. No.	Name of Project	Funding Agencies	Fund Received	Area of Execution	Physical Progress	Expenditure
1.	Odisha Tribal Empowerment and livelihoods programme (OTELP)	IFAD, DFID and WFP	2008-09=Rs. 40.00 crore 2009-10=Rs. 40.00 crore 2010-11=Rs. 44.00 crore 2011-12=Rs. 60.00 crore	7 Tribal districts in the state since 2005	135 Micro water-sheds (MWS) and 223 MWS are in progress	Rs. 39.00 crore Rs. 42.14 crore Rs. 41.22 crore Rs. 39.20 crore (upto 29th February, 2012)

*Source of information; Orissa Tribal Empowerment and Livelihoods Programme, Bhubaneswar, Odisha***Statement-II***The status of externally aided projects in Jharkhand***Jharkhand\***

Sl. No.	Name of Project	Funding agencies	Fund sanctioned	Area of execution	Physical Progress	Fund utilized
1	2	3	4	5	6	7
1.	Jharkhand Tribal Development	IFAD	2008-09=Nil 2009-10=Rs. 9.42 crore	330 villages under 5 TSP districts of	Programme will and by June, 2012.	Rs. 7.97 (carry forward funds) Rs. 229 crore

1	2	3	4	5	6	7
	Programme (JTDP)		2010-11=Rs, 11.84 crore 2011-12=Rs. 0.94 crore	Jharkhand State	Total No. of house-holds covered-36000. No. of beneficiaries- 1,81,647. No. of Self Help Group (SHG) formed-1462.	Rs. 8.08 crore Rs. 10.31 crore (unaudited)

\* Source of information : Government of Jharkhand

**Statement-III**

*The status of externally aided projects of M/o of Development of NE Region*

**Ministry of Development of North Eastern Region\***

Sl. No.	Name of Project	Funding agencies	Project Cost	Area of execution	Physical Progress	Financial Progress
1	2	3	4	5	6	7
1.	NERCORMP-1	IFAD	Rs. 11 7.59 crore	Assam (Karbi Anglong and North Cachar Hills districts)	100% completed in 2008	100%
	The project is working in around 860	Gol Beneficiaries	Rs. 17.09 crore Rs. 15. 12 crore	Manipur	(from February 1999 to September 2008)	

villages, covering 39,161 households in the six project districts	Financial Institutions	Rs. 1 6.45 crore  Total-Rs. 166.25 crore	(Senapati and Ukhrul districts)  Meghalaya (West Khasi Hills and West Garo Hills districts)		
NERCORMP-II	.IFAD	Rs. 95 crore	Assam	Project Period -2010-11 to 2015-16	Rs. 5.503 crore  spent in 2010-11 against target of Rs. 27.35 crore
The extension of the existing NERCORMP-I Project to the new areas in the existing six districts of Megrtaiaya, Manipur and Assam Target to cover 21,212 households in 66 villages	Gol   Beneficiaries/ Financial Institutions	Rs. 90 crore Rs. 90 crore  Rs. 15 crore  Total-Rs, 200 crore	(Karbi Anglong and North Cachar Hills districts)   Manipur (Senapati and Ukhrul districts) Meghalaya (West Khasi Hills and West Garo Hills district)	Physical target expected to be achieved in 2011-12	
					Rs. 34.80 crore budget approved for 2011-12

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1	2	3	4	5	6	7
2.	NERLP To improve rural livelihoods especially that of women unemployed youth and the most disadvantaged in the four North Eastern States (covering nearly, 3,00,000 households in 1624 villages of 58 blocks)	World Bank	Rs. 614.8 crore  Rs. 68.4 crore Gol  Total-Rs. 683.2 crore	Mizoram (Aizawl and Lunglei)  Nagaland (Peren and Tuensang)  Sikkim (South, West and 15 Panchayat wards of East District) Tripura (West and North District)	CCEA  Approval on 16.11.2011  Loan and Project agreement document signed on 20.01.2012  Recruitment of RPMU & DPMU executives almost complete	Project Preparatory activities with expenditure around 4 crore

\* Source of information: Ministry of DONER

**Statement-IV**

*Details of funds sanctioned and utilised by the State Government of Odisha and Jharkhand and the Ministry of DONER*

Year	Fund Received (In Lakhs)	Fund Utilized (In Lakhs)
<b>Odisha</b>		
2009-10	4000.00	4214.41
2010-11	4400.00	4121.77
2011-12	6000.00	3920.03 (up to 29th February, 2012)
<b>Jharkhand</b>		
2009-10	941.66	228.91 (carry Forward fund)
2010-11	1183.95	807.75 -do-
2011-12	94.35	1031.28 (unaudited)
<b>Ministry of DONER (NERCORMP-II)</b>		
2010-11	2735.00	550.30
2011-12	3480.00	
	(approved)	

**Tribals affected by industrial projects**

†3860. SHRI P. RAJEEVE: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the number of hectares in Schedule-V areas that have been allocated to industrial projects between 2008 till the present;

(b) the number of tribal persons displaced/that shall be displaced as a result;

(c) the number of affected persons that are yet to receive compensation, project-wise;

(d) the time-frame by which all those who qualify for compensation shall receive it, project-wise; and

†Original notice of the question was received in Hindi.

(e) the steps being taken by the Ministry to secure compensation at the earliest?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO S. KHANDELA): (a) to (e) The information is being collected and will be laid on the Table of the House.

#### **Problem of Malnutrition**

3861. SHRI. PARIMAL NATHWANI: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state;

(a) the magnitude of problem of malnutrition among children under two years of age and problem of anemia amongst women in the reproductive age group;

(b) in what manner the problem have been given the required attention during the Eleventh Five Year Plan;

(c) the details of the financial allocations made and funds utilized for schemes meant for tackling the above two problems; and

(d) the status of problem in Jharkhand and Gujarat and action taken in these States?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) to (d) As per National Family Health Survey-3 (2005-06), 40.4% of children under 3 years of age are underweight and 55.3% women in the age group of 15-49 years are anemic in the country. Prevalence of underweight in children below 3 years in Jharkhand and Gujarat is 54.6% and 41.1% respectively while anemia in women (15-45 years of age) is 69.5% and 55.3% respectively.

The eleventh five year plan drew special attention to the health of marginalized groups, like children below the age of three, adolescent girls, women of all ages, elderly persons, the disabled, tribals, and Schedules Castes (SCs). These groups continue to warrant special attention. During the 11th Five Year Plan, the ICDS Scheme has been universalised with special focus on SC/ST and minority habitations. Two new schemes namely, Rajiv Gandhi Scheme for Empowerment of Adolescent Girls (RGSEAG)--'SABLA' and the other Indira Gandhi Matritva Sahyog Yojna (IGMSY) implemented in select 200 and 52 respective districts as a pilot are being implemented using ICDS infrastructure and systems. The National Rural Health Mission (NRHM) was introduced during the 11th Five Year Plan.

The Government has accorded priority to the issue of malnutrition and is implementing several schemes/programmes of different Ministries/Departments through State Governments/UT Administrations. These programmes include the Integrated Child Development Services (ICDS) Scheme, National Rural Health Mission (NRHM), Mid-Day Meal Scheme, Rajiv Gandhi Schemes for Empowerment of Adolescent Girls (RGSEAG) namely SABLA, Indira Gandhi Matritva Sahyog Yojna (IGMSY) as Direct targeted interventions. Besides, indirect Multi-sectoral interventions include Targeted Public Distribution System (TPDS), National Horticulture Mission, National Food Security Mission, Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Total Sanitation Campaign, National Rural Drinking Water Programme etc. Several existing schemes/programmes have been expanded/universalized just before or during the Eleventh Five year Plan. The results of these interventions would be visible after some time.

The responsibility of implementation of most of the above schemes lies with State Governments/ UT Administrations who have been advised from time to time to set up State Nutrition Council and other mechanisms to address the issue.

Some of the recent decisions by the Prime Minister Council on India's Nutrition Challenges to improve the nutrition situation have been to (i) strengthen and restructure ICDS with special focus on pregnant and lactating mothers and children under three (ii) prepare a multi-sectoral programme to address the maternal and child malnutrition in selected 200 high-burden districts (iii) launch a nationwide information, education and communication campaign against malnutrition and (iv) bring strong nutrition focus in programmes in sectors like health, drinking water supply and sanitation, school education, agriculture, food and public distribution. Work on all these issues is in progress. In addition, the proposed National Food Security Bill contemplates provision of supplementary nutrition under the ICDS scheme and maternity benefits for pregnant and lactating mothers and will contribute to Food security.

During the 11th Plan, against the budget allocation of Rs. 43,186.70 crore the expenditure incurred under the ICDS scheme has been Rs. 43829.53 crore. The two new schemes of SABLA and the IGMSY, were introduced during 2010-11. The funds released and the expenditure for Rajiv Gandhi Schemes for Empowerment of Adolescent Girls (RGSEAG) (SABLA), during this time is Rs. 857.85 crore and Rs. 388.83 crore respectively. Under the IGMSY, Rs. 411.78 crore was released and Rs 46.57 crore (up to 3rd quarter *ie*: 31.12.2011) were utilized. In NRHM, against an allocation of Rs. 68062.45 crore( 2007-08 to 2011-12), an expenditure of Rs. 61527.96 crore was incurred( upto 30th December 2011).

**Status of children of NE region**

3862. SHRI BAISHNAB PARIDA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether children of NE region are among the worst performers *i.e.* there is a poor show of such children and they rank below other using indicators *i.e.* child labour, health, education, etc;

(b) if so, the details thereof;

(c) whether the children's status in these regions need urgent attention; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) and (b) Based on available data, it is difficult to generalise about the status of children from the North Eastern Region as being the worst on indicators of health, education and child labour. For instance, several States from this region fare better than the National average on Infant Mortality Rate (IMR), under five Mortality Rate and percentage of underweight children. In terms of prevalence of child labour also, this region is not amongst the worst in the country. However, most States of the region do not score well on the Educational Development Index (EDI). (c) and (d) To facilitate the States in the North Eastern Region in addressing the needs of children, special disbursement has been provided in Government schemes for these States, and the ratio for funding by the Centre and States

has been kept at 90:10 as opposed to 50:50 or 75:25 for other States as in the Sarva Shiksha Abhiyan (SSA) and the Integrated Child Development Services (ICDS) Scheme.

**Supplementary nutrition programme**

3863. SHRI PYARIMOHAN MOHAPATRA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether Government is aware that the ration cost under Supplementary Nutrition Programme (SNP) is inadequate in the context of inflation in food prices; and

(b) if so, whether it will consider increasing the cost under all the three categories of SNP?



THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) and (b) In view of the inflation in prices including food, Ministry's proposal for Strengthening and Restructuring of ICDS, *inter-alia* includes proposal for revision of cost norms of Supplementary Nutrition linked to Consumer Price Index (CPI).

**Budgetary allocation for child scheme**

3864. SHRIMATI KANIMOZHI: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state: (a) the Planning Commission's recommended budgetary allocation towards the Integrated Child Development Scheme and Integrated Child Protection Scheme for this year; (b) whether it is a fact that the actual bud

etary allocation made was a fraction of what was recommended by the Planning Commission; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) to (c) The Planning Commission fixed the total Gross Budgetary Support (GBS) for the Ministry of Women and Child Development at Rs. 18,500 crores for the year 2012-13. Out of this, Rs. 15,850 crores were earmarked for the Integrated Child Development Services (ICDS) Scheme. Of the remaining Rs. 2650 crores for other schemes, the Ministry, in consultation with Planning Commission, has allocated Rs. 400 crores for the Integrated Child Protection Scheme (ICPS) for this year.

**Budgetary allocation for rehabilitation of rape victims**

3865. SHRIMATI KANIMOZHI: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the reasons for decrease in this year's budgetary allocation towards the Scheme 'Relief to and Rehabilitation of Rape victims' as compared to the previous years;

(b) whether Government is serious about tackling the increasing rate of crimes against women; and

(c) if so, how does Government propose to allocate the finances required to provide rehabilitation services for victims of rape?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD

DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) The scheme was proposed to be implemented as a Centrally Sponsored Scheme with 100% Central Assistance during 11th Plan period and thereafter on sharing between Centre and States/UTs. During 2011-12, which was the last year of the 11th Plan, a provision of '140.00 crore was made in Budget Estimates 2011-12 anticipating approval of the Planning Commission to the scheme. Considering the delay in receiving the approval of the Planning Commission, the allocation was brought down to '45.50 crore at Revised Estimates stage.

Since the Ministry has not so far received the approval of the Planning Commission, only 19 crore has been projected in BE 2012-13. As the expenditure is likely to be shared between Centre and States/UTs in the 12th Plan period, the annual requirement of funds would be less than what would have been during 11th Plan period.

(b) As per Seventh Schedule, 'Police' and 'Public Order' are State subjects under the Constitution. As such, the primary responsibility of prevention, detection, registration, investigation and prosecution of crimes, including crimes against women, lies with the State Governments/Union Territory Administrations. However, the Central Government attaches importance to the matter of prevention and control of crime against women and has been advising the State Governments from time to time regarding the steps that need to be taken to afford a greater measure of protection to the women and, in particular, to prevent incidence of crimes against them. These advisories, *inter-alia*, emphasize gender sensitization of the police personnel, minimizing delays in investigations of crime against women, improving the quality of investigation and setting up 'Crime against Women Cells' in districts where these do not exist. States/UT Administrations have also been advised to develop a community monitoring system to check cases of violence, abuse and exploitation.

Compensation to victims of crimes including rape can be awarded by courts under Section 357 of the Criminal Procedure Code (Cr.PC), from the fine recovered as part of the sentence. In 2009, Section 357A was added to the Cr.PC, under which each State Government, in coordination with the Central Government, is required to formulate a scheme for compensation to victims of crime or their dependants. Under this, a victim can get compensation for rehabilitation in cases in which the court finds it necessary. The compensation can be recommended even in cases where the trial ends in acquittal or discharge, provided there is a need for rehabilitation of victims. Compensation can also be granted where no trial takes place because the offender cannot be identified or traced but the victim requires rehabilitation.

(c) For the 12th Five Year Plan, requirement of 1300 crore has been projected for the scheme. The fund transfer to the States/UTs would begin after the requisite approval of Planning Commission is received and outlay for the purpose allocated.

#### **Exploitation of destitute children**

‡3866. SHRI BHAGAT SINGH KOSHYARI: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state;

(a) whether any assessment has been made about destitute children in the country;

(b) if so, the State-wise details including that of Uttarakhand;

(c) whether complaints have also been received in connection with the sexual exploitation/exploitation of these children in several ways;

(d) if so, the details thereof;

(e) whether Government has formulated any plan for the welfare and rehabilitation of these children; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) and (b) There is no authenticated data available centrally with the Ministry of Women and Child Development regarding the number of destitute children in the country as this number is fluctuating in nature. However, the Ministry of Women and Child Development is implementing the centrally sponsored Integrated Child Protection Scheme (ICPS) for rehabilitation and reintegration of children in difficult circumstances including, destitute children. Under ICPS financial assistance is provided to the State Governments/UT Administrations for, *inter-alia*, undertaking situational analysis of children in difficult circumstances at district level, and they are urged from time to time to carry out district need assessment studies and prepare district plans for implementation of ICPS accordingly.

(c) and (d) As per the Study on Child Abuse in India conducted by the Ministry of Women and Child Development in 2007, different categories of children who reported sexual abuse are as under:

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‡Original notice of the question was received in Hindi.

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Categories of children	Percentage of children
Child in family environment not going to school	53.18
Children in schools	49.92
Children at work	61.61
Children on Streets	54.51
Children in institutional care	47.08

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Of these, children at work and children on the streets are most likely to be destitute.

(e) and (f) For rehabilitation and reintegration of children in difficult circumstances, including street and working children, the Government, in the Ministry of Women and Child Development, is implementing a centrally sponsored scheme namely, Integrated Child Protection Scheme (ICPS). Under ICPS financial assistance is provided to State Governments/UT Administration for setting up and maintenance of Children's Homes as well as Open Shelters in Urban and Semi-Urban areas for providing facilities and services such as age-appropriate education, access to vocational training, recreation, bridge education, linkages to the National Open School Programme (NOSP), health care, counseling etc.

Under ICPS financial assistance is also provided to State Governments/UT Administrations for, *inter-alia*, after care services for a period of three years for such children who leave the homes, to help sustain them during the transition from institutional to independent life. The services include housing facilities, vocational training, counseling and assistance to get employment etc.

#### **Findings of Child Rights Organisation**

3867. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether Government is aware of the findings of a recent Study by Child Rights Organisation Plan India stating that one-fifth of the children are reported facing abuse, only 20 per cent women has bank accounts and only 16 per cent owned an asset like land or vehicle; and

(b) if so, whether Government is launching a special drive, with the active help of NGOs or similar grass-root level organisations to work towards gradual

transformation of age-old mindset by discarding discrimination of children and women so as to groom them as well-treated and better-informed future citizens to enable them contribute towards country's economic and social upward growth?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) Yes Sir. The referred study by Plan India, an international NGO is based on data collected from 6011 respondents (adolescents and youth) across five Indian States. The points raised in the question have been listed as survey findings by the NGO. Percentages mentioned refer only to the respondents of the survey and is not a reflection of national averages. The Government is not a partner to the survey. The reports and reviews by multilateral organizations or NGOs like Plan India are made with respect to their own methodologies, assumptions and benchmarks.

(b) For addressing the issue of gradual transformation of age-old mindsets Governments work at various levels including legislation, policy framework, programmatic interventions which also involve civil society organizations, multi sectoral awareness generation and advocacy campaigns involving print and electronic media etc.

#### **6.1 crore victims of malnutrition**

†3868. SHRI MOTILAL VORA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether it is a fact that as per the report on child malnutrition released by the Prime Minister, 6.1 crore children are victims of malnutrition and 42 per cent children up to the age of six are suffering from malnutrition in the country;

(b) whether it is also a fact that the problem of child malnutrition in 200 districts of the country is serious; and

(c) if so, Government's plan to deal with this situation and whether any target limit has also been set for it?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) to (c) The report of the HUNGaMA Survey, 2011, released by the Prime Minister was coordinated by the Nandi Foundation, a Non-Government Organization. As per this survey, conducted in 112 districts in 9 States out of which 100 focus districts were taken from 6 States (Bihar, Jharkhand, Madhya Pradesh, Orissa, Rajasthan and Uttar Pradesh), 42 per

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†Original notice of the question was received in Hindi.

cent of children under five are underweight in the 100 Focus Districts. The survey indicates a reduction in the prevalence of child underweight which has decreased from 53 per cent (DLHS, 2004) to 42 per cent representing a 20.3 per cent decrease over a 7 year period.

As per the National Family Health Survey-3 (2005-06), status of underweight and anemia in children under 5 years, State-wise is given in Statement (*See below*). Government is giving priority attention to this problem.

The problem of malnutrition being serious in the entire country, some of the recent decisions by the Prime Minister Council on India's Nutrition Challenges to improve the nutrition situation have been (i) strengthen and restructure ICDS with special focus on pregnant and lactating mothers and children under three (ii) prepare a multi-sectoral programme to address the maternal and child malnutrition in selected 200 high-burden districts (iii) launch a nationwide information, education and communication campaign against malnutrition and (iv) bring strong nutrition focus in programmes in sectors like health, drinking water supply and sanitation, school education, agriculture, food and public distribution. About 200 districts have been shortlisted to give attention to the high burden districts across the country.

The Government has accorded priority to the issue of malnutrition and is already implementing several schemes/programmes of different Ministries/Departments through State Governments/UT Administrations. These programmes include the Integrated Child Development Services (ICDS) Scheme, National Rural Health Mission (NRHM), Mid-Day Meal Scheme, Rajiv Gandhi Schemes for Empowerment of Adolescent Girls (RGSEAG) namely SABLA, Indira Gandhi Matritva Sahyog Yojna (IGMSY) as Direct targeted interventions, Besides, indirect Multi-sectoral interventions include Targeted Public Distribution System (TPDS), National Horticulture Mission, National Food Security Mission, Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Total Sanitation Campaign, National Rural Drinking Water Programme etc. All these schemes have potential to address one or other aspect of nutrition. Along with the introduction of new schemes/programmes, several existing schemes/programmes have been expanded/universalized just before or during the Eleventh Five year Plan and the results of these interventions would be visible after some time.

The responsibility of implementation of most of the above schemes lies with State Governments/UT Administrations who have been advised from time to time to set up State Nutrition Council and other mechanisms to address the issue.

**Statement**

*Details regarding Prevalence of underweight and anemia in children (under 5 years) as per NFHS-3 (2005-06)*

Sl. No.	State	% Underweight children (below 5 yrs of age)	% anemic children (below 5 yrs of age)
1	2	3	4
1.	Andhra Pradesh	32.5	70.8
2.	Assam	36.4	69.6
3.	Arunachal Pradesh	32.5	56.9
4.	Bihar	55.9	78.0
5.	Chhattisgarh	47.1	71.2
6.	Delhi	26.1	57.0
7.	Goa	25.0	38.2
8.	Gujarat	44.6	69.7
9.	Haryana	39.6	72.3
10.	Himachal Pradesh	36.5	54.7
11.	Jammu and Kashmir	25.6	58.6
12.	Jharkhand	56.5	70.3
13.	Karnataka	37.6	70.4
14.	Kerala	22.9	44.5
15.	Madhya Pradesh	60.0	74.1
16.	Maharashtra	37.0	63.4
17.	Manipur	22.1	41.1
18.	Meghalaya	48.8	64.4
19.	Mizoram	19.9	44.2
20.	Nagaland	25.2	NA
21.	Orissa	40.7	65.0

1	2	3	4
22.	Punjab	24.9	66.4
23.	Rajasthan	39.9	69.7
24.	Sikkim	19.7	59.2
25.	Tamil Nadu	29.8	64.2
26.	Tripura	39.6	62.9
27.	Uttar Pradesh	42.4	73.9
28.	Uttarakhand	38.0	61.4
29.	West Bengal	38.7	61.0
	<b>INDIA</b>	<b>42.5</b>	<b>69.5</b>

#### **Orphanages/shelter homes**

3869. DR. GYAN PRAKASH PILANIA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the number of orphanages/shelter homes, State-wise run by (i) Government (ii) private persons/trusts;

(b) sexual abuse cases detected in above orphanages/shelter homes and their disposal during the last three years, year-wise, State-wise;

(c) the measures Government proposes to take to prevent such abuse; and

(d) the frequency of regulatory checks at Government and private orphanages?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): (a) Orphanages can be set up under one of the three Acts, namely, Women's and Children Institution (Licensing) Act, 1956 or Orphanages and Other Charitable Homes (Supervision and Control) Act, 1960, as may be applicable in the State/UT and Juvenile Justice (Care and Protection of Children) Act, 2000 (JJ Act). License/recognition/registrations under these legislations is given by the State Government/UT Administrations.

The Government, in the Ministry of Women and Child Development is administering the JJ Act and is providing financial assistance, under the Integrated



Child Protection Scheme (ICPS), to State Governments/UT Administrations for setting up and maintenance of Homes and Specialised Adoption Agencies (SAAs) under the JJ Act for children in difficult circumstances. The State-wise details of number of various types of Homes including children's Home and SAAs financially assisted so far under ICPS, is given in Statement (*See below*).

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

(c) Section 34 (3) of the JJ Act provides for mandatory registration of all Child Care Institutions (CCIs) housing children in need of care and protection with the intent of enforcing minimum standards of care; under the Act and Rules thereunder, for the services provided for children in these Homes. The JJ Act and Central Model Rules thereunder provide for mechanisms for stringent monitoring of quality of services through Child Welfare Committees (CWCs) and Inspection Committees set up by the State Government at State, district and city levels. Further, the Rules provide for setting up of Children's Committees in every institution which are, *inter-alia*, also encouraged to report incidents of abuse and exploitation, if any. Besides, Rule 60 of the Model Rules framed under the JJ Act also prescribes comprehensive measures to respond in case any kind of abuse, including sexual abuse, neglect and maltreatment is noticed in the CCI.

To ensure that children in all the Homes receive the best of care, and are not subject to abuse and neglect, the Ministry of Women and Child Development has been strongly urging the State Governments/UT Administrations from time to time to identify and register all CCIs under the JJ Act and set up functional inspection committees, where not available.

Further, with a view to protect children, including children in the Homes, from sexual abuse, the Government has introduced. The Protection of Children from Sexual Offences Bill' in the Parliament in 2011 which provides for stringent punishment for perpetrators of such crimes.

(d) Inspection Committees and CWCs are required to inspect the Homes once in every three months as per the Central Model Rules under the JJ Act.

**Statement**

*State-wise details of number of various types of Homes including children's Home and SAAs being run by the Government and Non-Governmental Organizations (NGO) financially assisted so far under ICPS*

Sl. No.	Name of the State/UT	No. Of Homes Assisted		No. of SAAs Assisted	
		Government run	NGO run	Government run	NGO run
1	2	3	4	5	6
1.	Andhra Pradesh	102	-	23	-
2.	Assam	7	-	-	5
3.	Bihar	14	-	-	2
4.	Chattisgarh	8	5	-	-
5.	Gujarat	34	23	8	1
6.	Haryana	5	4	-	1
7.	Himachal Pradesh	8	14	-	1
8.	Jharkhand	16	-	-	3
9.	Karnataka	52	11	6	17
10.	Kerala	28	-	-	14
11.	Madhya Pradesh	24	-	-	14
12.	Maharashtra	39	52	-	17
13.	Manipur	-	13	-	1
14.	Meghalaya	4	14	-	-
15.	Mizoram	4	-	1	3
16.	Nagaland	2	10	2	2
17.	Odisha	12	15	-	18
18.	Punjab	15	-	-	5
19.	Rajasthan	35	28	2	3
20.	Sikkim	2	3	-	1

1	2	3	4	5	6
21.	Tamil Nadu	18	23	-	18
22.	Tripura	11	-	6	3
23.	Uttar Pradesh	43	18	5	-
24.	West Bengal	28	27	-	14
25.	Delhi	18	7	-	-
26.	Puducherry	6	-	-	-
TOTAL		535	267	53	143

#### Allocation of fund to PYKKA

†3870. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of the activities performed by Government so far under Panchayat Yuva Krida and Khel Abhiyan during the last three years and current year, State-wise;

(b) the amount of funds allocated and released by Government to States for this Abhiyan along with the funds spent by them;

(c) the work performed by State Governments under this scheme of Government;

(d) whether State Government had spent all the funds in toto; and

(e) if so, the number of players benefitted under the said scheme, State wise?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) Under the 'Panchayat Yuva Krida and Khel Abhiyan (PYKKA) scheme, which was introduced in 2008-09, playfields are developed in village and block panchayats across the country in a phased manner and competitions are conducted annually at block, district, state and national level. During the last three years (2009-10 to 2011-12) funds amounting to Rs. 499.89 crore were released to States/UTs for development of playfields in 29,374 village panchayats and 937 block panchayats. Funds amounting to Rs. 143.94 crore were also released to the States/UTs/NYKS/SAI for conducting Annual Sports

†Original notice of the question was received in Hindi.

Competitions. State wise details are given in Statement I(a), I(b), I(c) and II(a), II(b) and II(c) (*See below*).

(b) During the last three years and current year, budget allocation of Rs. 885.20 crore has been provided under PYKKA scheme. Funds amounting to Rs. 643.83 crore were released to States/UTs/NYKS/SAI for development of playfields and conducting Annual Sports Competitions, as stated at (a) above. Funds amounting to Rs.313.62 crore have been utilized by the States/UTs. (Reported as on 29.02.2012)

(c) The State Governments are in the process of developing the playfields in village/block panchayats in a phased manner as per provision of the scheme and depending upon the funds released by the Central Government. Annual Sports Competitions are also conducted by the States/UTs starting from block to national levels. Playfields have been developed in 22,285 village/block panchayats (Reported as on 29.02.2012). After the scheme has been introduced during 2008-09, more than one crore boys, and girls have participated in the annual sports competitions.

(d) No Sir.

(e) The PYKKA scheme is being implemented throughout the country in general. Hence, it is not possible to quantify the actual number of players benefited under the scheme. However, more than one crore boys and girls have participated in the annual sports competitions as stated at (c) above.

***Statement-I(a)***

*State-wise number of village/block panchayats approved and grant released under PYKKA scheme for development of playfields during 2009-10.*

(Rs. in crore)				
Sl. No.	Name of State/ UT	No. of village panchayat approved	No. of block panchayat approved	*Funds released
1	2	3	4	5
1.	Andhra Pradesh	-	113	12.99
2.	Arunachal Pradesh	355	32	4.44
3.	Assam	-	-	3.85
4.	Bihar	-	-	5.02
5.	Chhattisgarh	-	-	5.06

1	2	3	4	5
6.	Goa	-	-	0.18
7.	Gujarat	-	-	7.10
8.	Haryana	-	-	3.25
9.	Himachal Pradesh	-	-	2.01
10.	Jammu and Kashmir	-	-	2.10
11.	Jharkhand	403	21	2.39
12.	Karnataka	565	18	3.12
13.	Kerala	-	-	0.80
14.	Maharashtra	-	-	4.86
15.	Meghalaya	83	08	1.06
16.	Mizoram	164	05	0.21
17.	Nagaland	-	-	0.30
18.	Odisha	623	31	8.05
19.	Punjab	-	-	6.27
20.	Rajasthan	-	-	4.72
21.	Sikkim	32	20	0.13
22.	Tamil Nadu	-	-	1.91
23.	Uttar Pradesh	-	-	16.96
24.	Uttrakhand	-	-	5.90
25.	West Bengal	-	-	2.32
26.	Andman and Nicobar Islands	19	01	-
TOTAL		2,225	135	105.00*

\* Includes release of grants approved for the first year (2008-09).

# Proposal of Andman and Nicobar Islands has been approved 'in principle'.

**Statement-I(b)**

*State-wise number of village/block panchayats approved and grant released under PYKKA scheme for development of playfields during 2010-11*

(Rs. in crone)

Sl. No.	Name of State/ UT	No. of village panchayat approved	No. of block panchayat approved	Funds released*
1	2	3	4	5
1.	Andhra Pradesh	4,380	226	25.98
2.	Arunachal Pradesh	710	64	10.51
3.	Gujarat	1,075	22	02.55
4.	Haryana	1,238	24	14.43
5.	Himachal Pradesh	648	16	08.80
6.	Karnataka	1,129	36	14.86
7.	Kerala	100	15	11.17
8.	Maharashtra	2,752	35	41.94
9.	Meghalaya	83	08	01.19
10.	Mizoram	163	05	02.27
11.	Nagaland	440	20	02.96
12.	Odisha	623	31	05.98
13.	Punjab	2,466	28	26.66
14.	Sikkim	16	10	02.02
15.	Tripura	520	20	03.24
16.	Uttar Pradesh	4,493	82	62.27
17.	Uttrakhand	1,500	19	19.43
18.	West Bengal	-	-	02.32

1	2	3	4	5
19.	Andaman and Nicobar Island	60	06	01.06
20.	Lakshadweep	02	09	00.51
21.	Puducherry	50	05	00.69**
TOTAL		22,448	681	260.84#

\* It includes release of grants approved for the previous year(s) (i.e. 2008-09 and 2009-10)

**Statement-I(c)**

*State-wise number of village/block panchayats approved and grant released under PYKKA scheme for development of playfields during 2011-12*

(Rs. in crore)

Sl. No.	Name of State UT	No. of village panchayat approved	No. of block panchayat approved	Funds released*
1	2	3	4	5
1.	Andhra Pradesh	-	-	25.98
2.	Gujarat	-	-	13.43
3.	Haryana	619	12	5.09
4.	Himachal Pradesh	324	08	3.66
5.	Jammu and Kashmir	-	-	0.56
6.	Jharkhand	-	-	2.40
7.	Madhya Pradesh	2,304	31	39.99
8.	Manipur	-	-	0.22
9.	Meghalaya	83	08	1.72
10.	Mizoram	-	-	2.07
11.	Nagaland	110	05	4.70

1	2	3	4	5
12.	Odisha	-	-	7.34
13.	Rajasthan	917	25	2.75
14.	Sikkim	32	20	1.66
15.	Tripura	312	12	4.09
16.	Uttar Pradesh	-	-	18.39
TOTAL		4,701	121	134.05

\* It includes release of grants approved for the previous year(s) (i.e. 2008-09 to 2010-11)

***Statement-II(a)***

*State-wise sanction and release of funds under PYKKA Scheme for holding competitions during 2009-2010*

(Rs. in crore)

Sl. No.	Name of State/ UT	Amount
1.	Bihar	3.42
2.	Chhattisgarh	1.17
3.	Haryana	1.10
4.	Himachal Pradesh	0.70
5.	Karnataka	1.42
6.	Madhya Pradesh	2.64
7.	Manipur	0.47
8.	Mizoram	0.37
9.	Nagaland	0.56
10.	Odisha	2.11
11.	Punjab	1.18
12.	Rajasthan	1.93



Sl. No.	Name of State/ UT	Amount
13.	Sikkim	0.32
14.	Tamilnadu	2.63
15.	Tripura	0.36
16.	Uttar Pradesh	2.55
17.	Uttarakhand	1.03
	TOTAL	24.91

**Statement-II(b)**

*State-wise release of funds to States/UTs for holding Annual Competitions under PYKKA scheme during 2010-11*

(Rs. in crore)

Sl. No.	Name of State/ UT	Amount
1.	Andhra Pradesh	11.26
2.	Arunachal Pradesh	2.05
3.	Assam	3.34
4.	Bihar	6.19
5.	Chhattisgarh	2.01
6.	Goa	0.26
7.	Gujarat	2.69
8.	Haryana	1.81
9.	Himachal Pradesh	1.33
10.	Jammu and Kashmir	2.10
11.	Jharkhand	3.16
12.	Karnataka	2.94
13.	Kerala	1.32
14.	Madhya Pradesh	4.79
15.	Maharashtra	4.36

Sl. No.	Name of State/ UT	Amount
16.	Meghalaya	0.79
17.	Mizoram	0.71
18.	Nagaland	0.13
19.	Odisha	4.27
20.	Punjab	1.85
21.	Tamilnadu	5.10
22.	Tripura	0.78
23.	Uttar Pradesh	9.47
24.	Uttarakhand	1.47
25.	West Bengal	3.31
26.	UT of Chandigarh	0.03
27.	Through NYKS	3.22
	TOTAL	80.74
28.	Fund released to NYKS to hold Inter-School Competitions in 626 district and 35 States.	7.31#
	GRAND TOTAL	88.05

***Statement-II(c)***

*State-wise sanction and release of funds under PYKKA Scheme for holding competitions during 2011-2012*

(Rs. in crore)

Sl. No.	Name of State/ UT	Amount
1.	Haryana	1.60
2.	Himachal Pradesh	1.24
3.	Karnataka	2.17
4.	Kerala	0.23
5.	Madhya Pradesh	4.91

SI. No.	Name of State/ UT	Amount
6.	Meghalaya	0.09
7.	Mizoram	0.10
8.	Rajasthan	1.72
9.	Sikkim	1.20
10.	Tripura	0.79
11.	Uttar Pradesh	8.20
12.	Uttrakhand	1.40
13.	Fund released to SAI for holding national level competitions	5.10
TOTAL		30.98

#### **Funds for training for London Olympic**

3871. SHRI AMBETH RAJAN: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether any specific fund has been earmarked for training of sportspersons for forthcoming Olympic Games to be held in London this year; and

(b) if so, the details of the funds and number of players, trainers selected for taking/providing training for this purpose?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) Yes, Sir. Operation Excellence for London Olympics 2012 (OPEX) was launched specially for preparing the Indian Team for participating in the Olympic 2012. The funds are being provided under the Scheme "Assistance to NSF" and National Sports Development Fund.

(b) Under "Assistance to National Sports Federations, Rs.100 crore for 2011-2012 and Rs. 110 crore for 2012-2013 have been allocated. In addition, under "National Sports Development Fund (NSDF), Rs. 5.52 crore has been released for customized training of the identified core probables.

Under the 'Operation Excellence for London Olympic (OPEX) 2012, 732 players were initially selected for the purpose and the number of players was later pruned to 509. Around 218 trainers including 129 Indian coaches, 21 foreign

coaches/experts and 68 supporting staff have been engaged for training of these players.

**Assistance to athletes in the country**

3872. SHRI RAJIV PRATAP RUDY: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether Government regularly provides assistance to sports athletes in the country;

(b) if so, the details thereof, over the last three years, alongwith details of the number of sportspersons who are training abroad;

(c) whether there has been a decrease in the quantum of assistance provided to Sports Federations in the country; and

(d) if so, the reasons and details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) Yes Sir.

(b) The Government, through its various Schemes, provides financial assistance to the sportspersons, either directly or through the respective National Sports Federations (NSFs) towards their training, coaching, participation in national and international tournaments, sports equipments and incentives in the form of cash awards, pension and sports awards. The Ministry of Youth Affairs and Sports implements the following Schemes for the benefit of athletes:

- (i) Scheme of Assistance to National Sports Federations (NSFs)
- (ii) National Sports Development Fund (NSDF)
- (iii) Scheme of Talent Search and Training
- (iv) Scheme of Special Cash Awards for Winners of medals in international sports events and their coaches
- (v) Scheme of Pension to Meritorious Sportspersons
- (vi) Scheme of National Sports Awards, *viz.*, Rajiv Gandhi Khel Ratna, Arjuna Awards, Dronacharya Awards, Dhyanchand Awards, Rashtriya Khel Protsahan Puruskar and Maulana Abul Kalam Azad (MAKA) Trophy.
- (vii) National Welfare Fund for Sportspersons.

In addition to the above, the Sports Authority of India (SAI) is implementing the following Schemes for identification and nurturing of identified talented sportspersons:

- (i) National Sports Talent Contest (NSTC) Scheme,
- (ii) Army Boys Army Boys' Sports Companies (ABSC) Scheme,
- (iii) SAI Training Centres (STC) Scheme,
- (iv) Special Area Games (SAG) Scheme,
- (v) Centres of Excellence (CoE) Scheme.

Details of financial assistance provided during the last three years are given in the table below:

Sl.No.	Name of the scheme	(Rs. in crore)		
		Amount of actual expenditure		
		2009-10	2010-11	2011-12
1.	Sports Authority of India	206.15	347.00	250.90
2.	Scheme of Assistance to National Sports Federations (NSFs)	50.53	81.44	100.00
3.	National Sports Development Fund (NSDF)	3.11	2.58	5.39
4.	Scheme of Talent Search and Training	1.00	7.00	2.00
5.	Scheme of Special Cash Awards for Winners of medals in international sports events and their coaches	5.50	34.00	11.74
6.	Scheme of Pension to Meritorious Sportspersons	6.50	30.50	3.50
7.	Scheme of National Sports Awards, viz., Rajiv Gandhi Khel Ratna, Arjuna Awards, Dronacharya Awards, Dhyanchand Awards, Rashtriya Khel Protsahan Puruskar and Maulana Abul Kalam Azad (MAKA) Trophy	1.24	1.37	1.54

As regards, number of sportspersons who are on training abroad, 115 sportspersons were sent on training during 2011-12 under the Scheme of Assistance to NSFs, National Sports Development Fund and the Scheme of Talent Search and Training.

(c) No Sir.

(d) Does not arise.

#### **Promotion of sports in rural areas**

3873. SHRI DILIPBHAI PANDYA: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether Government has paid adequate attention to the development of youth and promotion of sports including cricket and other international level games in the rural areas on the pattern of urban areas;

(b) if so, the details thereof and the efforts made so far by Government in this regard; and

(c) the future plans envisaged to develop an appropriate sports policy which will harness rural sports potential in the country?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) and (b) For inculcating sporting culture and broad-basing sports among youth of the country in rural areas, the Ministry of Youth Affairs and Sports has introduced a Centrally Sponsored Scheme titled Panchayat Yuva Kirda Khel Abhiyan (PYKKA), from 2008-09 which aims at creation/development of basic playfields in all village panchayats and block panchayats of the country in a phased manner over a period of 10 years and providing access to organized sports competitions at block, district, State and national levels. Sports competitions are organized in various sports disciplines such as athletics, archery, badminton, boxing, hockey, gymnastics, judo, football, swimming, wrestling, volleyball, table tennis, cycling, kho-kho, kabaddi, etc., in terms of provisions of the Scheme of PYKKA.

Further, schemes of the Ministry of Youth Affairs and the Sports Authority of India are equally applicable for sportspersons hailing from rural areas.

(c) National Sports Policy-2001, is already in existence, which, *inter alia*, provides for mass participation in sports and promotion of excellence in sports in the country including in rural areas.

For realization of the aforesaid objectives mentioned in National Sports Policy 2001, while the Scheme of PYKKA takes care of the broad-basing of sports at the grassroots level, the identification and nurturing of the identified talent for promotion of excellence in sports including those from rural areas is done under the following Schemes of Sports Authority of India (SAI):

- (i) National Sports Talent Context (NSTC) Scheme
- (ii) Army Boys Sports Company (ABSC) Scheme
- (iii) Sports Authority of India Training Centres (STC) Scheme
- (iv) Special Area Games (SAG) Scheme
- (v) Centres of Excellence (COE) Scheme

#### **Irregularities in SAI**

3874. SHRIMATI KUSUM RAI: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

- (a) whether irregularities have been reported in Sports Authority of India (SAI) centres in the country;
- (b) if so, the details thereof;
- (c) whether Nutrition and Food Supplement Committee of the Ministry have raided the SAI centres of Sonipat and Bengaluru where training camps for sportspersons have been organised for preparation and practice for London Olympic;
- (d) if so, the details thereof;
- (e) whether quality of food served to sportspersons have been found up to the mark; and
- (f) if not, the action taken against the erring authorities?

THE MINISTER OF STATE OF THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) and (b) No, Sir.

(c) The APEX Committee for OPEX London 2012, headed by myself, had constituted a Committee consisting of Nutritionists, Senior Scientific Officers and eminent sportspersons to see the food and nutrition provided to sportspersons, attending National Camp and provide suggestions. The members of the Committee visited National Coaching Camps at Sonapat, Hyderabad and Bangaluru and have given report.

(d) The Committee members pointed out certain deficiencies in the facilities and suggested measures for their improvement. The suggestions given have been taken up with the concerned agencies and necessary arrangements are being made to ensure better facilities to the trainee sportspersons.

(e) and (f) The food served at Sports Authority of India (SAI) Northern Centre was not found as per menu. The matter has been taken up with the agency providing food to provide the same as per the menu and to take necessary measures to check the quality and quantity of the food provided to the sportspersons.

Furthermore, the process of engagement of service provider for mess facilities has been initiated afresh.

Also two officers have been transferred out of Sonapat for administrative, reasons.

#### **Development of sports among disabled persons**

3875. DR. K.P. RAMALINGAM: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of action taken for the development of sports among disabled persons and also development of sports infrastructure for them;

(b) the quantum of funds allocated for the same during the last three years;

(c) the details of sports events organized exclusively for the disabled so far; and

(d) the measures taken to create a dedicated group of coaches for the disabled?

THE MINISTER OF STATE OF THE MINISTRY FOR YOUTH AFFAIRS AND SPORTS (SHRI AJAY MAKEN): (a) Primary responsibility for promotion and development of sports including sports infrastructure including for persons with disabilities is that of the States, as sports is in State list. However, the Ministry of Youth Affairs and Sports supplements the efforts of the States.

For promotion and development of sports among persons with disabilities, the Ministry of Youth Affairs and Sports provides assistance to National Sports Federations dealing with persons with disabilities such as Paralympics Committee of India (PCI), Special Olympics Bharat (SOB) and All India Sports Council for Deaf (AISCD), under the Scheme of Assistance to NSFs for conducting National Championships and international tournaments abroad, organizing national coaching camps, procurement of sports equipments, engagement of foreign coaches etc.



For promotion and development of sports at grassroot level among Persons with Disabilities, the Ministry has introduced the Scheme of Sports and Games for Persons with Disabilities in 2009-10 on pilot basis.

The Scheme of Sports and Games for the Disabled has the following components:

- (i) Grant for sports coaching and purchase of consumables and non-consumable sports equipment for Schools;
- (ii) Grant for Training of Coaches; and
- (iii) Grant for holding District, State and National level competitions for the disabled.

(b) Details of grants released to PCI, SOB and AISCD from the Scheme of Assistance to NSFs during last three years given below:

(Rs. in lakh)

Sl. No.	Name of Federation	2009-10	2010-11	2011-12
1.	All India Sports Council for the Deaf	24.00	47.65	75.83
2.	Paralympics Committee of India	142.83	221.39	77.77
3.	Special Olympic Bharat	3.81	12.00	285.89

Expenditure incurred during last three years under the Scheme of Sports and Games for Persons with Disabilities is given in the table below:

(Rs. in crore)

Sl. No.	Year	Expenditure incurred
1.	2009-10	0.74
2.	2010-11	5.96
3.	2011-12	4.40

(c) Under the Scheme of Sports and Games for Persons with Disabilities, sports competitions at district level were conducted in 152 districts and at State level in 31 States during 2011-12. Further, National Level Games for Persons with Disabilities for 2010-11 were held at Chennai from 17-22 February 2012.

(d) For creation of dedicated group of coaches for persons with disabilities, the Scheme of Sports and Games for Persons with Disabilities provides for training

of community coaches. Under the scheme, Master Trainers are being imparted training at Lakshmbai National University of Physical Education, Gwalior. These Master Trainers, then, provide training to about 50 coaches each in their respective districts.

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#### **PAPERS LAID ON THE TABLE**

I. Reports and Accounts (2010-11) of the Pawan Hans Helicopter Ltd. New Delhi.

II. MoU between Govt. of India and AAI.

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): Sir, I lay on the Table—

I. (1) A copy each (in English and Hindi) of the following papers, under sub-section (1) of Section 619A of the Companies Act, 1956—

(a) Annual Report and Accounts of the Pawan Hans Helicopters Limited, New Delhi, for the year 2010-11, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.

(b) Statement by Government accepting the above Report.

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

[Placed in Library. *See* No. L.T. 6747/15/12]

II. A copy (in English and Hindi) of the Memorandum of Understanding between the Government of India (Ministry of Civil Aviation) and the Airports Authority of India, for the year 2012-13. [Placed in Library. *See* No. L.T. 6746/15/12]

#### **Notification of Minority of Shipping**

THE MINISTER OF SHIPPING (SHRI G.K.VASAN): Sir, I lay on the Table, under sub-section (3) of Section 458 of the Merchant Shipping Act, 1958, a copy (in English and Hindi) of the Ministry of Shipping Notification No. G.S.R. 311 (E), dated the 20th April, 2012, publishing the Merchant Shipping (Regulation of Entry of Ships into Ports, Anchorages and Offshore facilities) Rules, 2012.

[Placed in Library. *See* No. L.T. 6824/15/12]

#### **Notification of the Ministry of Rural Development**

THE MINISTER OF RURAL DEVELOPMENT AND THE MINISTER OF DRINKING WATER AND SANITATION (SHRI JAIRAM RAMESH): Sir, I lay on the Table, under sub-section (2) of Section 29 of the Mahatma Gandhi National Rural

Employment Guarantee Act, 2005, a copy (in English and Hindi) of the Ministry of Rural Development Notification No. S.O.1022 (E), dated the 4th May, 2012, amending Schedule I and Schedule II of the Mahatma Gandhi National Rural Employment Guarantee Act, 2005. [Placed in Library. *See* No. L.T. 6730/15/12]

Sir, I would invite the attention of the hon. Members because these Papers relate to amendments to Schedule I and Schedule II of the Mahatma Gandhi National Employment Guarantee Act, and I would welcome the response of the hon. Member.

**Report and Accounts of (2010-11) NIPCC New Delhi and related papers**

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers—

- (a) Annual Report and Accounts of the National Institute of Public Cooperation and Child Development (NIPCCD), New Delhi, for the year 2010-11, 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. 6807/15/12]

**MoU between Govt. of India and NERAMAC**

THE MINISTER OF STATE OF THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PABAN SINGH GHATOWAR): Sir, I lay on the Table, a copy (in English and Hindi) of the Memorandum of Understanding between the Government of India (Ministry of Development of North Eastern Region) and the North Eastern Regional Agricultural Marketing Corporation Limited (NERAMAC), for the year 2012-13. [Placed in Library. *See* No. L.T. 6735/15/12]

**Report and Accounts (2010-11) of the Antrix Corporation Ltd., Bangalore and Related Papers**

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL PUBLIC GRIEVANCES AND PENSION AND THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): Sir, I lay on the Table—

I. A copy each (in English and Hindi) of the following papers, under subsection (1) of Section 619A of the Companies Act, 1956:

- (a) Annual Report and Accounts of the Antrix Corporation Limited (ACL), Bangalore, for the year 2010-11, together with the Auditor's Report on

the Accounts and the comments of the Comptroller and Auditor General of India thereon.

- (b) Review by Government on the working of the above Corporation.  
[Placed in Library. *See* No. L.T. 6748/15/12]

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

I. Notification of the Ministers of Road Transport and Highways.

II. Report and Accounts (2009-10) of the NITHE, NOIDA and related papers.

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): Sir, I lay on the Table—

I. (1) A copy each (in English and Hindi) of the following Notifications of the Ministry of Road Transport and Highways, under Section 10 of the National Highways Act, 1956:--

- (1) S.O. 487 (E), dated the 7th March, 2011, regarding acquisition of land, with or without structure, from K.M. 62.960 to K.M. 66.500 (Zirakpur, Parwanoo Section) on National Highway No. 22 in Solan District in the State of Himachal Pradesh.
- (2) S.O. 634 (E), dated the 25th March, 2011, regarding appointment of competent authority for acquisition of land from K.M. 238.203 to K.M. 307.000 on National Highway No. 71 in Jind District in the State of Haryana.
- (3) S.O. 796 (E), dated the 26th April, 2011, amending Notification No. S.O. 1444 (E), dated the 16th June, 2010, to substitute certain entries in the original Notification.
- (4) S.O. 818 (E), dated the 26th April, 2011, amending Notification No. S.O. 1713 (E), dated the 13th July, 2009, to insert certain entries in the original Notification.
- (5) S.O. 937 (E), dated the 29th April, 2011, amending Notification No. S.O. 1851 (E), dated the 27th October, 2006, to insert certain entries in the original Notification.
- (6) S.O. 938 (E), dated the 29th April, 2011, regarding appointment of competent authority for acquisition of land, from K.M. 05.000 to K.M.

- 91.200 on National Highway No. 65 in Ambala District in the State of Haryana.
- (7) S.O. 969 (E), dated the 3rd May, 2011, regarding appointment of competent authority for acquisition of land from K.M. 307.000 to K.M. 347.800 (Jind-Rohtak Road) on National Highway No. 71 in Jind and Rohtak Districts in the State of Haryana.
- (8) S.O. 971 (E), dated the 3rd May, 2011, regarding acquisition of land, with or without structure, from K.M. 70.700 to K.M. 179.285 (Yamunanagar-Panchkula Section) on National Highway No. 73 in Panchkula District in the State of Haryana.
- (9) S.O. 972 (E), dated the 3rd May, 2011, regarding acquisition of land, with or, without structure, from K.M. 42.700 to K.M. 42.900 (Gurgaon-Kotputli-Jaipur Section) on National Highway No. 8 in Gurgaon District in the State of Haryana.
- (10) S.O. 1127 (E), dated the 20th May, 2011, regarding acquisition of land, with or without structure, from K.M. 0.000 to K.M. 131.700 (Jhansi-Lalitpur Section) on National Highway No. 26 in Jhansi District in the State of Uttar Pradesh.
- (11) S.O. 1189 (E), dated the 26th May, 2011, regarding acquisition of land, with or without structure, from K.M. 41.945 to K.M. 62.960 (Zirakpur-Parwanoo Section) on National Highway No. 22 in Panchkula District in the State of Haryana.
- (12) S.O. 1557 (E), dated the 8th July, 2011, regarding acquisition of land, with or without structure, from K.M. 107.100 to K.M. 140.200 (Ghaziabad-Aligarh Section) on National Highway No. 91 in Aligarh District in the State of Uttar Pradesh.
- (13) S.O. 1709 (E), dated the 25th July, 2011, regarding appointment of competent authority for acquisition of land from K.M. 12.700 to K.M. 42.900 on National Highway No. 24 (B) in Lucknow District in the State of Uttar Pradesh.
- (14) S.O. 1711 (E), dated the 25th July, 2011, regarding appointment of competent authority for acquisition of land from K.M. 11.500 to K.M. 135.000 on National Highway No. 56(B) in Lucknow District in the State of Uttar Pradesh.

- (15) S.O. 1832 (E), dated the 8th August, 2011, regarding acquisition of land, with or without structure, from K.M. 8.260 to K.M. 28.000 on National Highway No 24 in Ghaziabad District in the State of Uttar Pradesh.
- (16) S.O. 1911 (E), dated the 18th August, 2011, regarding fee to be collected from the users of the stretch from K.M. 158.000 to K.M. 242.708 (Allahabad Bypass Section) on National Highway No. 2 in the State of Uttar Pradesh.
- (17) S.O.1987 (E), dated the 27th August, 2011, amending Notification No. S.O. 939 (E), dated the 9th April, 2009, to substitute certain entries in the original Notification.
- (18) S.O. 1988 (E), dated the 27th August, 2011, regarding appointment of competent authority for acquisition of land from K.M. 0.000 to K.M. 66.000 on National Highway No. 233 in Siddharth Nagar District in the State of Uttar Pradesh.
- (19) S.O. 2013 (E), dated the 29th August, 2011, regarding appointment of competent authority for acquisition of land from K.M. 131.000 to K.M. 192.000 on National Highway No. 200 (Bhojpur-Chhatabar Section) in Sambalpur and Deogarh Districts in the State of Odisha.
- (20) S.O. 2014 (E), dated the 29th August, 2011, regarding appointment of competent authority for acquisition of land from K.M. 90.000 to K.M. 158.000 (Nuapada-Bangomunda Section) on National Highway No. 217 in Nuapada District in the State of Odisha.
- (21) S.O. 2015 (E), dated the 29th August, 2011, regarding appointment of competent authority for acquisition of land from K.M. 19.800 to K.M. 149.200 and K.M. 328.450 to K.M. 509.100 (B.C. Road to Belur and Madhugiri to Andhra Pradesh Border Section) on National Highway No. 234 in Dakshina Kannada District in the State of Karnataka.
- (22) S.O. 2016 (E), dated the 29th August, 2011, regarding appointment of competent authority for acquisition of land from K.M. 0.000 to K.M. 149.000 (Anishabad-Aurangabad-Hariharganj Section) on National Highway No. 98 in Patna District in the State of Bihar.
- (23) S.O. 2017 (E), dated the 29th August, 2011, regarding appointment of competent authority for acquisition of land from K.M. 0.000 to K.M. 136.000 (Birpur-Bihpur Section) on National Highway No. 106 in Supaul District in the State of Bihar.

- (24) S.O. 2025 (E), dated the 30th August, 2011, regarding fee to be collected from the users of the stretch from K.M. 254.000 to K.M. 262.725 (Roha-Nagoan Section) on National Highway No. 36 and 37 in the State of Assam.
- (25) S.O. 2026 (E), dated the 30th August, 2011, regarding fee to be collected from the users of the stretch from K.M. 136.500 to K.M. 199.141 (Bhadrak-Balasore Section) on National Highway No. 5 in the State of Odisha.
- (26) S.O. 2027 (E), dated the 30th August, 2011, regarding fee to be collected from the users of the stretch from K.M. 216.150 to K.M. 284.000 (Loddaputti-Puintola Section) on National Highway No. 5 in the State of Odisha and Andhra Pradesh.
- (27) S.O. 2056 (E), dated the 8th September, 2011, regarding fee to be collected from the users of the stretch from K.M. 168.500 to K.M. 265.000 (Madhya Pradesh/Maharashtra Border-Dhule Section) on National Highway No. 3 in the State of Maharashtra.
- (28) S.O. 2096 (E), dated the 19th September, 2011, regarding fee to be collected from the users of the stretch from K.M. 380.000 to K.M. 440.000 (Pimpalgaon-Nashik-Gonde Section) on National Highway No. 3 in the State of Maharashtra.
- (29) S.O. 2192 (E), dated the 22nd September, 2011, regarding acquisition of land, with or without structure, from K.M. 806.000 to K.M. 843.000 (Varanasi-Aurangabad Section) on National Highway No. 2 in Chandauli District in the State of Uttar Pradesh.
- (30) S.O. 2253 (E), dated the 29th September, 2011, regarding appointment of competent authority for acquisition of land from K.M. 40.000 to K.M. 216.000 (Sheohar-Sitamarhi-Jaynagar Narhiya Section) on National Highway No. 104 in Shivahar District in the State of Bihar.
- (31) S.O. 2256 (E), dated the 29th September 2011, regarding appointment of competent authority for acquisition of land from K.M. 00.000 to K.M. 69.000 (Fathua-Harnaut-Barh Section) on National Highway No. 30A in Patna District in the State of Bihar.
- (32) S.O. 2381 (E), dated the 15th October, 2011, regarding acquisition of land, with or without structure, from K.M. 73.165 to K.M. 74.500

(Patna–Buxar Section) on National Highway No. 84 in Balia District in the State of Uttar Pradesh.

- (33) S.O. 2393 (E), dated the 17th October, 2011, regarding acquisition of land, with or without structure, from K.M. 173.904 to K.M. 178.560 (Sundernagar Section) on National Highway No. 21 (New No. 154) in Mandi District in the State of Himachal Pradesh.
- (34) S.O. 2418 (E), dated the 19th October, 2011, regarding fee to be collected from the users of the stretch from K.M. 102.000 to K.M. 202.000 (Bijapur-Hungud Section) on National Highway No. 13 in the State of Karnataka.
- (35) S.O. 2421 (E), dated the 20th October, 2011, regarding fee to be collected from the users of the stretch from K.M. 413.000 to K.M. 418.000 (Bhubaneswar-Jagatpur Chandikhole Section) on National Highway No. 5 in the State of Odisha. [Placed in Library. *See* No. L.T. 6708/15/12]
- (36) S.O. 2494 (E), dated the 3rd November, 2011, regarding acquisition of land, with or without structure, from K.M. 47.000 to K.M. 52.000 (Dhaleswari-Bhairabi Section Katlicherra bypass) on National Highway No. 154 in Hailakandi District in the State of Assam. [Placed in Library. *See* No. L.T. 6830/15/12]
- (37) G.S.R. 756 (E), dated the 12th October, 2011, publishing the National Highways Fee (Determination of Rates and Collection) Second Amendment Rules, 2011, along with delay statement. [Placed in Library. *See* No. L.T. 7029/15/12]

(ii) A copy (in English and Hindi) of the Ministry of Road Transport and Highways Notification No. G.S.R. 5 (E), dated the 10th January, 2012, publishing the National Highways Authority of India (the Term of Office and other Conditions of Service of Members) Amendment Rules, 2012, under Section 37 of the National Highways Authority of India Act, 1988. [Placed in Library. *See* No. L.T. 6709/15/12]

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

- (a) Annual Report and Accounts of the National Institute for Training of Highway Engineers (NITHE), NOIDA, for the year 2009-10, together with the Auditor's Report on the Accounts. [Placed in Library. *See* No. L.T. 6829/15/12]
- (b) Statement giving reasons for the delay in laying the papers mentioned at (a) above. [Placed in Library. *See* No. L.T. 6829/15/12]



I. Report and Accounts (2009, 2010-11) of a Institute and on Several Acts and related papers.

II. MoU between Government of India and Various Corporations.

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI D. NAPOLEON): Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers:—

- I.(i)(a) Annual Report on the Protection of Civil Rights Act, 1955, for the year 2009, under sub-section (4) of Section 15A of the Protection of Civil Rights Act, 1955.
- (b) Statement giving reasons for the delay in laying the paper mentioned at (i) (a) above. [Placed in Library. *See* No. L.T. 6838/15/12]
- (ii)(a) Annual Report on the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989, for the year 2009, under sub-section (4) of Section 21 of the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989.
- (b) Statement giving reasons for the delay in laying the paper mentioned at (ii) (a) above. [Placed in Library. *See* No. L.T. 6832/15/12]
- (iii)(a) Annual Report and Accounts of the National Institute for the Visually Handicapped (NIVH), Dehradun, for the year 2010-11, 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 (iii) (a) above. [Placed in Library. *See* No. L.T. 6834/15/12]
- II.(i) Memorandum of Understanding between the Government of India (Ministry of Social Justice and Empowerment) and the National Safai Karamcharis Finance and Development Corporation (NSKFDC), for the year 2012-13. [Placed in Library. *See* No. L.T. 6711/15/12]
- (ii) Memorandum of Understanding between the Government of India (Ministry of Social Justice and Empowerment) and the National Scheduled Castes Finance and Development Corporation (NSFDC), for the year 2012-13. [Placed in Library. *See* No. L.T. 6712/15/12]
- (iii) Memorandum of Understanding between the Government of India (Ministry of Social Justice and Empowerment) and the National Handicapped Finance and Development Corporation. NHFDC, for the year 2012-13. [Placed in Library. *See* No. L.T. 6835/15/12]

**Report of CAG: No. 2 of 2011-12**

SHRI JITIN PRASAD: Sir, on behalf of Shri Praful Patel, I lay on the Table, under clause (1) of article 151 of the Constitution, a copy (in English and Hindi) of the Report of the Comptroller and Auditor General of India: No.2 of 2011-12: General Purpose Financial Reports of Central Public Sector Enterprises (Compliance Audit) and No.30 of 2011-12 performance Audit on Revival of Sick Central Public Sector Enterprises for the year ended 31st March, 2011. [Placed in Library. *See* No. L.T. 7030/15/12]

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**MESSAGES FROM LOK SABHA****(I) The Finance Bill, 2012.****(II) The Right of Children to Free and Compulsory Education (Amendment) Bill, 2012.**

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

**(I)**

“In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Finance Bill, 2012, as passed by Lok Sabha at its sitting held on the 8th May, 2012.

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

**(II)**

“In accordance with the provisions of rule 120 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to inform you that Lok Sabha, at its sitting held on the 9th May, 2012, agreed without any amendment to the Right of Children to Free and Compulsory Education (Amendment) Bill, 2012, which was passed by Rajya Sabha at its sitting held on the 24th April, 2012.”

Sir, I lay a copy of the Finance Bill, 2012 on the Table.

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**STATEMENTS OF DEPARTMENT-RELATED PARLIAMENTARY STANDING  
COMMITTEE ON AGRICULTURE**

SHRI SHASHI BHUSAN BEHERA (Odisha): Sir, I lay on the Table, a copy each (in English and Hindi) of the Statements showing further Action Taken by the Government on the following Reports of the Department-related Parliamentary Standing Committee on Agriculture (2011-12):-

- (i) Third Report on Action Taken by the Government on the recommendations contained in the Forty-first Report (Fourteenth Lok Sabha) on 'Pricing Policy of Agricultural Produce' of the Ministry of Agriculture (Department of Agriculture and Cooperation);
- (ii) Tenth Report on Action Taken by the Government on the recommendations contained in the Forty-seventh Report (Fourteenth Lok Sabha) on 'Impact of Global Climate Change on Agriculture and Allied Sectors in India' of the Ministry of Agriculture (Department of Agricultural Research and Education);
- (iii) Thirteenth Report on Action Taken by the Government on the recommendations contained in the First Report on 'Demands for Grants (2009-10)' of the Ministry of Agriculture (Department of Agriculture and Cooperation);
- (iv) Fourteenth Report on Action Taken by the Government on the recommendations contained in the Second Report on 'Demands for Grants (2009-10)' of the Ministry of Agriculture (Department of Animal Husbandry, Dairying and Fisheries);
- (v) Fifteenth Report on Action Taken by the Government on the recommendations contained in the Fourth Report on 'Demands for Grants (2009-10)' of the Ministry of Agriculture (Department of Agricultural Research and Education);
- (vi) Sixteenth Report on Action Taken by the Government on the recommendations contained in the Fifth Report on 'Demands for Grants (2009-10)' of the Ministry of Food Processing Industries;
- (vii) Seventeenth Report on Action Taken by the Government on the recommendations contained in the Sixth Report on 'Demands for Grants (2010-11)' of the Ministry of Agriculture (Department of Agriculture and Cooperation);

- (viii) Eighteenth Report on Action Taken by the Government on the recommendations contained in the Seventh Report on 'Demands for Grants (2010-11)' of the Ministry of Agriculture (Department of Animal Husbandry, Dairying and Fisheries);
- (ix) Nineteenth Report on Action Taken by the Government on the recommendations contained in the Eighth Report on 'Demands for Grants (2010-11)' of the Ministry of Agriculture (Department of Agricultural Research and Education);
- (x) Twentieth Report on Action Taken by the Government on the recommendations contained in the Ninth Report on 'Demands for Grants (2010-11)' of the Ministry of Food Processing Industries;
- (xi) Twenty-seventh Report on Action Taken by the Government on the recommendations contained in the Eleventh Report on 'Deficient Monsoon and steps taken by the Government to Mitigate its impact on Agriculture Sector' of the Ministry of Agriculture (Department of Agriculture and Cooperation);
- (xii) Twenty-eighth Report on Action Taken by the Government on the recommendations contained in the Twenty-second Report on 'Demands for Grants (2011-12)' of the Ministry of Agriculture (Department of Agriculture and Cooperation); and
- (xiii) Twenty-ninth Report on Action Taken by the Government on the recommendations contained in the Twenty-third Report on 'Demands for Grants (2011-12)' of the Ministry of Agriculture (Department of Agricultural Research and Education).

#### **STATEMENT BY THE MINISTER**

#### **Status of implementation of recommendations contained in the one hundred and seventy-second report of Department-Related Parliamentary Standing Committee on Transport Tourism and Culture**

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): Sir, I make a statement regarding Status of implementation of recommendations contained in the One Hundred and Seventy-second Report of the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture on the Development of Tourism in North-Eastern Region.

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**MATTERS RAISED WITH PERMISSION**

**Objectionable Comments Posted on a Newspaper's Website about the incident of Helicopter Crash Carrying the Chief Minister of Jharkhand**

SHRI SHANTARAM NAIK (Goa): Sir, yesterday a helicopter carrying the Chief Minister of Jharkhand, Shri Arjun Munda, his wife and others, had a crash landing. In such circumstances, people normally express a sense of relief and happiness that the CM and other members on board were out of danger. However, in recent times, when any news appears on the website of a daily readers are allowed to post their comments. But, it is unfortunate that such comments are perhaps not edited or censored and are allowed to appear below the news items for anyone surfing the net to read. These comments are normally, abusive, defamatory and filthy. I quote below some of the comments, which appeared below the news which appeared informing the readers about the crash of Shri Munda's helicopter: Comment 1, I would like to hear this news of everyday 'a chopper going down with a politician with no survivors except the crew. Comment 2, provide a defective copter to all such politicians! We have got a way to save us from them. Comment 3, oh no, copter is dead but CM is alive? Bad luck copter! Comment 4, for personal function, they were misusing facilities provided to him. God, please punish all these people ...(*Interruptions*)...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): What has happened to the display board? ...(*Interruptions*)... Your mike is not working. ...(*Interruptions*)...

SOME HON. MEMBERS: His mike is working.

SHRI SHANTARAM NAIK: It is strange that responsible newspapers do not deem it necessary to censor such comments. These comments which appear on website cannot be exempted from the laws of the land just because they did not appear in the print edition of the newspaper concerned. It is only because they remain restricted to those who surf the websites and there is no law and order situation caused on account of the comments. Had these comments appeared in print, they would give cause for riots and ugly situations in some areas. It is not that such comments are occasional happenings, but they have become a routine nuisance on some websites. All the high profile national and international personalities are abused day in and day out. If politicians or personalities abroad do not object to it, let it be so. But we have to purify the system and take appropriate steps in our country.

**Boycotting London Olympics, 2012**

SHRI PRASANTA CHATTERJEE (West Bengal): Sir, with your permission, I draw the attention of this house to the fateful morning of 3rd December, 1984, when 41 tons

[Shri Prasanta Chatterjee]

of poisonous M.I.C. gas leaked from the storage tank of Union Carbide at Bhopal and killed 3,787 persons on spot, leaving thousands critically sick till today. 17 years after the disaster, Dao Chemicals took over the installation of Union Carbide but refused to take the liabilities of the Bhopal Gas Disaster. This ill-famed Dow Chemicals is one of the sponsors of London Olympics, 2012 and paying 70 lakhPounds. The victims of Bhopal Gas Disaster appealed to Government of India to boycott the London Olympics. Nobel laureate like Chomsky, several academicians and ex-Olympians have also written to the Chairman of the Olympic Organizing Committee to scrap the Dow Chemicals from the list of sponsors. But the Olympic Organizing Committee paid no heed to the appeal. I appeal to this august House, Government of India and Indian Olympic Association to stand by the victims of Bhopal Gas Disaster and boycott the London Olympics, 2012. I also appeal before the athletes of India not to participate in London Olympic, 2012. Thank you.

SHRI SITARAM YECHURY (West Bengal): Sir, I associate myself with the matter raised by the hon . Member.

**Arrest of Persons in Bihar by Central Intelligence Agency and the Police  
Personnel of other States**

श्री शिवानन्द तिवारी (बिहार): उपसभाध्यक्ष महोदय, सी.एन.टी.सी. पर मुख्य मंत्रियों की बैठक में और इस सदन में भी गृह मंत्री जी ने यह आश्वासन दिया था कि आतंकवादी गतिविधियों में शामिल व्यक्तियों की गिरफ्तारी कानून की प्रक्रिया के मुताबिक होगी। उन्होंने Unlawful Activity Prevention Act (UAPA) का हवाला देते हुए बताया था कि इस एक्ट में 2008 में संशोधन करते हुए 43बी. जोड़ा गया है। इस 43बी. के अनुसार जिस व्यक्ति की गिरफ्तारी होगी, उसको निकटवर्ती थाने में प्रस्तुत किया जाएगा और वहां के थानेदार के साथ उस अभियुक्त को निकटवर्ती अदालत में ले जाया जाएगा। अदालत से ट्रांजिट रिमांड मिलने के बाद उसको उस जगह ले जाया जाएगा, जहां के अपराध में उसके शामिल होने का आरोप है। लेकिन बगैर इस कानूनी प्रक्रिया के निर्वाह किए हुए, फॉलो किए हुए, बिहार में लगातार कई ऐसी घटनाएं हुई हैं कि आई.बी. के लोग वहां गए और जिस तरह से किडनेपिंग की जाती है, अपहरण किया जाता है, उसी तरह से दरभंगा से लोगों को उठाकर, गैर स्थानीय पुलिस को सूचना दिए, बगैर अदालती फॉरमेल्टीज़ पूरा किए, उन्हें गिरफ्तार कर के ले आते हैं।

अभी एन.सी.टी.सी. पर मुख्यमंत्रियों की जो बैठक हुई थी, उसके बाद यह घटना हुई है कि आंध्र प्रदेश और कर्णाटक की पुलिस बिहार में गई और उसने उस व्यक्ति को terrorism के आरोप में गिरफ्तार कर लिया। अभी फरवरी महीने में, पुलिस दरभंगा शहर से एक साइकिल मिस्त्री, शफीक अंसारी को गिरफ्तार करके ले आई। वहां भी आई.बी. पुलिस ने थाने की कोई मदद नहीं ली। अभी यह हालत है और वहां कभी भी लॉ एंड ऑर्डर की स्थिति पैदा हो सकती है। हमारे यहां के डी.जी. पुलिस के गृह मंत्रालय को लिखकर एक आपत्तिजनक

और गंभीर शिकायत दर्ज कराई है। अभी परसों, तरसों हमारे मुख्यमंत्री ने पटना में प्रेस कांफ्रेंस करके इसका जोरदार विरोध किया है। वहां यह हालत है और गृह मंत्री जी यह बयान दे रहे हैं। अभी एन.सी.टी.सी. की स्थापना नहीं हुई है, तब यह हालत है। आज मैंने अखबार में कर्णाटक के डी.जी. का बयान देखा, उसमें उन्होंने यह कहा कि यह कार्य चुपचाप करना इसलिए जरूरी था, क्योंकि अगर हम लोग बिहार की पुलिस को खबर कर देते, तो उस अभियुक्त को खबर मिल जाती और वह भाग जाता। आज इस तरह का अविश्वास है। इसका क्या मतलब है कि पुलिस और गृह मंत्रालय इस ढंग से बात करें, जिस कानून को वे खुद बनाते हैं, उस कानून का उल्लंघन करें? मैं मांग करता हूँ कि गृह मंत्री जी इन घटनाओं की जांच करें और जो लोग दोषी हैं, उनके विरुद्ध कार्यवाही करें, ताकि पुलिस कानून की हिफाजत करने वाले के रूप में दिखाई दे। बहुत-बहुत धन्यवाद।

**श्री अली अनवर अंसारी** (बिहार): उपसभाध्यक्ष जी, मैं स्वयं को इससे संबद्ध करता हूँ और हमें इसका जवाब भी चाहिए। सरकार यहां है ... (व्यवधान)...

**श्री शिवानन्द तिवारी:** सरकार इस बारे में कोई जवाब दे... (व्यवधान)... हम मांग करेंगे ... (व्यवधान)... सरकार इसका संज्ञान ले ... (व्यवधान)..

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): That has been taken note of. (Interruption) Dr. T. N. Seema. (Interruption) बैटिए... (व्यवधान)... You have not been permitted. बैटिए. That has been taken note of. बैटिए... (व्यवधान)..

**श्री राम कृपाल यादव** (बिहार): निर्दोष लोगों को फंसाने का काम किया जा रहा है ... (व्यवधान)..

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Kripal Singh ji, please take your seat. बैटिए, बैटिए... (व्यवधान)..

**श्री अली अनवर अंसारी** (बिहार): कम से कम खड़े होकर कुछ बोलिए ... (व्यवधान)..

**श्री शिवानन्द तिवारी:** कुछ आश्वासन तो दीजिए... (व्यवधान)..

**श्री राम कृपाल यादव:** यह बहुत चिन्ता का विषय है... (व्यवधान).. सरकार ऐक्शन नहीं ले रही है... (व्यवधान). सरकार कोई जवाब नहीं दे रही है... (व्यवधान)... कोई प्रतिक्रिया नहीं हो रही है... (व्यवधान)..

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please take your seat. (Interruptions) Would the hon. Minister like to react? बैटिए, बैटिए... (व्यवधान).. (Interruptions) Please sit down. (Interruptions) Please sit down. (Interruption) Kripalji, sit down (Interruptions)

कृषि मंत्रालय में राज्य मंत्री, खाद्य प्रसंस्करण (उद्योग) मंत्रालय में राज्य मंत्री तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री हरीश रावत): उपसभाध्यक्ष जी, माननीय वरिष्ठ सदस्य ने जो मामला उठाया है, वह पूरे सदन की भावनाओं को लेकर उठाया है, हम उनके साथ हैं। जो सम्बन्धित पक्ष हैं, यह मामला उनके संज्ञान में लाया जाएगा और सरकार कार्यवाही करेगी।

**Denial of Admission to Soni Sori, an Adivasi Teacher from  
Chhatisgarh in A.I.I.M.S.**

DR. T. N. SEEMA (Kerala): Sir, I would like to call the attention of this august House to the shocking experience of one tribal woman, Soni Sori. She is a tribal teacher. She teaches in a tribal school at Jabeli, Dantewada district, in Chhatisgarh. She was arrested by the police alleging that she had some connections with the Maoists. She was brutally tortured in the police custody. And, for the last one year, she has been in the custody of the police. Her family approached the Supreme Court and got orders from the Supreme Court to admit her in the AIIMS and get her proper treatment. Following the Supreme Court orders, in the early hours of the 9th May, Soni Sori was taken to the AIIMS from the Raipur Central Jail. (*Interruptions*)

SHRI BALBIR PUNJ (Odisha): Sir, this is a *subjudice matter*. (*Interruptions*)  
THE VICE-CHAIRMAN (PROF. P.J. KURIEN): She has been permitted. (*Interruptions*).

SHRI BALBIR PUNJ: But, Sir, this is a *sub judice matter*. (*Interruptions*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No; no, this is an issue pertaining to Adivasis. (*Interruptions*) This is the problem of Adivasis. (*Interruptions*) It has been permitted by the Chair. (*Interruptions*) It has been permitted. (*Interruptions*) It has been permitted. (*Interruptions*) This matter pertains to protection of Adivasis. (*Interruptions*) It has been permitted. (*Interruptions*) It is a tribal issue. (*Interruptions*) It has been permitted. (*Interruptions*) No; no, please sit down. (*Interruptions*) Please sit down. (*Interruptions*) No; no, it has been permitted. (*Interruptions*) It is a tribal issue. (*Interruptions*) . Please allow her to speak. (*Interruptions*)

SHRI SITARAM YECHURY (West Bengal): It is not a State subject. ...(*Interruptions*)..

DR. T. N. SEEMA: Sir, I am not talking about the case. ...(*Interruptions*)... I am talking about the failure on the part of the Authorities. ...(*Interruptions*)...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): It is permitted. ...(*Interruptions*)... It is a tribal issue. Please allow her to say that. ...(*Interruptions*)... Please let us listen to that. ...(*Interruptions*)... No; Baibirji, let us listen to that. ...(*Interruptions*)... Let her complete and then I will allow you. ...(*Interruptions*)... Balbirji, I will allow you after she completes it. ...(*interruptions*)...

DR. T. N. SEEMA: Sir, she was not admitted there, and as of late night of 9th May, there was no information about her whereabouts! ...(*Interruptions*)...



THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Take your seats. ...*(Interruptions)*... आप लोग बैठिए। I will allow you after she completes it. ...*(Interruptions)*... She has a right to submit it. ... *(Interruptions)*... It is permitted by the Chairman. ...*(Interruptions)*... आप लोग बैठिए। ...*(Interruption)*...

DR. T. N. SEEMA: The AIIMS authorities have cited various reasons for not admitting her, that their medical review board has not yet been constituted and that she was produced at AIIMS after 4.00 p.m. and, therefore, could not be admitted, etc. ...*(Interruptions)*... None of these reasons are convincing... ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please take your seats. ...*(Interruptions)*...

SHRI PRAKASH JAVADEKAR (Maharashtra): How can you allow it? ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mayaji, please listen. .. *(Interruption)*... Javadekarji, I am on my legs. ...*(Interruptions)*... Please take your seat. ...*(Interruptions)*... I am on my legs. See, this has been permitted by the Chair. So, you cannot question the decision of the Chair. This is number one. ...*(Interruptions)*... Number two is, this issue is related to tribal protection which is within the purview of the Central Government. ...*(Interruptions)*... Therefore, she has every right to mention that. ...*(Interruptions)*... But if you want to react, ... *(Interruptions)*...

SHRI PRAKASH JAVADEKAR: Sir, when I wanted to raise the Maharashtra issue, it was not allowed. Why is this allowed? ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, you cannot question the decision of the Chair. ...*(Interruptions)*... Please. ...*(Interruptions)*... You cannot question the decision of the Chairman. ...*(Interruptions)*... No; please. Let me complete. ...*(Interruptions)*... Yechurji, let me complete. ...*(Interruption)*...

SHRI SITARAM YECHURY: Sir, the issue of tribal is not a State subject. It is permitted. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I have already told it; it is not a State subject. ...*(Interruption)*... येचुरी जी, आप बैठिए। ...*(Interruptions)*...

SHRI PRAKASH JAVADEKAR: Sir, why have you not allowed me? ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, Javadekarji. *(Interruptions)*... This is not a State subject. ...*(Interruptions)*... No, please. This is related to the protection of a tribal woman. So, it comes very well within the purview of the Union Government. This is number one. ...*(Interruptions)*... Number two, it has been allowed by the Chairman. You cannot question it. However, if Mr. Punj wants to say something, I will allow him after this is over. ...*(Interruptions)*... Mr. Punj, please note that after Zero Hour is over, I will allow you. ...*(Interruptions)*... Please sit down.

DR. T. N. SEEMA: Sir, I was not talking about the case.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, please say what you have to say. Don't enter into any controversy.

DR. T.N. SEEMA: Sir, I was talking about the failure on the part of the Authorities of AIIMS to admit her, to implement the order of the Supreme Court. I am not talking about the case in Chhattisgarh. It is not a matter as to who is ruling in Chhattisgarh or in Maharashtra. This matter is related to the problem of a tribal woman who has been facing the atrocity in police custody. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please.

DR. T. N. SEEMA: Sir, I would like to put some straight questions to the Authorities. My first question is: when the Supreme Court has ordered AIIMS to admit, examine and treat a woman who has complained of sexual violence in custody, on whose authority did AIIMS turn her away on 9th May? My second question is: what are the reasons for failing to admit Soni Sori in AIIMS on 9th May when she had been brought to Delhi on the order of the Supreme Court? We have very clear orders. My third question is: why has the Government not initiated any inquiry into the serious allegations of custodial sexual violence corroborated by the findings of the MRS Hospital in Kolkata and instead, conferred the President's Gallantry Award on one police officer named by Soni Sori as responsible for her torture in police custody?

Sir, if this is the reality of how the Chhattisgarh Police is handling cases like those of Soni Sori and one of her nephew, a media person, Linga Kodopi, which are in the public eye, one is concerned about how it would be treating other lesser known tribal leaders and activists in the State.

Sir, the Union Government can't wash away their hands saying that this is a State matter. This is a very important matter relating to providing justice to a tribal woman.

So, I would urge upon the Government to take immediate necessary action to get her admitted in AIIMS and get her proper treatment. Thank you. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I will allow you after Zero Hour. ...*(Interruptions)*... You can associate.

SHRI SITARAM YECHURY: Sir, the Minister should reply.

THE MINISTER OF TRIBAL AFFAIRS AND THE MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO): Sir, I have noted what the hon. Member has stated. I will take the details from here and I will surely enquire into the matter as to why she was not admitted to the hospital.

### Reduction in the period of Shri Amarnath Yatra

श्री अविनाश राय खन्ना (पंजाब): धन्यवाद, सर।

सर, कश्मीर से लेकर कन्याकुमारी तक भारत एक है, इसका जीता-जागता उदाहरण अमरनाथ यात्रा है, जिसमें हर साल देश के कोने-कोने से लाखों लोग जाते हैं। यात्रा जुन में शुरू होती है और अगस्त में राखी तक चलती है। वहां जाने वाले लोगों की तादाद हर साल बढ़ती रहती है। आज जब हम **religious tourism** की बात करते हैं, तो अमरनाथ यात्रा देश में **religious tourism** का एक सबसे बड़ा उदाहरण है। जम्मू-कश्मीर के लोग इस यात्रा के कारण करोड़ों रुपये कमाते हैं, लेकिन अमरनाथ यात्रियों और वहां पर लंगर वगैरह लगाने वाले लोगों के प्रति वहां की सरकार का एटीट्यूड कुछ पॉज़िटिव नहीं है।

कुछ साल पहले जम्मू-कश्मीर में इसी को लेकर एक बहुत बड़ा जन आन्दोलन भी हुआ था, क्योंकि इस यात्रा को लेकर तरह-तरह की अड़चनें डाली जाती हैं, जैसे यात्रा का समय कम करना, यात्रियों की सुख-सुविधाओं को लेकर समस्या पैदा करना या लंगर लगाने पर समस्या पैदा करना। जम्मू-कश्मीर में इसके लिए बहुत बड़ा जन-आन्दोलन हुआ था, जिससे लाखों की प्रॉपर्टी का नुकसान हुआ था और लॉ एंड ऑर्डर की समस्या पैदा हो गई थी।

मैं सदन का ध्यान इस और दिलाना चाहता हूं, क्योंकि इस यात्रा के साथ करोड़ों लोगों के सेंटिमेंट्स जुड़े हुए हैं, आज इस यात्रा के समय में फिर से कटौती की जा रही है साथ ही ऐसे कानून और रूल्स बनाए जा रहे हैं, ताकि यात्रियों की संख्या कम हो, उनको मिलने वाली सुविधाएं कम हों।

मैं आपको बताना चाहता हूं कि मैं खुद तीन बार अमरनाथ जी के दर्शन करने गया हूं। इस यात्रा के कारण हजारों लोगों को रोजगार मिलता है, लेकिन अगर सरकार एक समुदाय के सेंटिमेंट्स से खेलते हुए, इस यात्रा के ऊपर तरह-तरह के प्रतिबन्ध लगाएगी, यात्रा के समय को कम करेगी, तो इससे देश के लोगों की भावनाओं को बहुत बड़ी ठेस पहुंचेगी। मैं आपके माध्यम से वहां की सरकार से निवेदन करता हूं कि आप यह यात्रा शान्तिपूर्वक चलने दें। क्या वे इस यात्रा के समय में तबदीली केवल इसलिए करेंगे, क्योंकि टेररिस्ट कुछ बातें कर रहे हैं? मैं आपसे पूछना चाहता हूं कि अब क्या टेररिस्ट इस बात को डिफाइन करेंगे कि यह यात्रा कैसे चलनी चाहिए? वहां पर क्या फेसिलिटी मिले, क्या नहीं मिले, क्या यह चीज़ अब टेररिस्ट डिफाइन करेंगे? कौन से समय पर यात्रा हो, क्या यह अब टेररिस्ट डिफाइड करेंगे?

[श्री अविनाश राय खन्ना]

सर, इस यात्रा में समय का अपना एक अलग महत्व है। मैं चाहूंगा कि सब लोगों की भावनाओं को देखते हुए यह यात्रा निर्विघ्न, शान्तिपूर्ण ढंग से सम्पन्न हो और जितना समय यह यात्रा चलती है, उतना समय यह चले, रजिस्ट्रेशन के लिए किसी भी यात्री को कोई असुविधा न हो और जो संस्थाएं वहां मुफ्त खाना बांटती हैं, लंगर लगाती हैं, उनको भी कोई असुविधा न हो। क्या इसके लिए हमारी सरकार जम्मू-कश्मीर की सरकार के साथ बातचीत करेगी?

**श्री ओम प्रकाश माथुर (राजस्थान):** सर, जो मैटर माननीय सरस्य के द्वारा उठाया गया है, मैं उससे स्वयं को सम्बद्ध करता हूं।

**श्री जगत प्रकाश नड्डा (हिमाचल प्रदेश):** सर, मैं स्वयं को इस विषय से सम्बद्ध करता हूं।

**CHANDAN MITRA (Madhya Pradesh):** Sir, I associate myself with the matter raised by the hon. Member.

**श्री प्रकाश जावडेकर (महाराष्ट्र):** सर, हम स्वयं को इस विषय से सम्बद्ध करते हैं।

**श्री अनिल माधव दवे (मध्य प्रदेश):** महोदय, मैं भी स्वयं को इस विषय से सम्बद्ध करता हूं।

**THE VICE-CHAIRMAN (PROF. P.J. KURIEN):** Now, Shri Devender Goud.

**SHRI BALBIR PUNJ (Odisha):** Would you please come up and speak? (*Interruptions*) आतंकवादियों के लिए तो सरकार खुद खड़ी हो गई है ...(व्यवधान).. दूसरी यात्राओं के लिए तो सरकार खुद खड़ी हो गई है ...(व्यवधान)... immediaely you come and take them away. (*Interruption*)

**THE VICE-CHAIRMAN (PROF. P.J. KURIEN):** Please.. (*Interruptions*) बलबीर पुंज जी, आप बैठिए ...(व्यवधान) आप बैठिए, बैठिए ...(व्यवधान)

**श्री प्रकाश जावडेकर:** सर, ये unilaterally फैसला करते हैं।

**श्री तरुण विजय (उत्तराखण्ड):** सरकार आतंकवादियों के लिए बोलती है ...(व्यवधान)

**THE VICE-CHAIRMAN (PROF. P.J. KURIEN):** All of you are speaking at once. What is the problem? (*Interruptions*) That is up to the Government. I cannot ask them. If the Government wants to respond, he may do so. (*Interruptions*)

**श्री बलबीर पुंज:** क्या आप चुपचाप बैठे रहेंगे ...(व्यवधान) क्या आप तीर्थयात्रियों के लिए कुछ नहीं बोलेंगे, केवल आतंकवादियों के लिए बोलेंगे ...(व्यवधान)

**THE VICE-CHAIRMAN (PROF. P.J. KURIEN):** Mr. Punj, you know the rules. It is up to the Government. (*Interruptions*)

**SHRI BALBIR PUNJ:** Sir, when the matter related to terrorists was raised, the Government was very prompt to respond. (*Interruptions*) So much of inconvenience is being' caused to the *teerth yatrīs*. Government will have to... (*Interruptions*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You have made your point. That is enough. *(Interruptions)* That is up to the Government. *(Interruptions)* Please take your seats. *(Interruptions)* That is up to the Government. *(Interruptions)* Please take your seat. You have made your point. That is enough. Please allow. ...*(Interruptions)*.. आप लोग बैठिए। ...*(व्यवधान)*... Please allow. ...*(Interruptions)*... All of you sit down and one of you please say what do you want. ...*(Interruptions)*... All of you sit down. ...*(Interruptions)*... Mr. Punj, what do you want? ...*(Interruptions)*...

SHRI BALBIR PUNJ: Sir, the Government has been very prompt in responding to the matter relating to two terrorists II one raised by Shri Tiwari and one raised by another hon. Member here. But in case of inconvenience to *teerth yatri*s why is, the Government shy of taking steps? ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You have made your point. ...*(Interruptions)*...

SHRI BALBIR PUNJ: Does their heart bleed only for terrorists? ...*(Interruptions)*... Doesn't it bleed for *teerth yatri*s? ...*(Interruptions)*...

श्री राम कृपाल यादव: आप ऐसा कैसे कह सकते हैं कि ...*(व्यवधान)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Take your seat. ...*(Interruptions)*...

माया सिंह (मध्य प्रदेश): सर, माननीय मंत्री जी से कहिए कि ...*(व्यवधान)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): It is up to the, Government. ...*(Interruptions)*... I can't direct. ...*(Interruptions)*...

श्री मुख्तार अब्बास नकवी (उत्तर प्रदेश): सर, ...*(व्यवधान)*... आप उनको कहिए कि ...*(व्यवधान)*...

श्री प्रकाश जावडेकर: सर, ...*(व्यवधान)*... इस यात्रा के प्रति क्या आपकी कोई जिम्मेवारी नहीं है? ...*(व्यवधान)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): If they want, they can reply. ...*(Interruptions)*... It is up to the Government. ...*(Interruptions)*... Would you like to respond? ...*(Interruptions)*...

कृषि मंत्रालय में राज्यमंत्री, खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्यमंत्री तथा संसदीय कार्य मंत्रालय में राज्यमंत्री (श्री हरीश रावत): सर, माननीय सदस्यों की भावनाएं मैंने सुन ली हैं और उसके विषय में जो भी एप्रोप्रिएट कदम उठाने होंगे, जरूर उठाए जाएंगे। यह यात्रा एक

[श्री हरीश रावत]

परम्परागत यात्रा है। हम सब लोग इस यात्रा का सम्मान करते हैं। इसमें सब की भवनाएं हैं, कसी एक पक्ष या दो पक्ष की भावनाओं का सवाल नहीं है, जिस तरीके से इसको जोड़ने की कोशिश की गई है। ...(व्यवधान)...

### **Reduction in Kerosene Quota of Andhra Pradesh**

SHRI DEVENDER GOUD T. (Andhra Pradesh): Sir, this is regarding reduction in kerosene quota of Andhra Pradesh meant for BPL families.

Sir, kerosene is called 'poor man's fuel' and is used by the poor and the downtrodden for cooking and lightening. The successive Governments have rightly been providing kerosene to poor at subsidized rate. But, if you look at the supply of kerosene to Andhra Pradesh, it has been coming down almost every year.

Earlier, the Government used to supply 1 lakh kilolitres of kerosene to Andhra Pradesh and the State Government used to supply 15 litres for every BPL cardholder. But, in the name of Deepam connections, the Government of India reduced it by 25,000 kilolitres and again by 22,000 kilolitres. This resulted in reduction in quota from 15 litres to 4 litres for the poor living in cities and towns, only 2 litres for people in Mandals and only 1 litre for the poor in villages. As it is not enough, the Government yesterday further cut the quota of kerosene to Andhra Pradesh by 4,000 kilolitres and thereby reduced the quota to 38,800 kilolitres. On the one hand, the poor are demanding for increasing the quota and on the other Government is reducing it without assessing the ground realities. The UPA Government says that its Government is for *Aam Aadmi*. If it is for *Aam Aadmi* on what basis has it reduced the quota to Andhra Pradesh?

I strongly feel that it is a part of the Government's nefarious plan to ultimately stop supply of subsidized kerosene to poor in Andhra Pradesh. It is because Government is seriously thinking of transferring money directly to beneficiaries in the next one year with the objective of stopping kerosene diversion. So, I question: How is the decision to reduce kerosene by 4,000 kilolitres justified to poor? Secondly, by the time Government introduces money transfer to beneficiary, there would not be any supply of subsidized kerosene in Andhra Pradesh. So, this is a larger scheme of Government to deny benefit to the poor.

In view of the above, I demand for de-notifying the order meant to reduce 4,000 kilolitres from this month immediately and also request for restoration of original quota of 1 lakh kilolitres. Thank you.

SHRI TAPAN KUMAR SEN (West Bengal): Sir, this is a very serious issue. ...*(Interruptions)*... We want a discussion on this. ...*(Interruptions)*... It is a bigger issue. ...*(Interruptions)*... I associate myself with the matter raised by the hon. Member. ...*(Interruptions)*...

श्री अविनाश राय खन्ना (पंजाब): महोदय, मैं स्वयं को इस विषय से सम्बद्ध करता हूँ।

SHRI K.N. BALAGOPAL (Kerala): Sir, I associate myself with the matter raised by the hon. Member.

श्री ओम प्रकाश माथुर (राजस्थान): महोदय, मैं स्वयं को इस विषय से सम्बद्ध करता हूँ।

SHRI P. RAJEEVE (Kerala): Sir, I also associate myself with the matter raised by the hon. Member.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You are all associated.

#### **Overcharging by Private Airlines in View of Strike by Air India Pilots**

श्री मुख्तार अब्बास नकवी (उत्तर प्रदेश): उपसभाध्यक्ष महोदय, यह एक बहुत महत्वपूर्ण मुद्दा है। पिछले दिनों एयर इंडिया के पायलटों की हड़ताल हुई। उस हड़ताल से उत्पन्न स्थितियों का फायदा उठा कर कुछ प्राइवेट एयरलाइंस बेतहाशा और अंधाधुंध किराया बढ़ा रही हैं। पिछले तीन-चार दिनों के अंदर कुछ प्राइवेट एयरलाइंस ने 70 परसेंट से लेकर 100 परसेंट तक किराया बढ़ाया है। इसमें विशेष तौर से जेट एयरलाइंस है, जिसने कि लगातार इन परिस्थितियों में अमानवीय शोषण का काम किया है। इससे संबंधित पूरी डिटेल्स हैं।

उपसभाध्यक्ष महोदय, आज देश में एयर इंडिया के पायलटों की जो हड़ताल है, उसके बारे में मंत्री जी ने बार-बार बताया है कि वह इसको ठीक करने के लिए उनसे बातचीत का रास्ता अपना रहे हैं। यह एक अलग विषय है, लेकिन इसमें महत्वपूर्ण यह है कि इन परिस्थितियों में प्राइवेट एयरलाइंस के माध्यम से आम यात्रियों से शोषण का जो काम किया जा रहा है, वह अपने आप में एक महत्वपूर्ण सवाल है। चार दिन तक जो किराया पांच हजार रुपये था, वह 11 हजार रुपये हो गया, जो 10 हजार रुपये तक किराया गया था, वह 25 हजार रुपये हो गया और एक एयरलाइंस ने इस तरह से किराया बढ़ाया, तो उसको देख कर ने low-cost airlines भी उसी तरह किराया बढ़ाना शुरू कर दिया है।

उपसभाध्यक्ष महोदय, इसमें एक जो सबसे खतरनाक चीज है, वह यह है कि जिन लोगों ने एक महीने, दो महीने या तीन महीने पहले सस्ते में टिकट बुक कराया था, अब उनको एक नोटिस दिया जाता है, उनको एक सूचना दी जाती है कि चूंकि किराया इतना बढ़ गया है, इसलिए आप एयरलाइंस या एयरपोर्ट के काउंटर पर जाकर बढ़ा हुआ किराया पहले जमा कीजिए, तब आपको जाने की इजाजत मिलेगी। यह अपने आप में एक तरह से शोषण है और इस तरह से कुछ प्राइवेट एयरलाइंस आम यात्रियों का शोषण कर रही हैं।

मैं आपके माध्यम से मंत्री जी से कहना चाहूंगा कि आम यात्रियों के साथ जो इस तरह का शोषण किया जा रहा है, यह लूट है और इस लूट के लिए उन प्राइवेट एयरलाइंस, जो प्राइवेट एयरलाइंस इन परिस्थितियों का लाभ उठा कर आम यात्रियों का शोषण कर रही हैं, को बुलाएं और उनके खिलाफ कानूनी कार्रवाई करें, ताकि आम यात्रियों का शोषण रुक सके।

श्री अविनाश खन्ना (पंजाब): महोदय, मैं स्वयं को इस विषय से संबद्ध करता हूँ।

श्री बलबीर पुंज (ओडिशा): महोदय, मैं स्वयं को इस विषय से संबद्ध करता हूँ।

श्री नतुजी हालाजी ठाकोर (गुजरात): महोदय, मैं स्वयं को इस विषय से संबद्ध करता हूँ।

श्री जय प्रकाश नारायण सिंह (झारखंड): महोदय, मैं स्वयं को इस विषय से संबद्ध करता हूँ।

DR. BHARATKUMAR RAUT (Maharashtra): Sir, I associate myself with the matter raised by Shri Mukhtar Abbas Naqvi.

SHRI RAJEEV CHANDRASEKHAR (Karnataka): Sir, I associate myself with the matter raised by Shri Mukhtar Abbas Naqvi.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): The names of all Members associating will be noted.

SHRI PRASANTA CHATTERJEE (West Bengal): Sir, I associate myself with the matter raised by Shri Mukhtar Abbas Naqvi.

SHRI TAPAN KUMAR SEN (West Bengal): Sir, I associate myself with the matter raised by Shri Mukhtar Abbas Naqvi.

SHRI BIRENDRA PRASAD BAISHYA (Assam): Sir, I associate myself with the matter raised by Shri Mukhtar Abbas Naqvi. *...(Interruptions)*.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): It is a very important issue *...(Interruptions)*.

SHRI TAPAN KUMAR SEN: is there any Government in our country? *...(Interruptions)*.

SHRI BIRENDRA PRASAD BAISHYA: This is a very serious issue... *(Interruptions)*. It is an injustice to common people...*(Interruptions)*.

SHRI PRASANTA CHATTERJEE: We want an assurance that a definite action will be taken...*(Interruptions)*.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): This is a very serious issue. What the hon. Minister has to say?. *...(Interruptions)*. Let the Minister speak *...(Interruptions)*.

डा. राम प्रकाश (हरियाणा): सर *...(व्यवधान)*... ऐसा बार-बार क्यों होता है? *...(व्यवधान)*...

कृषि मंत्रालय में राज्यमंत्री, खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्यमंत्री तथा संसदीय कार्य



मंत्रालय में राज्य मंत्री (श्री हरीश रावत): सर, माननीय सदस्य ने जिस बात को उठाया है ... (व्यवधान)...

डॉ० राम प्रकाश: सर ... (व्यवधान)...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Let us hear the Minister.

डॉ० राम प्रकाश: सर ... (व्यवधान)...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Allow the Minister to speak. आप बैठिए ... (व्यवधान)... Let the Minister speak. ..(Interruptions). आप बैठिए ... (व्यवधान)... Yes, Mr. Minister, please ... (Interruptions).

श्री मुख्तार अब्बास नकवी (उत्तर प्रदेश): उपसभाध्यक्ष महोदय, यह सदन की भावना है कि यह बहुत ही महत्वपूर्ण विषय है। ... (व्यवधान)...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): That is what you have already said. Take your seat. Naqviji, you have made your point. Now, please sit down. ..(Interruptions). Now, only what the Minister says will go on record.

श्री मुख्तार अब्बास नकवी: \*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Minister, it is a serious issue. The whole House is concerned about it. What is your reaction?

श्री हरीश रावत: महोदय, मुख्तार अब्बास नकवी साहब ने एक बात उठायी और यह बहुत सही है कि सारे सदस्यों ने उस बात को गम्भीरता से लिया है। इस पर सब लोगों ने जो चिन्ता जाहिर की है, हम लोग भी उस चिन्ता के साथ बिल्कुल सहमत हैं। ... (व्यवधान)...

श्री बलबीर पुंज:\*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, please. Nothing will go on record.

श्री हरीश रावत: सर, मैं समझता हूँ कि जिस तरह के हालात हैं और प्राइवेट कम्पनियां जिस प्रकार से उसका फायदा उठाने की कोशिश कर रही हैं, वह एक गम्भीर मामला है। यह मामला ऑलरेडी माननीय सिविल एविएशन मिनिस्टर के संज्ञान में लाया गया है और हम उम्मीद करते हैं कि इस विषय में बहुत जल्दी कोई ठोस कार्रवाई की जाएगी तथा जो प्राइवेट एयरलाइंस हैं, उनसे कहा जाएगा कि वे इस तरीके की हरकत न करें।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, announcement by Chair. (Interruptions)

SHRI RAJIV PRATAP RUDY (Bihar): Sir, I have a point of order. Sir, my point of order is on the Business of the House. (*Interruptions*) Sir, for the last ten days, the discussion on the working of the Ministry of Civil Aviation is listed. Till today, it was listed. Everyday, the Parliamentary Affairs is shifting it. For the last ten days, we are waiting for this discussion to take place. (*Interruptions*) It is not a question of the other House. We have to see the seriousness of the situation, and, the business should be listed as early as possible so that we can participate. It has been there in the Business List for the last ten days.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Rudy, you can raise it in the Business Advisory Committee.

SHRI RAJIV PRATAP RUDY: Our Members are not able to participate in it, and, then, we are raising Smaller issues. (*Interruptions*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Rudy, you can raise it in the BAC.

SHRI RAJIV PRATAP RUDY: We have to have it. Today also, it is listed in the Business. (*Interruptions*) Sir, a motion for discussion under rule 193 has been moved in the other House, and, this motion of ours has been shifted because the other House had to be adjusted. Is this fair? (*Interruptions*) Is this fair on the part of the Parliamentary Affairs Minister?

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Rudy, the Minister has to be available. (*Interruptions*)

SHRI RAJIV PRATAP RUDY: For the last ten days, we have been waiting.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no, Mr. Rudy. You were also the Minister. (*Interruptions*) No, no. This is unfair. You were also the Minister. There is only one Minister and the Minister has to be available. You know that. Mr. Rudy, it is not fair. (*Interruptions*) No, no.

SHRI RAJIV PRATAP RUDY: Sir, it is the privilege of the House.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): There is only one Minister and he has to be available. If he has to go to the other House, then, how can he be present in both the Houses at the same time? (*Interruptions*)

SHRI RAJIV PRATAP RUDY: Our Business is listed for the last ten days. (*Interruptions*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no. It is unfair.

SHRI RAJIV PRATAP RUDY: I want to be heard. (*Interruptions*)

SHRI K.N. BALAGOPAL: Sir, this is an important issue. *(Interruptions)*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I am not permitting it. There is no need. *(Interruptions)* No need. No, that is all. *(Interruptions)* Please take your seat.

SHRI RAJIV PRATAP RUDY: Sir, my submission is that... *(Interruptions)*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Balagopal, you take your seat. I have only allowed him. Please take your seat. *(Interruptions)* This cannot be discussed here like this. No, no. It is not going on record.

SHRI RAJIV PRATAP RUDY:\*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Rudy, it is not permitted. The discussion on the working of the Ministry of Civil Aviation is already listed. We will discuss it. It is already decided. It is the decision of the BAC. *(Interruptions)* Mr. Rudy, it is not permitted. Please sit down. *(Interruptions)*

SHRI K.N. BALAGOPAL: \*

SHRI BIRENDRA PRASAD BAISHYA: \*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no. Not allowed. ...*(Interruptions)*... There is an announcement by the Chair. *(Interruptions)* No, no. Not allowed. Zero Hour is over. ...*(Interruptions)*... There is an announcement by the Chair. Take your seats. *(Interruptions)* Mr. Baishya, you have already made your point. Please take your seat. No, it is unfair. *(Interruptions)* This cannot be allowed. *(Interruptions)* No, no. This cannot be allowed. You have made your point. I allowed you. You are repeating it. Please take your seat. *(Interruptions)* This point was made. The Minister reacted on it, the matter is over. You will not be allowed like this. Please take your seat.

SHRI K.N. BALAGOPAL:\*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no. I do not permit you. It will not go on record. *(Interruptions)* It is not going on record.

SHRI BIRENDRA PRASAD BAISHYA:\*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no. It is not going on record. In the Zero Hour, the matter was raised by Mr. Naqvi. I allowed others to react on that matter. In fact, I myself asked the Government to respond. The Government responded. What more do you want? *(Interruptions)* The matter is over, and, now we come to the other subject. Announcement by the Chair.

DR. BHARATKUMAR RAUT: Sir, I have a point of order. (*Interruptions*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no. No point of order. (*Interruptions*) There is an announcement by the Chair.

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**ANNOUNCEMENT BY THE CHAIR**

**Regarding Special Sitting of Rajya Sabha on Sunday the 13th May, 2012 to  
Commemorate the 60th Anniversary of the First Sitting of the  
Parliament of India**

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I have to inform the Members that there will be a Special Sitting of Rajya Sabha on Sunday, the 13th May, 2012 to commemorate the 60th anniversary of the first sitting of Parliament of India. The House will meet at 11.00 a.m. and there will be no Question Hour on that day.

The Special Sitting of the House will devote itself to the theme—‘Sixty Years Journey of the Indian Parliament’. Now, we are taking up Special Mentions. Those who want to lay it now, can do so but those who want to read it, will be given the opportunity to do so before the House adjourns.

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**SPECIAL MENTIONS\***

**Demand to set up a mega food park in Kerala as proposed by  
the State Government**

SHRI P. RAJEEVE (Kerala): Sir, the Government has approved setting up of 15 Mega Food Parks in the third phase as per the Expression of Interest advertised by the Ministry of Food Processing Industries, Government of India.

The Kerala Industrial Infrastructure Development Corporation (KINFRA), with the mandate for setting up industrial infrastructure to facilitate industrial growth in Kerala, has taken the initiative to bring together private promoters for participating in the Expression of Interest by forming a Special Purpose Vehicle (SPV) called ‘Malabar Mega Food Park Private Limited’ in accordance with, the Ministry’s guidelines. The SPV has submitted the Expression of Interest to the Ministry for setting up a Mega Food Park in 100 acres of land in Thirumukkalam and Puthenvellikara villages in Thrissur and Ernakulam districts of Kerala. About 15

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\* Laid on the Table

Mega Food Parks have already been approved by the Ministry in the first and second phases in various States, among which Kerala does not figure. Moreover, the Ministry has stated that it would consider one Mega Food Park in the States which have not been allotted Mega Food Park projects so far.

Therefore, I urge the Minister to consider the proposal submitted by the Government of Kerala.

**Concern over Misuse of Heritage Site at Sultan garhi in Delhi by Refugees from Myanmar**

SHRI ANIL MADHAV DAVE (Madhya Pradesh): As per a news article, a large number of people from Myanmar have gathered/shifted at Sultan garhi Tomb—an Archeological Survey of India (ASI) protected monument near Vasant Kunj at Rangpuri area following the complaints from residents of Vasant Vihar where these people were initially camping on the streets. These are being registered as Asylum seekers' by United Nations High Commissioner for Refugees (UNHCR). These families from Rakhine State of Myanmar are in Delhi from almost a month. Heritage lovers are dismayed with such a situation. We do sympathize with the poor people seeking refugee status, and the situation with them is genuine. But why are they being allowed to settle at a heritage site? They do have right of space but they should be settled accordingly and at some designated or specific location and not at the places of public interest. Some unauthorized elements are helping and assuring them that the premises belong to them, and they are providing refugees with food and shelter.

Thus, I request that the Government should look into the matter and should immediately get this heritage site vacated and shift these people to some appropriate location,

**Demand for early completion of Pranhita-Chevella lift Irrigation Project in Andhra Pradesh and declare it A National Project**

श्री नंदी येल्लैया (आन्ध्र प्रदेश): महोदय, मैं आपके माध्यम से केन्द्र सरकार को यह बताना चाहता हूँ कि डॉ. बी.आर. अम्बेडकर प्राणहिता-चेवेल्ला प्रोजेक्ट एक अति महत्वपूर्ण लिफ्ट सिंचाई प्रोजेक्ट है। इससे तेलंगाना के सबसे पिछड़े सात जिलों की agricultural backwardness खत्म हो जाएगी। इस प्रोजेक्ट से आदिलाबाद के 127 गांव, करीमनगर के 159 गांव, वारंगल के 11 गांव, निजामाबाद के 375 गांव, मेदक के 539 गांव, नालगोंडा के 171 गांव और रंगारेड्डी जिले के 283 गांव की कुल 16 लाख 44 हजार एकड़ कृषि भूमि की सिंचाई हो सकेगी। इसके साथ ही, इस इलाके के सभी 1565 गांवों को पीने का पानी मिल सकेगा।

इस लिफ्ट सिंचाई परियोजना के तहत गोदावरी की एक सहायक नदी प्राणहिता से 160 टीएमसी पानी drough prone तेलंगाना के सात जिलों को सप्लाई होगा, जिससे यहां कारखाने भी लग सकेंगे। इससे हैदराबाद-सिकंदराबाद twin cities को भी पीने का पानी मिल सकेगा।

इस प्राजेक्ट के बेशुमार फायदों को देखते हुए मेरा केन्द्र सरकार से अनुरोध है कि वह तेलंगाना के इस बहुत बैकवर्ड इलाके की जनता के हित में इस प्रोजेक्ट को नेशनल

[श्री नंदी येल्लैया]

प्रोजेक्ट का दर्जा दे और इसे चार साल की अनुमानित समय-सीमा से पहले ही पूरा करने के लिए जरूरी निर्देश जारी करे। धन्यवाद।

**Demand to take steps to stop tax evasion by Corporate Entities having overseas holdings in the Country**

SHRI RAJEEV CHANDRASEKHAR (Karnataka): Sir, I refer to the recent news articles suggesting that the Indian Government was negotiating with the telecom company, Vodafone, in the Rs. 11,000 crore tax dispute case and was contemplating waivers/reduction of tax claims from the Income Tax Department, benefiting the Company.

Sir, the Company has, allegedly, threatened international arbitration by invoking the investment treaty between India and the Netherlands, and has alleged that the proposed retrospective amendment violated the international legal protections granted to international investors in India.

Sir, this move of the Government is neither desirable nor acceptable and would result in the loss of a big chunk of tax money. Such a proposal, if approved, will also set a bad precedent for all major pending tax cases and trigger demands from companies that have been involved in similar deals and on whom tax demands have already been raised.

The Government must ensure that no special favours or concessions are granted to any corporate entity that is using overseas holdings, especially keeping in mind of the millions of honest taxpayers in this country.

**Demand to set up an AIIMS like Hospital in Punjab**

श्री अविनाश राय खन्ना (पंजाब): महोदय, देश भर में सरकार द्वारा आधुनिक ढंग के अस्पताल खोले जा रहे हैं। जैसे-जैसे जनसंख्या बढ़ रही है, वैसे-वैसे सेहत-सुविधाओं की जरूरत भी बढ़ रही है। पंजाब एक सरहदी राज्य है और यहां कोई भी केन्द्र सरकार का सुविधायुक्त अस्पताल नहीं है। आज अगर देखा जाए जो पंजाब में कैंसर जैसी बीमारी अपने पैर पसार रही है और लोगों को इसके इलाज के लिए व अन्य बीमारियों के इलाज के लिए भी पी.जी.आई. चंडीगढ़ या दिल्ली आना पड़ता है। इन सभी बातों को ध्यान रखते हुए पंजाब में एक एम्स जैसा अस्पताल खोलने की जरूरत है। अगर सरकार फिलहाल एम्स जैसा अस्पताल नहीं खोल सकती, तो जो चंडीगढ़ पी.जी.आई. है, उसका दर्जा बढ़ाकर, उसमें सभी एक्स जैसी सुविधाएं, जैसे सभी बिमारियों के विशेषज्ञ डॉक्टर, सभी प्रकार के टेस्ट और वे भी एम्स के रेट पर उपलब्ध कराए जाएं, क्योंकि चंडीगढ़ में जम्मू कश्मीर, हिमाचल, पंजाब और हरियाणा के कुछ हिस्सों से लोग आकर इलाज कराते हैं, वहां अत्याधिक भी होने के कारण बहुत से मरीज

जमीन पर या स्ट्रेचर पर ही पड़े रहते हैं, इसलिए सरकार अपना दायित्व निभाते हुए, पी.जी.आई. में एम्स जैसी सुविधा दे या फिर पंजाब में एम्स जैसा हॉस्पिटल खोले।

**Demand to take appropriate steps to ensure the use of Gujarat Language for official purposes in the High Court of Gujarat**

**श्री नतुजी हालाजी ठाकोर** (गुजरात): महोदय, मैं आपके माध्यम से माननीय मंत्री महोदय का ध्यान गुजरात हाई कोर्ट में गुजराती भाषा के प्रयोग की ओर आकर्षित करना चाहता हूँ। मैं आपके संज्ञान में लाना चाहूंगा कि गुजराती भाषा के आधिकारिक प्रयोग के प्रस्ताव का गुजरात कैबिनेट द्वारा दिनांक 23 मार्च, 2011 को सर्वसम्मति से पारित कर माननीय राज्यपाल महोदय की संस्तुति हेतु दिनांक 9 मई, 2011 को प्रेषित किया जा चुका है तथा माननीय राज्यपाल महोदय ने उपरोक्त प्रस्ताव पर राष्ट्रपति की संस्तुति पूर्व भारत सरकार को आवश्यक कार्यवाही हेतु अग्रसित कर दिया है।

मैं आपके संज्ञान में लाना चाहूंगा कि बिहार, मध्य प्रदेश, उत्तर प्रदेश तथा राजस्थान राज्यों द्वारा अपने-अपने राज्यों की उच्च न्यायालयों में हिन्दी के आधिकारिक प्रयोग हेतु आवश्यक अनुमोदन प्राप्त कर लिया गया है। इसी प्रकार यदि गुजराती भाषा को गुजरात उच्च न्यायालय में आधिकारिक प्रयोग हेतु आवश्यक संस्तुति प्राप्त हो जाती है तो इससे गुजरात उच्च न्यायालय की न्यायिक कार्यवाही में अधिक से अधिक लोगों की सक्रिय भागीदारी बढ़ सकेगी। क्योंकि इससे गुजराती भाषा को आम बोलचाल के तौर पर प्रयोग में लाने वाले लाखों लोगों को न्यायिक प्रक्रिया की जानकारी की समझ हो सकेगी तथा वह अपनी समस्याओं के निस्तारण हेतु अपनी राजकीय/स्थानीय भाषा में अपनी समस्याओं को प्रभावशाली ढंग में न्यायालय में प्रस्तुत कर सकेंगे।

महोदय, मेरा आपके माध्यम से मंत्री महोदय से अनुरोध है कि वे स्वयं इस दिशा में हस्तक्षेप करते हुए आवश्यक कदम उठाएं तथा जल्द गुजरात उच्च न्यायालय में गुजराती भाषा को आधिकाधिक प्रयोग में लाने का हर संभव प्रयास सुनिश्चित करें।

**Concern over the Poor Condition of Health Services in the Country, particularly in the State of Jharkhand**

**श्री परिमल नथवानी** (झारखंड): महोदय, झारखंड में चिकित्सा सेवा और सुविधा की स्थिति दयनीय है। राज्य की साढ़े तीन करोड़ की आबादी के लिए सिर्फ 750 डाक्टर्स उपलब्ध हैं। वर्ष 2010-11 की स्थिति के मुताबिक केवल 167 एम्बुलेंसेज़ हैं, जिनमें से एक भी एम्बुलेंस में जीपीएस नहीं लगा है। प्रसूताओं के लिए हाल ही में राज्य सरकार ने 'ममता वाहन' चलाने की शुरुआत की है, लेकिन अन्य राज्यों में 108 जैसी इमरजेंसी एम्बुलेंस सेवा की राज्य में अति आवश्यकता है। राज्य में चिकित्सा सेवा सम्बन्धी शिक्षा व तालीम केन्द्रों की संख्या भी पर्याप्त नहीं है सिर्फ तीन मेडिकल कॉलेजिज़, एक नर्सिंग कॉलेज, तीन जनरल नर्सिंग व मिडवाइफरी (जी.एन.एम.) स्कूल, दस ऑब्जिक्टरी नर्स मिडवाइफ ट्रेनिंग सेंटर्स (ए.एन.एम.टी.सी.) और दो रीजनल ट्रेनिंग सेंटर्स हैं। इन संस्थानों में से कइयों को अधिक मजबूत करना जरूरी है। इम्यूनाइजेशन कार्यक्रम हेतु जरूरी कोल्ड-चेन के लिए राज्य के 24 जिलों के बीच केवल 16

[श्री परिमल नथवानी]

रेफ्रिजरेटर मेकेनिक हैं। इनके पास कितने जरूरी टूल-किट व स्पेयर पार्ट्स आदि हैं, यह दूसरा विषय है। एक अनुमान के मुताबिक, राज्य में सिर्फ 3,985 हेल्थ सब-सेंटर्स हैं, जबकि कम से कम 5,000 चाहिए। वही स्थिति प्राइमरी हेल्थ सेंटर्स की है। कम्युनिटी हेल्थ सेंटर्स में न फिजिशियंस हैं, न ही पेडियाट्रिशियन। करीब 776 स्पेशलिस्ट्स की जरूरत के मुकाबले सिर्फ 40 स्पेशलिस्ट्स हैं। करीब 1,700 नर्सों/मिडवाइव्स की जरूरत के सामने सिर्फ 400-450 मुश्किल से उपलब्ध हैं।

अतः सरकार से मेरा अनुरोध है कि वह स्वास्थ्य के क्षेत्र में जीडीपी की तीन प्रतिशत धनराशि का आवंटन करे और झारखंड जैसे राज्यों में स्वास्थ्य और चिकित्सा सेवाओं को तत्काल बेहतर बनाए।

## GOVERNMENT BILLS

### The Appropriation (Railways) No. 3 Bill, 2012

**श्री बशिष्ठ नारायण सिंह** (बिहार): उपसभाध्यक्ष महोदय, मैं इस चर्चा में शरीक होने से पूर्व रेल मंत्री जी को विशेष कारण से धन्यवाद देना चाहता हूँ। यह अपने ढंग की एक अनोखी और अद्भुत घटना इस देश में घटी है मंत्री जी इतिहास के पृष्ठों में चले गए। ऐसा कम ही हुआ है, कि जबकि बजट किसी और मंत्री ने पेश किया और बजट पेश करने के बाद जवाब देने की जिम्मेदारी दूसरे मंत्री पर आ गई। इस बात के लिए भी मंत्री जी को बधाई देता हूँ कि वे इतिहास के पन्नों में उस रूप में चले गए हैं। इतिहास तो बीती घटनाओं का एक दस्तावेज होता है। जब रेलवे विभाग का इतिहास लिखा जाएगा कि भारत के इतिहास में, रेलवे के इतिहास में इस ढंग की भी घटना हुई। लेकिन महोदय, उसके साथ एक दूसरी बात भी बहुत महत्वपूर्ण हुई है। जिस मंत्री महोदय ने बजट पेश किया, बजट पेश करने के बाद कुछ उद्-घोषणाएं उनके द्वारा की गईं, जो देश के लिए बड़ा भयावह और दर्दनाक है तथा रेलवे विभाग के लिए भी बड़ा विस्फोटक है। उस समय मंत्री महोदय ने कहा था कि मेरा प्रयास रेलवे विभाग को इंटेसिव केयर यूनिट से बाहर निकालना है। यह बयान न केवल रेलवे विभाग के लिए चिन्ताजनक है, बल्कि देश की अर्थव्यवस्था से और अन्य कारणों से भी इस बयान का बड़ा मतलब है। मंत्री जी के द्वारा यह स्वीकारोक्ति कि इसको इंटेसिव केयर यूनिट से बाहर निकालना है, इसका अर्थ है कि देश का सबसे बड़ा महकमा आज संकटग्रस्त है।

**श्री राजीव प्रताप रूडी** (बिहार): यह जो लालू जी के समय से ही इंटेसिव केयर यूनिट में है।

**श्री बशिष्ठ नारायण सिंह:** यदि इसके कारणों में जाइएगा, तो पता चल जाएगा कि इसकी दुर्दशा का कारण क्या है? इस विभाग का जो कस्टोडियन है, जब वही कहता है कि वह विभाग इंटेसिव केयर यूनिट में चला गया है और इसको संभालने की जरूरत है, तो यह बयान देश के लिए बहुत मायने रखता है। इसलिए इस बयान पर इस सदन में चर्चा करना महत्वपूर्ण है, क्योंकि देश के दो महकमें manpower की दृष्टि से बहुत महत्वपूर्ण हैं--एक है डिफेंस और दूसरा है रेलवे। रेलवे की manpower बहुत बड़ी है और यह ऐसा विभाग है जो पूरब से पश्चिम को जोड़ता है यह ऐसा विभाग है जो उत्तर से दक्षिण को जोड़ता है, यह



ऐसा विभाग है जो देश के नौजवानों को रोज़गार के अवसर प्रदान करता है, यह ऐसा विभाग है जो राष्ट्रीय एकता की भावना को लोगों के दिलों में मजबूत करने में अपनी भूमिका अदा करता है, यह ऐसा विभाग है जो भाषाई एकता को बढ़ाने का काम करता है। ऐसी हालत में इस बयान पर सदन को गंभीरता से विचार करने की जरूरत है।

उपसभाध्यक्ष जी, मैं माननीय मंत्री जी से कहना चाहता हूँ कि उन्होंने जो बजट पेश किया है, वह केवल एक वर्ष का है, लेकिन बजट का मतलब सरकार का दृष्टिपत्र भी होता है। रेलवे विभाग के सामने जो समस्याएँ हैं, उनको देखने का नजरिया बजट के माध्यम से प्रस्तुत किया जाता है। इस बजट में ऐसी कोई बात नहीं कही गई है, जिससे लगे कि देश में रेलवे की व्यवस्था को सुधारने के लिए कोई सीरियस कदम उठाने का प्रयास किया गया है। चूंकि मंत्री महोदय ने अभी कुछ महीने पहले ही इस विभाग का चार्ज लिया है, इसलिए मैं उनको प्रश्नों के घेरे में खड़ा नहीं करूँगा, लेकिन मैं कुछ सुझाव जरूर दूँगा। मैं मंत्री जी से यह पूछना चाहूँगा कि आप रेलवे को किस दिशा में ले जाना चाहते हैं? आपके सामने एक बड़ा सवाल है कि यात्री भाड़े यदि नहीं बढ़ाया और माल भाड़ा यदि बढ़ाया है, तो इसके क्या implications हैं? माल भाड़ा बढ़ाने के implications यही हैं कि जो प्राइवेट ट्रक हैं, जो private ownership में माल ढुलाई का काम करते हैं, उनको ज्यादा काम मिलेगा। ऐसी हालत में रेलवे की क्या स्थिति होगी? मैं मंत्री जी से categorical answer चाहता हूँ कि यात्री भाड़े और माल भाड़े के अलावा रेलवे विभाग ने कभी यह जानने की कोशिश की है कि उनकी आमदनी को बढ़ाने के लिए और कौन सा और तरीका हो सकता है? क्या इसको खोज निकालने का प्रयास किया गया? मुझे तो लगता है कि आज तक इसके लिए कोई प्रयास नहीं किया गया। मैं इस बात को विश्वास के साथ कहता हूँ कि इस देश की मेधा शक्ति में बड़ी ताकत है। सरकार को बताना चाहिए कि रेलवे को आज इस दुर्दशा में पहुंचाने के लिए कौन से तत्व दोषी हैं? क्या modernization न होना इसके लिए दोषी है, क्या populist budget पेश करना इसके लिए दोषी है, क्या रेलवे विभाग का mismanagement इसके लिए दोषी है? कौन सा तत्व है, जिसके कारण रेलवे विभाग इस दर्दनाक स्थिति में पहुंचा है? इस बारे में दृष्टिपत्र में कोई चर्चा नहीं की गई है। जब दृष्टिपत्र में चर्चा नहीं की गई है, तो क्या रेलवे को निजीकरण की तरफ धकेलने का रास्ता खोला जा रहा है? आज की जो आर्थिक उदारवादी नीति है, मैं स्पष्ट कर देना चाहता हूँ कि यह नहीं कहा जा सकता कि निजी और सर्वजनिक उपक्रमों में सहयोग न हो। लेकिन निजीकरण ही केवल विकल्प हो सकता है, यह मैं कभी मानने वाला नहीं हूँ। यह दुनिया विकल्पहीन दुनिया नहीं है, हमें दूसरे रास्ते खोजने का प्रयास करना चाहिए।

महोदय, मेरा contention है कि serious प्रयास नहीं किया गया है। रेलवे के लिए कोई विज़न नहीं रखा गया है और यदि विज़न रखा जाता, तो आज रेल विभाग की दूसरी स्थिति होती। मैं quote करना चाहता हूँ। बिहार आपके सामने एक उदाहरण के रूप में खड़ा है। कल्पना चावला इरी देश की थी, अंतरिक्ष तक पहुंच गई। इसी देश का पर्वतारोही अर्जुन, कम उम्र में एवरेस्ट गया और इसी देश में एक बिहार राज्य भी है, जिसके साथ केंद्र ने बराबर ill-treatment किया है, जिसके साथ अच्छा व्यवहार नहीं किया गया। नीतीश कुमार जी के नेतृत्व में राज्य ने सीमित संसाधनों के बल पर एक बीमार राज्य को ऊपर उठाया। यद्यपि

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यह चर्चा रेल बजट पर हो रही है और अभी **Intensive Care Unit** की बात कही गई, इसलिए मैं बिहार राज्य का उदाहरण प्रस्तुत करना चाहता हूँ कि बिहार की हालत तो बहुत खराब थी। बिहार के लिए तो लोग कह रहे थे कि वह **cancerous State** होता जा रहा है और बिहार की बीमारी का कोई इलाज नहीं है, लेकिन सीमित संसाधनों के बावजूद भी बिहार राज्य खड़ा हो रहा है। **Bihar is moving. Bihar is on way to recovery.** ये कैसे हुआ? यह **hardworking** से हुआ, **honest and sincere** प्रयास से हुआ, **monitoring** से हुआ, **planning** से हुआ और योजना को समय पर पूरा करने से हुआ, इसलिए मैं मानता हूँ कि मंत्री जी को रेल विभाग के लिए एक संकल्प-पत्र, एक विज़न जारी करना चाहिए कि वे रेलवे को कैसे उबारेंगे? महोदय, मैं अभी भी मानता हूँ कि रेल विभाग में अभी भी बहुत से **talents** हैं, बहुत से **experts** हैं। रेलवे में तो **Sam Pitroda** कमेटी से लेकर अभी तक अनेक कमेटियां बनी हैं, लेकिन रेलवे क्या इसका जवाब दे सकता है कि इन कमेटियों की रिपोर्टों का क्या हश्र हुआ? आप जब कमेटियां बनाते हैं, तो अपनी **financial** स्थिति के ऊपर विचार नहीं करते हैं और उन कमेटियों की **recommendations** को लागू करने की मानसिक इच्छाशक्ति नहीं रखते हैं। यदि मानसिक इच्छाशक्ति नहीं रखते हैं, तो इन कमेटियों को बनाने का हश्र वही होगा, जो एक बीमार व्यक्ति का होता है।

महोदय, रेलवे को उबारने के लिए कई आवश्यक कदम उठाने पड़ेंगे एक ओर तो आपका **infrastructure** बढ़ नहीं रहा है और रेलवे पर बोझ बढ़ता जा रहा है। एक ओर **infrastructure** न बढ़े और रेलवे पर ...(समय की घंटी)...

**श्री अली अनवर अंसारी:** सर, इनकी **maiden speech** है, इनको बोलने दीजिए।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** ठीक है, बोलिए... बोलिए। ...(व्यवधान)...

**श्री बशिष्ठ नारायण सिंह:** सर, व्यवहार में तो आप मुलायम लगते हैं, लेकिन जब वहां बैठते हैं, तो कभी-कभी सख्त भी दिखाई पड़ते हैं। ऐसा मैं इसलिए कह रहा हूँ कि ..(व्यवधान)..

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** बशिष्ठ नारायण सिंह जी, आप पहले भी इस सदन के सदस्य रह चुके हैं, इसलिए यह **maiden speech** नहीं हो सकती है, लेकिन आप बोलिए। दो-तीन मिनट और ले लीजिए। ...(व्यवधान)... आप बोलिए, **take 2-3 minutes more.**

**श्री बशिष्ठ नारायण सिंह:** इसका मतलब दो-तीन मिनट में मुझे समाप्त कर देना है?

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** आप तीन मिनट में खत्म कर दीजिए।

**श्री बशिष्ठ नारायण सिंह:** महोदय, आपने मुझे और समय दिया, इसके लिए मैं आपको धन्यवाद देता हूँ, लेकिन बीच में ही आपने मुझ पर अंकुश लगा दिया, **instruction** दे दिया कि आगे न बढ़ूँ, लेकिन मैं रेलवे के कुछ बिंदुओं को आपके सामने रखना चाहता हूँ। जब भी रेलवे की चर्चा होती है, उन बिन्दुओं की चर्चा रेल विभाग से संबंधित होती है और उन बिंदुओं की चर्चा सदन के सदस्यों से अवश्य होती है। उन बिंदुओं को मैंने **categorise** किया

है और मैं चाहूंगा कि जब मंत्री जी जवाब दें, जो इन बिंदुओं के ऊपर ध्यान दें। इसमें मेरे कुछ सुझाव भी हैं और रेल विभाग को भी मैं कहता हूँ कि इसके ऊपर गौर करें कि आमदनी बढ़ाने के छोटे रास्ते भी हो सकते हैं। अब रेलवे को प्रोडक्टिव एक्सपेंडिचर की ओर आगे बढ़ना चाहिए। मैं प्रोडक्टिव एक्सपेंडिचर की बात कहता हूँ। ऐसा इन्वेस्टमेंट रेलवे को करना चाहिए कि उसका रिटर्न आए। वर्ल्ड मार्केटिंग की तरफ रेलवे को ध्यान देना चाहिए। इंडिया के रेलवे का विस्तार बाहर की अफ्रीकन कंट्रीज़ में भी बहुत हो सकता है, वहां उसे बढ़ाने का प्रयास करना चाहिए। रेलवे की सम्पत्ति का मूल्यांकन करना चाहिए। मैं इस बात को विशेष रूप से इसलिए कहना चाहता हूँ कि मंत्री जी पश्चिमी बंगाल के हैं, वे पश्चिमी बंगाल में जलपाईगुड़ी में ज़रा स्वयं जाकर निरीक्षण कर लें कि वहां की जमीन पर किस ढंग से माफिया लोगों ने कब्जा किया है। मैं केवल जलपाईगुड़ी का उदाहरण दे रहा हूँ, लेकिन देश के कौने-कौने में रेलवे की सम्पत्ति और सम्पदा की अगर चर्चा की जाए, तो आप देखेंगे कि रेलवे की सम्पत्ति पर भूमाफिया ओद दूसरे लोगों ने कब्जा किया है।

महोदय, मैं एक-दो सुझाव देना चाहता हूँ। बड़ी घेराबंदी करने की जरूरत है। आप थोड़ी सी पर्यावरण की भी मदद करें। विभाग से किनारों पर वृक्षारोपण करवाकर रेलवे की सम्पत्ति और जमीन की रक्षा करने का काम करें। इसके अतिरिक्त पर्यटक स्थलों से रेलवे को जोड़ने का काम करें। यदि पर्यटक स्थानों से आप रेलवे को जोड़ने का काम करते हैं तो रेलवे की आमदनी बढ़ सकती है। जो रेल नीर निकलता है, इसकी मार्केटिंग भी बढ़े पैमाने पर बढ़ाने का प्रयास करना चाहिए। इससे भी रेलवे की कुछ आमदनी बढ़ सकती है। खर्च पर नियंत्रण करें, फिज़ूलखर्ची पर रोक लगाएं और साथ-साथ टेंडरिंग के सिस्टम पर भी रेलवे को गंभीरता से विचार करने की जरूरत है।

महोदय, मैं एक विशेष सुझाव देना चाहता हूँ। रेलवे के बहुत से अस्पताल हैं। उनमें सेंट्रलाइज़ ट्रीटमेंट के लिए सेंटर्स क्यों नहीं खोले जा रहे हैं? कहीं रेलवे के अस्पताल में टीबी का सेंट्रलाइज़ इलाज हो, कहीं कैंसर का इलाज हो और कहीं अन्य जो भयावह बीमारियां हैं, उनका इलाज हो। रेलवे इस बात को कर सकता है।

इसी सिलसिले में एक और सुझाव है। रेलवे के गेस्ट हाउसेज़ होते हैं। रेलवे के गेस्ट हाउसेज़ में भवन पर कहीं गंगा लिखा रहता है, कहीं यमुना लिखा रहता है, भारत की विभूतियों के नाम पर भी रेलवे के गेस्ट हाउसेज़ का नाम रखा जाए, यह मैं सुझाव देता हूँ।

महोदय, जब कोई भी मंत्री अपनी बात समाप्त करता है तो अपनी बात समाप्त करने से पहले वह अपने राज्य की बात जरूर कहता है। मैं बिहार से आता हूँ। बिहार के कुछ सवाल हैं, जिनके बारे में कैटेगोरिकल तरीके से मंत्री जी को जवाब देना पड़ेगा। जब ममता बनर्जी जी रेलवे मिनिस्टर थीं, उस समय दीघा-पटना रेल लाइन के हस्तांतरण के लिए एक सहमति बन गयी थी। स्टेट गवर्नमेंट से सहमति बन जाने के बाद भी, आज तक रेलवे विभाग ने हस्तांतरण नहीं किया है। मैं एक दूसरा मुद्दा भी उठा रहा हूँ। गंगा पर पुल बनाने की योजना है, वह 2007 में पूरा हो जानी चाहिए थी, लेकिन अभी तक उस पर काम नहीं चल रहा है। वह पुल रोड से जुड़ा हुआ है। उसे रोड से जोड़ने का मतलब है कि स्टेट गवर्नमेंट ने अपना पैसा भी जमा कर दिया है, इसके संबंध में भी रेलवे मंत्री जी को कैटेगोरिकल जवाब

[श्री बशिष्ठ नारायण सिंह]

देना चाहिए कि यह पुल कब तक पूरा होगा। तीसरा, हाल के वर्षों में कई राज्यों से दुरंतो एक्सप्रेस ट्रेने जोड़ी गई हैं, लेकिन दुरंतो एक्सप्रेस को राजधानी पटना से कहीं नहीं लिया गया है।

महोदय, अंत में एक और निवेदन करके मैं अपनी बात समाप्त करूंगा। जब आप यहां से कोलकाता की यात्रा करेंगे कि ज्यों ही उत्तर प्रदेश का बॉर्डर खत्म होता है तो बक्सर नामक एक स्टेशन आता है, जो अंतर्राज्यीय स्टेशन है। यानी, वह उत्तर प्रदेश और बिहार को जोड़ने वाला स्टेशन है। उस स्टेशन को मोडेल स्टेशन के रूप में डेवलप करने का प्रयास करना चाहिए। महोदय, मैं चर्चा को आगे नहीं बढ़ाना चाहता हूं। मोडेल स्टेशन की परिभाषा आज तक ये बता नहीं पाए हैं। मैं उम्मीद करता हूं कि जब मंत्री महोदय जवाब देंगे तो मोडेल स्टेशंस में क्या-क्या इन्क्लूड होगा, क्या-क्या सुविधाएं होंगी, इसके बारे में भी रेल मंत्री जी बताने का कष्ट करेंगे।

महोदय, आपने मुझे बोलने के लिए समय दिया, इसके लिए मैं आपको धन्यवाद देते हुए अपनी बात समाप्त करता हूं।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): The House is adjourned for lunch to meet at 2 p.m.

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

**The House re-assembled after lunch at two minutes past two of the clock,**

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) in the Chair.

SHRI DEREK O'BRIEN (West Bengal): Sir, I have three observations to make this afternoon and also take the liberty of offering three constructive suggestions to the hon. Railway Minister. I would make my three observations first and then my three suggestions. The first observation is to do with people, the human capital. There is a very interesting statistics available that for every one lakh population of India, there are 257 Central Government employees. It is a low number. But there are 257 Central Government employees for every one lakh population of India. Out of those 257 who work for the Central Government, 144 persons, that is, over 40 per cent, are indeed employed by the Indian Railways. This just goes to show how important the Indian Railways' human capital is. There are around 1,60,000 vacant posts, at the moment, and out of these 1,60,000 or 1,70,000 posts, about 60,000 are safety-related posts in Class III and IV. So, my first observation is, and one has noticed that in the last one month, that there has been a considerable effort to fill up those vacant posts not only in safety but in other disciplines as well. That leads to my second observation. If anyone wishes to conclude that by filling up all those vacant posts in safety, the safety problem of the Indian Railways will be removed, or, for that matter, by increasing the passenger fares, all the safety problems will be

removed, then, that has never happened. But one appreciates the importance that the Ministry is giving to this very, very key area of safety, and I think, a long-term solution is what is required. Sir, my third observation is regarding the -Railways putting the commercial land to use. Now, the figure shows that through PPP, Rs. 1,26,000 crores is expected from revenues and a large sum of Rs. 50,000 crores is expected from modernizing stations; that is, Rs. 50,000 crores out of Rs. 1,26,000 crores. Here, my fear is that the good intentions of the Railways by using this and unlocking the assets, I just hope, don't meet speed-breakers, when other Ministries slow things down, because then this is going to be a serious *dhakka* to the revenue of the Railways. These are my three observations, and now I move on to make three suggestions, one of which is related to the consumer, the passenger, and the other is to do with freight. Sir, surprisingly a large number of railway tickets, more than 50 per cent, is booked through the internet. Out of about six lakh Railway reservations, 3,20,000, more than 50 per cent, are actually booked in the morning, especially between eight and nine. Even passengers are put through a lot of pain and difficulty because, for the last few years, it has been well nigh impossible, at eight or nine in the morning, to get on to the IRCTC website. My humble suggestion, Sir, is that it is not some rocket science; all it would need is some investment in the software. I would humbly suggest that IRCTC could still be the front end of the operation because that is the brand which has been running this site, but the back end of the operation, the Railways themselves, are equipped because they have a specialty, CRIS, who could actually do this, and if this is being done and upgraded, then, rather than make six lakh the capacity, I would suggest that the capacity should go up to ten lakhs, at least one million. So, this problem, lets say by the end of the year, should be solved, and passengers, instead of being grouchy in the morning when they are booking tickets, we would like to see them smiling. My second suggestion, Sir, is to do with freight. It is a well known fact that Railway freight is losing a lot of business to road transport and the primary reason for this happening is that to book, you cannot, for example, book a Railway wagon; you have to book an entire train. That means the tonnage you have to have is huge. So, there are two ways of looking at it. One is, of course, the freight rates went up. But the other creative solution here, one would suggest, is to try and reduce the tonnage booking, and this can be done. The Railways are already doing a very interesting thing like roll-on and roll-off policy. I believe there is a pilot project somewhere. A roll-on and roll-off policy would basically mean drawing up a situation where the truck could actually be loaded on the wagon, and then, the truck rolls off the wagon. In that way, instead of the road operators becoming our competitors, they in fact, become our partners. And the second one is the road railer concept. This is another project

[Shri Derek O' Brien]

which could be tried. The road railer concept is where the wagon is actually a pneumatic tyre as it is a steel wheel. I understand there may be a thought of trying this and piloting this project. But the basic thing is to compete in freight; the Railways has to find innovative ways to make that happen. Sir, my last suggestion/observation is for the Railways; maybe, have a year like they had in April of 2012. Perhaps, the best way to compare those figures would be to be able to look at the figures of April 2011. Now, if you look at the April 2011 figures and compare them with April 2012 figures, here's how they look: punctuality has increased or, rather, has improved by ten per cent. Passenger revenue has improved by eight per cent. I am talking about month-on-month comparison. Sundry earnings have improved by 13 per cent. Freight has improved by a large 23 per cent, but you have to consider this because the freight rates were hiked. But, overall, this was happening in an overall economic situation which is slow because...(Time-bell)... Yes, Sir, I will finish in the next one minute. There are empty rakes, both open rakes and closed rakes—which are wagons—which are still open and I think, the Railways need to find innovative ways to try and get ahead of the economic downturn. Sir, the Speaker before me, before lunch, just mentioned that Railway persons needed a clear vision. The vision for the Railways was, in fact, provided in the same way as an ophthalmic surgeon would provide a good eyesight to us. As you know, if you go to an ophthalmic surgeon, he will tell you about your vision, 'You don't need spectacles, because you have a 20:20 vision.' Sir, between May, 2009, when Ms. Mamta Banerjee was Railway Minister, and May, 2011, half way through that, the Railways came out with a fascinating and absolutely pointed, strategic, time-bound document which they called Vision 2020.

Sir, in conclusion, I would urge the hon. Railway Minister to stay focused on the Vision 2020 document which clearly outlines how this brilliant organisation can continue and must continue to be the lifeline of our nation. Thank you.

**श्री अरविंद कुमार सिंह** (उत्तर प्रदेश): उपसभाध्यक्ष जी, मैं आपको धन्यवाद देता हूँ कि आपने मुझे बोलने का मौका दिया है। मैं साथ ही उस दल को और उस दल के नेता को भी धन्यवाद देता हूँ, जिन्होंने मुझे देश की सबसे बड़ी पंचायत में भेजा। आज मेरा सौभाग्य है कि रेल जैसा महत्वपूर्ण बजट पर मुझे बोलने का मौका मिला है। रेल विभाग की चर्चा के साथ हम समाजवादी पार्टी के कार्यकर्ताओं के मन में डॉ. राम मनोहर लोहिया द्वारा दिया गया नारा, डॉक्टर लोहिया का अरमान, रेल के डिब्बे एक समान, का नारा रहा है। समाजवादी हर क्षेत्र में समता और समानता का सपना देखते हैं। हमें गर्व है कि रेल जैसे बजट पर बोलने का मौका मिला है। मान्यवर, यह जो रेल का बजट प्रस्तुत हुआ है, इसे आंकड़ों की बाजीगरी कहें, कोरी घोषणाएं कहें, तो इसमें कोई अतिशयोक्ति नहीं होगी। हमें लगता है कि यह बजट

आगामी लोक सभा चुनाव को ध्यान में रखते हुए पेश किया गया है। मान्यवर, यह सुनकर हैरत होती है कि देश का रेल विभाग घाटे में चल रहा है। यह किसी नाबालिग बच्चे से बताया जाए, तो वह भी आश्चर्यचकित हो जाएगा। आप कहीं भी रेलवे स्टेशन पर आरक्षण केन्द्र पर चले जाएं तो टिकट आरक्षण कराने वालों की लंबी कतार लगी रहती है। मुझे आश्चर्य है कि, इस बात पर हैरानी है कि जिस विभाग में पैसा देने के लिए लंबी लाइन लगी रहती है, देश का वह विभाग घाटे में चल रहा है, इससे बड़ी शर्म की और क्या बात हो सकती है। माननीय मंत्री जी, मैं सभापति जी के माध्यम से आपसे जानना चाहता हूँ कि रेल विभाग के घाटे का मतलब है कि कहीं न कहीं प्रक्रिया में कोई बड़ा दोष है और यदि यह दोष दूर नहीं हुआ तो निश्चित तौर पर रेल जैसे महत्वपूर्ण विभाग का घाटा दूर नहीं हो सकता है। मुझे याद है कि अगर रेल बजट का जो पैसा आता है, यात्रियों के किराये का जो पैसा आता है, माल की ढुलाई का जो पैसा आता है, मैं दावे के साथ कहता हूँ कि यदि रेल विभाग उसका ईमानदारी से उपयोग करे तो हिंदुस्तान में लोहे की बनी रेलगाड़ी सोने की पटरी पर दौड़ सकती है, मैं इस बात का दावा कर सकता हूँ। वर्षों पूर्व शायद इसी सदन में, सदन में एक उद्योगपति सदस्य ने कहा था कि यह विभाग हमें चलाने के लिए दे दिया जाए, जो लोहे की रेल को हम सोने की पटरी पर दौड़ा सकते हैं। फिर भी यह विभाग घाटे में चल रहा है। यह बहुत हैरानी और आश्चर्य की बात है। उपसभाध्यक्ष जी, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूँ कि जो नई-नई घोषणाएँ हुई हैं, उनके लिए धन कहां से आएगा? हमारा विभाग तो घाटे में चल रहा है, तो इन घोषणाओं को पूरा करने के लिए धन कहां से आएगा? रखरखाव की व्यवस्था क्या होगी, मैं सदन के माध्यम से जानना चाहता हूँ?

साथ ही, रेलगाड़ियों की स्पीड कैसे बढ़ेगी, यह बहुत चिन्ता का विषय है। दुनिया के जितने भी देश अंग्रेजों के गुलाम थे, उनमें हिन्दुस्तान सबसे पहले आज़ाद हुआ, लेकिन जो देश अंग्रेजों के चंगुल से बाद में मुक्त हुए, आज हमसे कोसों आगे हो गए हैं। यह भी एक चिन्ता और बहस का विषय है। आज देश में रेलगाड़ियों की जो स्पीड है, इस पर बहुत चिन्ता होती है। मुझे एक घटना याद आती है कि एक बार मुझे काशी विश्वनाथ एक्सप्रेस से लखनऊ से दिल्ली आना था। संयोग से जब मैं रेलवे स्टेशन पहुंचा, तो गाड़ी छूट चुकी थी। जो ड्राइवर हमें स्टेशन पर सी-ऑफ़ करने आया था, उसने मुझसे कहा कि चलिए, आपको मैं इस ट्रेन को हरदोई में पकड़वा दूंगा। हमने कहा कि कैसे पकड़वा दोगे, ट्रेन तो चली गई, क्या तुम ट्रेन से तेज जाओगे, तो उसने कहा कि चलिए तो सही। मान्यवर, मैं लखनऊ से हरदोई, 110 किलोमीटर रोड से गया और हरदोई रेलवे स्टेशन पर ट्रेन से पहुंचने से 15 मिनट पहले पहुंच गया। यह हालत है हिन्दुस्तान की रेल की रफ्तार की। इसलिए यह बहुत चिन्ता की बात है, इस पर ध्यान दिया जाए। हमने तो सुना है कि दुनिया के कई ऐसे देश हैं, जहां की रेलगाड़ियां 400-450 किलोमीटर प्रति घंटे की रफ्तार से चलती हैं। क्या रेल मंत्रालय ने इस दिश में कोई ठोस कदम उठाया है? अगर उठाया है, तो उसकी प्रगति क्या है? और अगर नहीं उठाया है, तो यह रेल मंत्रालय की निष्क्रियता ही कही जा सकती है।

मान्यवर, रेलगाड़ियों में बोगियों की कमी है। हमें याद है, कुछ ऐसी ट्रेन्स हैं, जिनमें केवल ए.सी. डिब्बे हैं। ठीक है, वे ट्रेन्स रहनी चाहिए, लेकिन जो रिजर्वेशन करा कर यात्रा नहीं कर सकते, बहुत से लोग ऐसे हैं, जो ए.सी. कंपार्टमेंट में सफर नहीं कर सकते, मान्यवर,

[श्री अरविंद कुमार सिंह]

क्या रेलगाड़ियों में उनके लिए भी कोई व्यवस्था है? हम देखते हैं कि रेलगाड़ी में जनरल के लिए दो कोचेज़ आगे होते हैं और दो कोचेज़ पीछे होते हैं। समूची रेलगाड़ी में सामान्य लोगों के लिए केवल चार कोचेज़ होते हैं। मान्यवर, उनमें लोग ऐसे चढ़े रहते हैं, जैसे लगता है कि भूसा भरा गया हो। उनकी दयनीय हालत देख कर मुझे तरस आता है। इसलिए, उपसभाध्यक्ष जी, मैं आपके माध्यम से माननीय रेल मंत्री जी से आग्रह करता हूँ, निवेदन करता हूँ कि वे सामान्य लोगों का ज़रा ख्याल रखें। हर ट्रेन में जनरल आदमी के लिए, जनरल महिला के लिए जो 4 डिब्बे हैं, उनकी संख्या बढ़ा कर कम-से-कम 15 से 20 की जाए। सदन के माध्यम से यह मेरा निवेदन है, मेरा आग्रह है।

मान्यवर, ट्रेन्स में खान-पान की व्यवस्था से आप भली प्रकार से अवगत हैं। रात की सब्जी दिन में दी जाती है और जब यात्री वेटर से कम्प्लेन करता है कि सब्जी खराब हो गई है, खट्टी लग रही है, कहता है कि सब्जी खटाई डाल कर बनाई है। यह हालत है खान-पान की, यह सच है। जब वर्कशॉप से स्टेशन पर ट्रेन आकर खड़ी हाती है और कोई आदमी सीट पर बैठता है, तो उसके कपड़े भीग जाते हैं। वहां पर ठीक से पोछा नहीं लगता है और रखरखाव का काम ठीक से नहीं होता है। इसलिए, उपसभाध्यक्ष जी, मैं यह कहना चाहता हूँ कि हम अंग्रेजों के चंगुल से बहुत पहले मुक्त हुए, लेकिन जो देश हमसे बाद में अंग्रेजों के चंगुल से मुक्त हुए, आज हमसे कोसों आगे हैं। यह शर्मिन्दगी की बात है। पूरा सदन इस विफलता के लिए शर्मिन्दगी महसूस करता है।

मान्यवर, 2004 के बजट में ट्रेनों में ड्राई टॉयलेट बनाने की बात कही गई थी। मेरे ख्याल से हर बजट में ड्राई टॉयलेट बनाने की बात कही जाती है, लेकिन अभी तक यह काम पूरा नहीं हुआ है। हमें तो लग रहा है कि अभी तो इसका प्रारम्भ भी नहीं हुआ है। मान्यवर, हम जानना चाहते हैं कि यह काम कब तक पूरा होगा?

स्टेशनों की हालत यह है कि यात्री समय से ट्रेन पकड़ने के लिए स्टेशन पर पहुंचता है, एनाउंस होता है कि जो ट्रेन 8.00 बजे आनी थी, वह 9.00 बजे आएगी, फिर 8.45 पर एनाउंस होता है, कि वह ट्रेन दो घंटे लेट हो गई है, थोड़ी देर बात फिर एनाउंस होता है, कि वह ट्रेन निरस्त हो गई है। यह हालत है हिन्दुस्तान की रेल की।

मान्यवर, यह एक ऐसा महक़मा है कि अगर इसे ईमानदारी से चलाया जाए, तो और विभागों का छोटा-मोटा घाटा भी इसी से पूरा हो सकता है। हम सदन के माध्यम से उम्मीद करते हैं कि रेल मंत्री और रेल मंत्रालय इस गंभीर मसले पर गंभीर होंगे, इस बात का हमें पूरा भरोसा है।

उपसभाध्यक्ष जी, सबसे दुःखद बात रेल की दुर्घटनाओं की है। हमें लगता है कि रेल की दुर्घटनाएं केवल अपने ही देश में होती हैं। अन्य देशों में भी होती होंगी, लेकिन इतनी कम होती होंगी कि लोगों को यह लगता है कि अन्य देशों में दुर्घटनाएं होती ही नहीं हैं, केवल हिन्दुस्तान में ही होती हैं। मैं बताना चाहता हूँ कि अब तक पिछले दस वर्षों में 3061 दुर्घटनाएं हो चुकी हैं, जिसमें रेल विभाग को लगभग 450 करोड़ रुपये का नुकसान हुआ है। इसकी भरपाई कैसे होगी? रेल विभाग के पास पैसा तो है नहीं, कोरी घोषणाएं हो रही हैं,



दुर्घटनाएं हो रही हैं और इन दुर्घटनाओं में नुकसान हो रहा है। इसे रोकने के उपाय हैं, लेकिन उन उपायों पर रेल मंत्रालय कभी गंभीर नहीं होता है।

मान्यवर, मैं दावे के साथ कहता हूँ कि रेल में जो ऑक्शन के कॉन्ट्रैक्टर हैं, एक साल में करोड़ों रुपया वे ऑक्शन से, नीलामी से कमा लेते हैं। रेल मंत्रालय यदि इस दिशा में प्रयास करेगा, तो निश्चित तौर पर दुर्घटनाएं रुक सकती हैं और रेल विभाग फायदे में आ सकता है।

रेल दुर्घटनाओं के सम्बन्ध में रेल मंत्रालय द्वारा डॉ. अनिल काकोदकर की अध्यक्षता में एक हाई पावर सेफ्टी कमेंटी भी बनाई गई, जिसकी रिपोर्ट के अनुसार 2006-07 के मुकाबले 2010-11 में ट्रेन दुर्घटनाओं में कमी आई है। फिर भी अन्तर्राष्ट्रीय मानकों के अनुसार ये आंकड़े चिन्ता का विषय बने हुए हैं। क्या दूसरे देशों से, जहां ट्रेन की दुर्घटनाओं का समाचार कभी सुनने को नहीं मिलता है, कभी टेक्नॉलाजी मंगा कर विचार करने का प्रयास हुआ है? अगर हुआ है तो सरकार उस पर कितने कदम आगे बढ़ी है? अगर नहीं हुआ है, तो यह बहुत ही चिन्ता का विषय है। हमें जो लगता है, उसे इस सदन के माध्यम से बताने में मुझे कोई परहेज नहीं है। ज्यादातर दुर्घटनाएं रेल मंत्रालय की लापरवाही से होती हैं। आज आप देख लीजिए, नदियों पर जो ब्रिज बने हैं, ये अंग्रेजों के जमाने के हैं। जब ट्रेन उनके ऊपर से गुजरती है, तब वे ब्रिज हिलने लगते हैं, यात्री सीने पर हाथ रख लेते हैं और प्राण बचाने के लिए ईश्वर से गुहार करते हैं। इसलिए उपसभाध्यक्ष जी, आपके माध्यम से हम रेल मंत्रालय से आग्रह करते हैं, निवेदन करते हैं कि दुर्घटनाएं कम से कम हों, इसके लिए प्रयास जारी रखें।

एक प्रतिष्ठित समाचार पत्र, पंजाब केसरी में 26 जनवरी, 2012 को एक समाचार छपा था कि देश में 1400 रेलवे क्रॉसिंग्स ऐसे हैं, जिन पर गार्ड नहीं हैं। यह बहुत विडम्बना और दुख की बात है। 25 जनवरी को रेलवे ने दिल्ली हाई कोर्ट में जवाब दाखिल करते हुए कहा है कि वह मानव-रहित रेल फाटकों पर 2015 तक गार्डों की नियुक्ति करेगा और वह मानव-रहित रेल फाटकों पर फ्लाइंग ओवर भी बनाएगा। उपसभाध्यक्ष जी, मैं आपके माध्यम से माननीय रेल मंत्री जी से यह जानना चाहता हूँ कि आपने 2015 तक यह काम पूरा करने को कहा है और आज की तारीख में अदालत में जवाब दाखिल किये साढ़े तीन महीने हो गए, तो क्या उस वादे को पूरा करने की दिशा में रेल मंत्रालय साढ़े तीन कदम भी आगे बढ़ा है या नहीं बढ़ा है? ...(समय की घंटी)..

**एक माननीय सदस्य:** सर, यह इनकी मैडन स्पीच है। ...(व्यवधान)..

**उपसभाध्यक्ष (प्रो. पी. जे. कुरियन):** इनके 15 मिनट पूरे हो गए हैं। Please continue. ...(व्यवधान).. इनके 15 मिनट हो गए हैं, इसीलिए घंटी बजायी। अभी आप कांटीन्यू कीजिए।

**श्री अरविंद कुमार सिंह:** सर, इसी तरह से 2015 भी आ जाएगा और फिर सरकार जवाब देगी कि जो वादा हुआ था, वह पूरा नहीं हुआ। उसके कई निराधार कारण सदन को गिनाये जाएंगे, यहां कई निराधार बातें बताई जाएंगी कि इन-इन वजहों से ये कार्य पूरे नहीं हुए हैं। इसलिए, उपसभाध्यक्ष जी, मेरा आपके माध्यम से आग्रह है कि रेल मंत्रालय इन किए हुए वायदों पर त्वरित कार्रवाई करे।

[श्री अरविंद कुमार सिंह]

सर, मैं सदन का एक नया सदस्य हूँ और यहाँ पहली बार आया हूँ। मैं कई दिनों से देख रहा हूँ कि सदन में सम्मानित सदस्य जो प्रश्न करते हैं, उस प्रश्न का सही उत्तर नहीं दिया जाता है। प्रश्न का टाल-मटोल कर उत्तर दिया जाता है और मंत्री जी जब उत्तर दे लेते हैं, तो वे बड़ी राहत की सांस लेते हैं कि चलो, आज की बला टल गई, कल जो आएगा, उसे देखा जाएगा। यदि इस संसद में यही होगा, तो मैं विश्वास दिलाता हूँ कि जो लोग ऐसा करते हैं, वे सदन की गरिमा के प्रति गम्भीर नहीं हैं। उपसभाध्यक्ष जी, मैं उम्मीद करता हूँ कि चाहे मंत्री हों या सदस्य हों, इस सदन की गरिमा के प्रति काम करें, जिससे सदन की गरिमा दुनिया में बनी रहे।

मान्यवर, मैं उत्तर प्रदेश से आया हूँ। रेल मंत्रालय के मामले में बिहार ज्यादा सौभाग्यशाली रहा है। बंगाल के रेल मंत्री रहे भी हैं और आज की तारीख में हैं भी, लेकिन बीच में उत्तर प्रदेश पिसता है, जबकि आबादी के दृष्टिकोण से, जनसंख्या के दृष्टिकोण से, विधानसभा सीटों के दृष्टिकोण से, संसदीय सीटों के दृष्टिकोण से और आज़ादी की लड़ाई में भागीदारी के दृष्टिकोण से उत्तर प्रदेश का बहुत बड़ा महत्व है। इसलिए, मैं रेल मंत्री जी से यह आग्रह करता हूँ कि वे पूरे देश के रेल मंत्री हैं, केवल बिहार और बंगाल के रेल मंत्री नहीं हैं। बड़े दुख के साथ कहना पड़ता है कि जो रेल मंत्री पूरे देश के लिए बनते हैं, वे अपने आपको केवल अपने प्रदेश का रेल मंत्री बना बैठते हैं। यह बहुत ही दुखद है। मैं उम्मीद करता हूँ कि जिस तरह से वर्षों से उत्तर प्रदेश के साथ रेल के मामले में भेदभाव चला आ रहा है, वह भेदभाव बंद होगा और उत्तर प्रदेश को भी नई-नई रेलें दी जाएंगी। मुझे इस बात का पूरा भरोसा है।

मान्यवर, मैं उत्तर प्रदेश के गाजीपुर जिले का रहने वाला हूँ। गाजीपुर जिले का चमकता हुआ शानदार इतिहास रहा है। 1965 की लड़ाई में गाजीपुर के वीर अब्दुल हमीद ने अमेरिका निर्मित 4 पैटन टैंकों को हेंड ग्रेनेड से तोड़ दिया था, जिसकी दहशत आज भी अमेरिका और पाकिस्तान की फौज़ में बनी हुई है। उस जिले से मैं यहाँ आया हूँ। मैं आपसे आग्रह करता हूँ कि गाजीपुर में एक भी नई ट्रेन नहीं चलाई जाती है। जो ट्रेनें बिहार से दिल्ली के लिए आती हैं, उनमें से कुछ तो ऐसी हैं, तो वहाँ रुकती ही नहीं हैं, जैसे राजधानी एक्सप्रेस। उनमें से एक-दो ट्रेनें ही हैं, जो गाजीपुर में रुकती हैं। इसलिए, मान्यवर, मेरा आपके माध्यम से आग्रह है कि गाजीपुर जनपद, जो यू.पी. और बिहार के बॉर्डर पर बसा हुआ है, गाजीपुर से नई दिल्ली तक और नई दिल्ली से गाजीपुर नई ट्रेनें चलाई जाएं और यदि रेल नियमावली के अनुसार सम्भव हो, तो ये ट्रेनें शहीद वीर अब्दुल हमीद और स्वतंत्रता संग्राम सेनानी दलसिंगार दुबे के नाम पर चलाई जाएं। यह मेरी सदन में आपके माध्यम से रेल मंत्री जी से मांग है। उपसभाध्यक्ष महोदय, मेरी आपसे यह भी मांग है कि गाजीपुर रेलवे स्टेशन के सामने जो रेलवे का पार्क है, उस पार्क में शहीद वीर अब्दुल हमीद की आदम कद की प्रतिमा भी लगाई जाए यह मेरा आपसे आग्रह भी है और निवेदन भी है। मैं उम्मीद करता हूँ कि आपके माध्यम से मैंने जो मांगे रखी हैं, वे मांगें पूरी होंगी (समय की घंटी)। साथ ही, रेलवे मंत्रालय जानबूझकर उत्तर प्रदेश को जो भेदभाव की नजर से देखता है, वह भेदभाव की नजर से देखना बंद करेगा। इस सदन में मुझे आपने बोलने का मौका दिया और मैंने अपनी

बात कही, इसके लिए आपका धन्यवाद। "क्षमा बढ़न को चाहिए, छोटन को उत्पात", इस आस और विश्वास के साथ मैं सदन की गरिमा का ख्याल रखूंगा और सदन में जानबूझकर कभी गलती नहीं करूंगा। अनजाने में भले गलती हो जाए, लेकिन जानबूझकर गलती नहीं होगी, इस बात के लिए मैं आपको भरोसा दिलाते हुए अपनी बात समाप्त करता हूँ। धन्यवाद।

SHRI T.M. SELVAGANAPATHI (Tamil Nadu): Mr. Vice-Chairman, Sir, I thank you very much for having given me this opportunity to support the Appropriation (Railways) No. 3 Bill, 2012. Railways being the largest organisation in the world having a network of about 64,000 kilometre, is manning nearly 6,000 railway stations, having nearly 14 lakh employees, which is the highest in the world, plying nearly 19,000 trains and servicing nearly 2 crore passengers every day. Sir, while we compliment the Ministry for making several efforts to put the Railways on the right path, there are certain hard realities which we must understand. I, myself and on behalf of my party and my beloved leader, congratulate the Minister who has taken over the Railways at an odd hour where the overall balance-sheet in the railway is on the brink of red. In the last five years, Sir, the difference between the revenue and expenditure has widened to a dangerous level, almost on the brink of a financial crunch. Sir, we must understand the reasons from the past experience we have gathered in the Eleventh Five Year Plan where the target of internal generation of resources was Rs. 90,000 crore, but the likely achievement had fallen down to a target of Rs. 66,704 crore, falling short of nearly Rs. 23,296 crores.

Why is this? Even we have set up an ambitious target of 7.35 lakh crore Plan investment in the Twelfth Plan. Will we be able to achieve it? Sir, the documents we have clearly reveal that many of the projects which the railway had undertaken in the Eleventh Plan, the original target of the gauge conversion was 10,000 and was revised to 6,000 and the achievement was only 5,000. The reasons adduced for such a shortage and shortfall is the paucity of funds. For doubling of lines, the same lines, the target was 6,000 and we were able to achieve only 2,873. The reason was paucity of funds. Even in the production of coaches 22,500 was the target and we were able to achieve only 17,234. Therefore, the Ministry must understand where we find the resources from. You cannot just get it from heaven. About the generation of internal resources, what is the way out, what is the plan that the Ministry has got, it has not been spelt out. It is the same old document. You have, now, fixed-a target, but when you come next time, you will, again, say it could not be achieved because of the paucity of funds. The erstwhile hon. Minister, Mr. Trivedi, had appointed two committees. One was headed by Dr. Arun, the senior-most eminent scientist. Its members were people like Dr. Vedachalam and Dr. Srivaloam. I compliment that, for the first time, a Committee in the Railways was headed by a person from scientific background. Usually, the committees in the Railways used to be headed by retired

[Shri T.M. Selvaganapathi]

judges. Retired judges were given berth in such type of committees. I did not find any valid reason for that, so far. I have gone through the entire record of these Committees. I find them to be Vedas or a Bible or a Quran of the Railways. Such extraordinary and important suggestions have been made that if the Ministry follows them, we will be able to achieve our target in time. It is a hard fact that for the past fifteen years, there were as many projects as 132. These were started with an estimate of Rs. 55,000 crores. But these have not yet been completed and the estimate has gone up to Rs. 1,55,000 crores. From where are we going to meet this enhancement? You have also, now, rolled back the passenger-fair hike. There is going to be another shortage of Rs. 7,000 crores. From where would you find money for investment? These are the things that we say that we would be able to make up through land utilization and the PPP. What was the reality in 2011-12? The PPP did not yield even a single pie because of the red tapism in the country. They are not able to get the projects in time; they are not able to get the funds in time; they are not able to acquire the land in time. When you compare the road transport and the air transport, the private participation is to the tune of Rs. 55,000 crores, while the Railways was not even able to invest Rs. 300 crores. (*Time-Bell rings*). Therefore, Sir, the resources have to be improved.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Conclude please.

SHRI T.M. SELVAGANAPATHI: Sir, these are the realities, which the Ministry has to understand . (*Interruptions*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Conclude please.

SHRI T.M. SELVAGANAPATHI: The Ministry will have to increase the operating ratio. Usually, for the receipt of one rupee, your expenditure for salary and pension is 85 paise. Now, after the rollback, it is going to be 93-94 paise. Where are you going to meet it?

As far as Tamil Nadu is concerned, ...(*Interruptions*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Come back to Tamil Nadu immediately, otherwise there is no time.

SHRI T.M. SELVAGANAPATHI: The project, which we got, is commissioning of a bio-diesel plant at Thondiarpattinam. There is one Rail Wheel Plant. And, there is a pre-feasibility study for the development of Rayapuram station. Other than this, we don't find anything, except those 18 additional services, to be run in Chennai Metro area. We are contributing very much. The passenger revenue and the freight

revenue in the Southern Railway is far higher than any other Railway Zone in this country. But see the type of treatment that is being meted out to us. Three years back, hon. Mamataji, who is a dynamic leader, had announced that a second coach factory will be set up at Perambur. But the proposal is still in cold-storage. Even land has not been acquired. Like this, I can enumerate hundreds of projects, where a blind eye has been turned. Former Railway Minister, Trivediji, had called a meeting of the Members of Parliament, belonging to Tamil Nadu. We were thankful to him. (*Time-Bell rings*) Therwasea serious discussion. Members of Parliament had made certain demands. (*Time-Bell rings*) Sir, please .give me two minutes more.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please conclude.

SHRI T.M. SELVAGANAPATHI: Sir, this is one aspect to which I would like to draw the attention of the hon. Minister. I hope that hon. Mamataji would give a thought to the second coach factory which was announced by the hon. Minister, and see to it that it is implemented.

Sir, the other important issue is about procurement. Sir, we procure, but you do not utilise it. What are the important issues that cropped up during our meeting with the IGF General Manager in the last month, Sir? We find that nearly Rs. 50 crores worth of material is lying idle. If I am to enumerate, Sir, the Head stock is worth Rs. 2 crores, partition frames is worth Rs. 3 crores, Transformers and L&T ADOR—Rs. 5 crores, SS Wire of .8 mm coil, which is rotting, which is corroding, Air Spring worth Rs. 3 crores, LS sheet worth Rs. 3 crores, Stainless steel body pillar worth Rs. 2 crores, and EMU CP Pin worth about Rs. 1 crore are all lying idle. Why do they procure? It is, basically, to benefit certain vested interests of the contractors.. (*Time Bell rings*).

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please conclude.

SHRI T.M. SELVAGANAPATHI: Sir, this has been pointed out by some of the unions in the IGF, Chennai.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please conclude.

SHRI T.M. SELVAGANAPATHI: They have been targeted. Some of them have been outcasted. A resolution was passed by the Officers' Associations just to bring out this fact and they demanded a judicial inquiry into these things. Even the Accounts Department had, categorically, asked for an explanation, which went to the burial and was given a ceremonial death. When it is pointed out to the officers, they are targeting the workers, they are mutilating the union's activity there and many of them have been suspended.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, please conclude.

SHRI T.M. SELVAGANAPATHI: Sir, it is very unfortunate that a worker by the name 'Sreedhar', who was a Staff Counsel, was unceremoniously shifted out of his post. He had to go to the court and obtain an order. The second order was obtained. It was not honoured even after the MPs repeatedly demanding the GM there or the Head of the Institution to reinstate them. So, this is the attitude. Just because these issues were raised by some of the Members, workers are targetted there. This is the reality, Sir.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please conclude.

SHRI T.M. SELVAGANAPATHI: Sir, my last point is how the Railways have been indifferent to hon. Members of Parliament. My hon. esteemed colleague, Shri Tiruchi Siva, who is the Leader of DMK in this House, has pointed out certain important problems that exist in Southern Railway. He writes a letter to the GM, he gets a reply after three months stating that nothing happened. Whereas a Member of Parliament, who is authorised by the Parliament to travel in First AC was denied a coupe and a pet animal, a dog was allowed ..(*Interruption*)..

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You can write rest of the points to the hon. Minister.

SHRI T.M. SELVAGANAPATHI: A casual reply is given; this is the attitude. In two years and three years, the Head of the Southern Zonal Region have not dared to call the Members of Parliament to interact and find out what they want for the Constituency, ...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Okay please.

SHRI T.M. SELVAGANAPATHI: ...what best could be done. This is the indifferent attitude. Sir. (*Time-bell rings*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please conclude. You have taken extra six minutes.

SHRI T.M. SELVAGANAPATHI: I have pointed out the concrete malady. Material worth Rs. 50 crores is lying idle. That was done in order to benefit the contractors.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Okay; now take your seat. (*Time-bell rings*)

SHRI T.M. SELVAGANAPATHI: I urge the hon. Minister to appoint a Committee, to see to it that guilty are punished. The people who have got vested

interest join as a Junior Engineer and go up to Chief Engineer. For 30, 40 years, they are sitting in one chair. This is the vested interest they have. All these things have to be looked into. Sir, you have been kind enough to give me this opportunity. Thank you.

DR. JANARDHAN WAGHMARE (Maharashtra): Sir, as you know Railways are lifelines of India. They are as important as the veins and arteries in human body. They have played a vital role in linking one part of the country with the other. They have contributed their mite to national integration, national development and socio-cultural unity of India.

Sir, Railways promote business and trade. They have contributed to industrial growth and development of India. The railway was, indeed, a driving force behind the Industrial Revolution.

Sir, Indian Railways carry two-and-a-half crore passengers every day across the country, from one place to another. This is a gigantic task indeed. They transport goods too. The Railway sector is so important that we have a separate and parallel annual Railway Budget.

Sir, there is a growing demand for new railway lines from different States of India. There are agitations also. There should be a proper planning for the growth of railway lines. Why shouldn't we have a Railway Planning and Development Corporation (RPDC) for this purpose? We should have certain parameters. Arbitrary and off-hand approach to development will not be very useful.

The growth of Railways should be inclusive which requires, needless to say, prioritization and proper planning. Backward and remote areas in the country should be given utmost priority for constructing new railway lines. This should be the guiding principle.

Unigauze should be the policy of railways. Conversion of small and narrow gauge railway lines into broad gauge is very essential. This will connect all parts of the country with each other. This is, of course, a long term goal. Railway connectivity is as vital and important as any other connectivity in our economy.

Sir, I would like to give following suggestions. These are the challenges and problems before the Railway Ministry:

1. Completion of railway projects approved and undertaken by the Railway Department.
2. New railway lines to be undertaken in different parts of the country, especially in the North-Eastern States and backward areas like Telangana, Vidarbha, Marathwada, Bundelkhand etc.

[Dr. Janardhan Waghmare]

3. Planning and time-frame for conversion of narrow/small gauge into broad gauge.
4. Recruitment policy to be adapted in the Railway Services.
5. Doubling of certain railway lines.
6. Protection of railway property/land from encroachments—an enormous encroachment is going on.
7. Safety measures to avoid accidents.
8. Modernization of Indian Railways.
9. Construction of overbridges or flyovers on crossings.
10. Generation of revenue, essential for further development and growth of railway lines—this is the anxiety of the whole country.

Sir, you know that these are the challenging tasks before the Railway Ministry. Our railway network is gigantic indeed. It needs to be expanded across the country.

Railways play a very important role in defence also. China has constructed railway lines along the Indo-China border. India should not lag behind in this respect. I draw the attention of hon'ble Railway Minister and the hon'ble Defence Minister to this crucial need.

Sir, since I come from Maharashtra, I draw the kind attention of the hon'ble Railway Minister to the pending Railway projects in Maharashtra, especially the Ahmednagar-Beed-Parli (Vaijanath) Railway line which is lingering since 1995. It has made very little progress so far. Its speed is far less than the speed of a slow-going passenger train.

Sir, this Ahmednagar-Beed-Parli (Vaijanath) Railway line goes mainly through Marathwada, which is a very backward region in Maharashtra. A railway is supposed to be an engine of development. The railway engine not only drives a railway train, but it also drives the economy of the country. I request the hon. Railway Minister to pay special attention to backward regions in the country. The Railway Minister should adopt the philosophy of inclusion. The growth of Railways should be based on the principle of equity.

Sir, the Ahmednagar Beed-Parli (Vaijanath) Railway Project was undertaken in 1995-96. Its length is only 261 kilometres. It could not make much progress even



after sixteen years due to the paucity of funds. The State Government of Maharashtra had declared that they would share 50 per cent of the expenditure. Any delay would cause an enormous increase in the costs.

The proposed Nanded-Latur Road railway line in Maharashtra was given the 'green signal' in the Railway Budget of this year. It is a new line of just a 100 kilometres. Survey of this line should be undertaken immediately and it should be completed within a short span of time.

Sir, I would request you, earnestly, to make a substantial Budget allocation for these two projects, which would prove to be lifelines for the backward region of Marathwada.

Sir, I support the Appropriation Bill relating to Demands-for-Grants for the Railways, and I conclude. Thank you very much.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Thank you very much, Dr. Waghmare, for sticking to the time. Other Members should emulate your example and make their points brief and concise, and stick to the time. Now, Shri Rabinarayan Mohapatra. Since it is your maiden speech, you may take 15 minutes.

SHRI RABINARAYAN MOHAPATRA (Odisha): \* Chairman Sir, I am grateful to you for giving me this opportunity to make my maiden speech in Rajya Sabha, the sacred temple of democracy.

I started my political career as a Sarpanch in 1984 and as a Vice President of Nayagarh Zilla Parishad in 2002. I convey my heartfelt gratitude to the Chief Minister of Odisha Shri Navin Patnaik for sending me as a Member of Rajya Sabha from Biju Janata Dal, the party which has been named after late Shri Biju Patnaik. I also thank the leader of Biju Janata Dal in Rajya Sabha Shri P.M. Mahapatra for giving me the opportunity.

Sir, I would like to express the patriotism and love for the motherland of the people of my locality. I express tribute to martyrs like Raghu Mohanty, Divakar Parida and Arjun Raut of my native place who have sacrificed their life during the freedom struggle. Out of tremendous anger towards the oppressive British ruler and their political agent Major Bezzelgat the people of my area punished him with lathi who was responsible for killing of martyr Arjun Rout. British Parliament was shocked at this news. Reacting to this event the Leader of Opposition in the British Parliament said "the suppressed feeling of an oppressed nation" found expression in

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\* English translation of the original speech delivered in Odia.

[Shri Rabinarayan Mohapatra]

the murder of Major Bezzelgat. That was the time when the people of Ranpur were overwhelmed by the feeling of the nationalism. Unfortunately on April 4th, 1941 the pride of Ranpur Raghu Mohanty and Divakar Parida were hanged in the prison of Bhagalpur in Bihar. They deserve our respect for their supreme sacrifice for the country.

I, on behalf of the people of Ranpur promise that I will always keep in my mind the interest of the country and the dignity of my birth place while discharging my duty as a Member of Rajya Sabha.

Sir, the Hon'ble Minister of Railways has brought the Appropriation (Railways) No. 3 Bill asking for a payment of Rs. 242076,12,86,000 crore out of the Consolidated Fund of India for the year 2012-13 as per the provisions under Article 114 of Indian Constitution. Indian Railways is the 3rd largest PSU. Everyday 17,000 trains run in the country. About 2 crore Indian use the Railway on daily basis. Compared to this fact the Railway Budget presented by the Hon'ble Minister is just like a drop in the ocean. Representation has been made by AIRF to the Prime Minister of India for increasing the amount by 15,000 crores more. I support the slogan "save Railway save country" given by General Secretary of AIRF Shiv Gopal Mishra.

Sir, I make my maiden speech with lot of sorrow in my heart in this august House. This is not a personal sorrow, it is the sorrow of the four crore people of Odisha. Sir, you know that inspite of the rich forest resources, mineral resources, water resources the overall development of Odisha is adversely affected due to the step motherly attitude of the Central Government. The late Shri Biju Patnaik said that it is a sick mind to say that Odisha is poor in the midst of the plenty. He demanded financial independence for Odisha. My Chief Minister Shri Navin Patnaik has been making alround effort for the financial development for the State. Efforts has been made to develop infrastructure for Steel, Aluminium and Petro Chemical Industry. But unfortunately, the Railway Budget has let down the people of Odisha badly. Compare to 1300 crores allocation in the last Railway Budget this year, the allocation has been reduced to 765 crore. This is a mockery towards the people of Odisha. I can not understand the meanness showed by the Central Government towards the four crore people of Odisha. I know the Central Government is responsible for promoting regional discrimination. I feel sad to say that political consideration has been given importance instead of economic reasons while preparing the Railway Budget. This is a danger for Indian democracy.

Sir, you know the East Coast Railway has generated a revenue of 8,000 crores

for railway. The Planning Commission has also expressed the regret about the absence of the matching allocation, keeping in view of the revenue, East Coast Railway contributes to the Indian Railways. Odisha is deprived of her rightful dues. This is danger for our democracy. Article 1 of the Indian Constitution says India that is a Bharat, shall be a union of States. One of the cardinal principles of our Constitution is unity in diversity. The one of the most important aspects of Indian Constitution, which is unitary in spirit and federal in nature, is in danger today. Due to discrimination, differential growth is creating in-equality in the union of States. Law should be made accordingly to obstruct such discrimination.

Sir, Puri enjoys special place in the world tourism map due to the blessing of Lord Jagarnath. The tourists are always attracted by the beaches of Puri. Every year lakhs of people visit Puri during Car festival. 20 lakh people congregate at Puri. It has been declared that Nabakalebar of Lord Jagarnath will take place in the year 2015. I demand that the Railway stations at Puri, Bhubaneswar and Cuttack should be upgraded to international standards. The doubling of the Railway track from Khurda road to Puri is incomplete. About 25 acres of Railway land are lying unutilized in Puri. Due to inadequate number of platforms many trains halt at Malatipatpur station. I demand that new platforms should be constructed and completed by 2013-14.

Sir, you will be surprised to know that the foundation stone of Khurda-Bolangir line has been laid 14 times since 1945 under Bengal-Nagpur Railways. It is unfortunate that the Central Government is making false promise to the people of Odisha. Only 16 KM. of Railway has been constructed in the last 17 years of this Railways line. Central Government should be ashamed of this when Odisha is contributing 8,000 crores of revenue. I feel sad to mention that I belong to a place where people have to travel 65 km. on road to see a train at Bhubaneswar. The Khurda-Bolangir railway line will provide a life-line for the people of my district. Social, economic and commercial lifeline like Khurda-Bolangir Railway is being neglected for the last 65 years. This line shall provide link between western and coastal districts of Odisha. This will also reduce the distance between Bhubaneswar and Mumbai by 144 KM. Central Tribal Commission has written letter to the Railway Ministry for completing this project by terming it as the life-line of the tribals. The estimate of this project has risen from 300 crores to 1100 crores over the years. When 120 crores was allocated last year. This amount has been reduced to 40 crores this year. Is it true that funds have been shifted from one project to the another without the approval of the Parliament and against the provision of the Constitution. I want to know from the Hon'ble Minister whether this is not a wilful violation of

**3.00 P.M.**

[Shri Rabinarayan Mohapatra]

the provision of the Constitution. I would like to know from the Hon'ble Minister as to when Khurda-Bolangir Railway line shall be completed. The port link project like Haridaspur-Paradip and Dhamara-Paradip are very important from economic point of view. I also demand for the completion and implementation of the following Railway Projects like Lanjigarh Road-Junagarh, B.G. Rail link Project, Jharsuguda-Allahabad, Jajpur-Keonjhar Road, Puri-Rameswar, Vishakapatnam Rourkela, Puri-Rourkela, Puri-Ujjain. The people of Odisha want to know by what time the electrification of the following projects like Vijiana Gram Raigarha, Damanjodi-Raigarha-Titlagarh-Sambalpur B.G. Rail Link will be completed. I also want to know from the Railway Minister about the progress of setting of a Medical College at Mancheswar. I demand Duronto Express trains between Puri Mumbai, Puri-Jaipur, Bhubaneswar-Pune, Bhubaneswar-Bangalore, Bhubaneswar-Surat.

Rourkela is an industrial city in Odisha. Railways get a revenue of 700 crores from Rourkela, Sundargarh and Keonjhar. People are demanding for opening a Railway Division in Rourkela. I demand the setting up of Railway station at Rajsunakhala and naming it after martyr Divakar Parida, Raghu Mohanty who are the prides of Ranpur. This will inspire the future generation of the locality. Rajdhani Express halts for 22 minutes at Bhadrak Railway Station. The passenger will be highly benefitted if Rajdhani Express halts at Jaipur Road for 5 minutes. Hirakund Express runs, between Amritsar-Vishakapatnam for 3 days in a week. I request to the Minister to make it a daily train, keeping in view of the interest of the passenger. I also demand the construction of an overbridge on the northern side of Bairi Railway Station of Khurda Division under East Coast Railway. This will benefit the people of the district of Dhenkanal, Cuttack and Jajpur. I also demand for construction of more staff quarters for the railway employees.

Sir, I would like to take this opportunity to thank the President of India, Prime Minister, Vice-President, Speaker Lok Sabha and all Members of Rajya Sabha and Lok Sabha on behalf of 4 crores people of Odisha for facilitating the change of the name of my State from Orissa to Odisha and change of the name of my language from Oriya to Odia by an act of Parliament. This was a long-standing demand of the people of Odisha.

I thank you for giving me the opportunity to speak on the Appropriation (Railways) No. 3 Bill. I request you to exercise your right under Article 114 Section

(2) of the Indian Constitution while discharging your duty as the Presiding Officer of Rajya Sabha, as accordingly I conclude.

“Glory be to Mother Odisha

Thanking you.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Thank you, Mr. Mohapatra. It was your maiden speech and you spoke well. Now, Mr. Bernard, actually, Mr. Parmar has to catch a train. So, with your permission, I want to call him.

**श्री भगतसिंह प्रभातसिंह परमार** (गुजरात): उपसभाध्यक्ष महोदय, माननीय रेल मंत्री बजट के बाद आज सदन में अनुदान की मांगे लिए हैं, आपने मुझे इस पर बोलने का मौका दिया, मैं इसके लिए आपका आभारी हूँ। आपने मुझे पहले बोलने का मौका दिया, क्योंकि आज अभी मुझे ट्रेन पकड़नी है, इसलिए भी मैं आपका आभारी हूँ।

सर, रेल देश की एकात्मकता का प्रतीक है, इस देश की रीढ़ है और इस देश की एकता की भी प्रतीक है। इसके साथ ही यह सामाजिक समरसता की भी प्रतीक है। सर, करीब चौदह हजार तीन सौ ट्रेन्स हर रोज इस देश में चलती हैं और हर रोज इतनी दूरी तय करती हैं, जो धरती और चांद के बीच की दूरी का साढ़े तीन गुना है। देश में रेल का रूट 63028 किलोमीटर लम्बा है। भारतीय रेलवे में करीब रोज 1.3 करोड़ मुसाफिर सफर करते हैं।

सर, 16 अप्रैल, 1853 के दिन पहली ट्रेन मुम्बई और ठाणे के बीच चली थी और तब से लेकर आज तक ट्रेन चलती ही जा रही है, मानो चलना ही जिंदगी है और चलती ही जा रही है। सर, रेल इस देश की लाइफ लाइन तो बन गई है, लेकिन इस लाइफ लाइन को बजट रूपी ऑक्सिजन की कमी है। मेरी मंत्री जी से विनती है कि उसको ऑक्सिजन की पूर्ति करें, क्योंकि यह अत्यन्त आवश्यक है।

महोदय, मेरे पास समय कम है इसलिए बुनियादी जरूरत वाले बिंदु पर आपके माध्यम से मंत्री जी का ध्यान आकर्षित करना चाहता हूँ। आज पीने के पानी की तकलीफ पूरी दुनिया में है। मैंने परसों ही एक रिपोर्ट पढ़ी थी कि आने वाले समय में अमेरिका जैसा विकसित राष्ट्र भी दो-चार साल के बाद ही पानी की मुश्किल का सामना करने वाला है।

हमारा राष्ट्र आगे बढ़ रहा है। आज हर नगर, महानगर, गांव के आजू-बाजू से रेल गुजरती ही है। जहां नया इन्फ्रास्ट्रक्चर बढ़ता है, नया रेजिडेंस जोन बनता है, वहां रेल क्रॉस करने की समस्या के कारण, पूरे देश में पीने के पानी की तकलीफ नगर, महानगर के लोगों को है, इसलिए हमारी विनती है कि जल्द से जल्द कुछ रास्ता निकाल कर पीने के पानी की पाईप लाइन को रेलवे क्रॉसिंग की परमिशन जल्द से जल्द दी जाए। रेलवे इस पर जल्दी एन.ओ.सी. दे सके, तो अच्छा होगा।

दूसरी समस्या ओवरब्रिज और अंडरब्रिज की है। यहां भी ऐसा ही मुश्किल वाला मामला है। गुजरात में राजकोट और सूरत में ओवरब्रिज का पूरा डिजाइन बन गया है, गुजरात सरकार के महानगरों द्वारा अपने हिस्से के पैसे भी भर दिए गए हैं, लेकिन वहां भी अभी तक

[श्री भगतसिंह प्रभातसिंह परमार]

एन.आ.सी. नहीं मिली है। यह पूरे देश का सवाल है। आज हर बड़े नगर, महानगर, जहां से रेल गुजरती है, वहां ओवरब्रिज ट्रैफिक की समस्या आम हो गई है। हमारा देश एक युवा देश है। यहां लोग रोजगार के लिए, नौकरी के लिए घर से निकलते हैं और उन्हें घंटों तक ट्रैफिक में फंसे रहना पड़ता है। इससे देश की शक्ति की बर्बादी होती है। मंत्री जी को ऐसा इंतजाम करना चाहिए कि इस पर जल्दी एन.ओ.सी. मिले। आज सुबह हाउस में जिस गैस की दुर्गन्ध आई थी, जब हम अंडरपास से गुजरते हैं, तब ऐसी ही दुर्गन्ध महसूस करते हैं। सर इसकी रिपेयरिंग का काम भी पूरे देश में जल्द से जल्द किया जाना चाहिए। इसमें ज्यादा बजट की जरूरत नहीं है। हमारे सूरत में भी परसों इतनी लीकेज शुरू हो गई है कि उसको बंद करवाने की, उसकी मरम्मत करवाने की जरूरत है।

उपसभाध्यक्ष जी, मेरा तीसरा प्वाइंट है कि हमारा देश कृषि प्रधान देश है। गांधी जी कहा करते थे कि इस देश की आत्मा गांवों में बसती है और उसकी धड़कन खेतों और खलिहानों में सुनाई देती है। अगर एक कृषि प्रधान देश में दूसरी हरित क्रांति लानी है तो हर जिले, हर डिस्ट्रिक्ट प्वाइंट के ऊपर रेक प्वाइंट उपलब्ध करवाना अत्यंत जरूरी है, जिसमें हम देश के हर डिस्ट्रिक्ट में फर्टिलाइजर को जल्दी से उपलब्ध करवा सकें। सर अगर किसानों को अपनी फसल मार्केट में लानी है तो रेल के माध्यम से हम उसको जल्दी शहर तक ले जा सकते हैं।

मेरा चौथा प्वाइंट सिक्योरिटी, सलामती है। मंत्री जी यहां बैठे हैं, मंत्री बनने के बाद, मंत्री साहब ने ऐसी बात बोली थी कि हम सिक्योरिटी को प्रॉयोरिटी देंगे। अकस्मात् रेलवे दुर्घटनाओं के कारण सैकड़ों लोगों की जानें चली जाती हैं। रेलवे को ऐसा इंतजाम करना चाहिए कि ऐसी दुर्घटनाएं न हों। अकस्मात् दुर्घटना में जब सैकड़ों लोगों की जान जाती है, तो इसमें कोई मां का बेटा हो सकता है, कोई बहिन का भाई हो सकता है और कोई बच्चे का बाप भी हो सकता है। जब उसका सहारा छिन जाता है, तो उसके लिए जीने का कोई वजूद नहीं रहता, इसलिए सलामती को प्रॉयोरिटी देनी चाहिए। जब कभी अकस्मात् दुर्घटना होती है तो इंक्वायरी सेट होने के बाद दो ही बातें सामने आती हैं, एक तो मानवीय भूल के कारण अकस्मात् accidents होते हैं, या फिर technical फेल्योर के कारण भी अकस्मात् accident होते हैं।

उपसभाध्यक्ष जी, सिग्नल और टेलीकॉम परियोजना में 2012-13 में 2000 करोड़ रुपये का प्रावधान रखा गया है। इसमें से 700 करोड़ की कटौती की गई है। जो सिक्योरिटी का मुद्दा है, मुझे लगता है कि अभी चिन्ता का विषय बन गया है। रेलवे सलामती के लिए रेल विभाग को डबल बजट प्रोवाइड करने की जरूरत है। इसमें जीर्णोद्धार के अलावा अपग्रेडेशन संभव हो सकेगा, साथ ही यात्रियों की सुरक्षा पुख्ता होगी। ..(समय की घंटी)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please conclude.

श्री भगतसिंह प्रभातसिंह परमार: दूसरा मुद्दा है, जब हम रेलवे के पास होते हैं, तो आजू-बाजू का दृश्य बहुत शर्मनाक होता है। सुबह जब हम दिल्ली कैंट से नई दिल्ली तक आते हैं तो लोग सोच के लिए आजू-बाजू बैठते हैं। हमें लगता है कि वहां भी स्वच्छता की

जरूरत है। इसमें ज्यादा बजट नहीं लगने वाला है, लेकिन यह देश की गरिमा का प्रश्न है। देश की राजधानी में रेलवे स्टेशनों के आसपास इतनी गन्दगी हो, तो हमें लगता है कि इस बात को प्रायोरिटी पर लेना चाहिए।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** भरतसिंह जी, आपको ट्रेन पकड़नी है, आप समाप्त कीजिए।

**श्री भरतसिंह प्रभातसिंह परमार:** सर, मैं कंकलूड करता हूँ। रेलवे के पास इतनी जमीन है कि अगर इसके ऊपर रतनजोत की खेती करवाई जाए, तो बायो डीजल उपलब्ध हो सकता है। इससे डीजल का प्रोडक्शन भी बढ़ेगा।

सर, हमारे साथी, रेल राज्य मंत्री, भरतसिंह सोलंकी जी यहां हैं और मेरा नाम भी भरतसिंह है। इसलिए मेरी विनती है कि गुजरात के जो प्रश्न अभी तक पेंडिंग हैं, वैसे मुकुल जी से भी मेरी विनती है, ...(व्यवधान)... अभी तो यही करना पड़ेगा।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** परमार जी, आप कंकलूड कीजिए।

**श्री भरतसिंह प्रभातसिंह परमार:** अभी खेती ही देश को और दुनिया को बचाएगी। रेल की बंजर जमीन पर बायो डीजल का प्रोडक्शन करना अत्यंत जरूरी है।

मैं एक अंतिम बात कहना चाहता हूँ। आज गुजरात देश के विकास का इंजन बन गया है। सर, पश्चिम रेलवे की जो रेवेन्यू है, उसमें गुजरात का बहुत बड़ा हिस्सा है। आज मुम्बई ग्लिट्ज सिटी बनती जा रही है। अगर उसको अहमदाबाद तक ट्रांसफर कर दें, तो हमें लगता है कि देश की भी सेवा होगी और पश्चिम रेलवे का भी गवर्नेंस ठीक तरह से आगे बढ़ेगा।  
(समय की घंटी)

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** ठीक है, आपका समय समाप्त हो गया।

**श्री भगतसिंह प्रभातसिंह परमार:** सर, ठीक है, मैं कंकलूड करता हूँ। दोनों मंत्रियों से हमारी यह विनती है कि वे गुजरात का भी ध्यान रखें और रेल का भी ध्यान रखें। अस्तु, भारत माता की जय।

**SHRI A.W. RABI BERNARD (Tamil Nadu):** Sir, I rise to register my views on The Appropriation (Railways) No. 3 Bill, 2012.

First of all, I urge the hon. Railway Minister to take note of the following issues concerning Tamil Nadu.

One, when metre gauge was in existence, railway sidings were made available to us in important railway stations in the Cauvery delta region, which is the granary of Tamil Nadu. These important stations are: Sirkazhi, Tiruvarur, Kumbakonam, Peravurani, Salem and Coimbatore. After metre gauge was converted into broad gauge, no provision was made for sidings. It becomes difficult to unload and transport goods, particularly paddy. So, the Government of Tamil Nadu is forced to transport paddy through lorries. I request the Railways to make necessary

[Shri A.W. Rabi Bernard]

arrangements for railway sidings for movement of goods, and the Railways' land may also be allocated for construction of godowns. Large tracts of railway land are kept unused. Maintaining them safe and clean also becomes a problem. Please consider giving them on lease to the State Government for constructing storage facilities.

Two, Tamil Nadu is not given enough railway rakes. As a result movement of food articles, LPG cylinders etc., become very difficult. Railway officials are demanding payment of freight charges under 'wagon load' classification. This would mean an exorbitant expenditure additionally. I, once again, request the Railway Minister to provide sufficient wagons to the Tamil Nadu Civil Supplies Corporation under the two-point combination for movement of Central Pool Allocations. We all know that transportation facilities have a catalytic and pump-priming impact on growth and development. New lines open up new areas. Other projects like gauge conversion, doubling and change of traction increase capacity and give further fillip to development. Hence, new railway projects, which are being announced year after year in the Railway Budget, should be implemented speedily.

Going through the various financial and operational details of the Railway Ministry, I have a general observation. There is no point in paper sanctions. They must be followed by tangible actions. Otherwise, capital cost and interest during construction will increase. Benefits and increased line capacity get postponed. I would like to refer to two or three major projects in Tamil Nadu which have made hardly any progress since their sanction. For example, electrification of Madurar-Thoothukudi-Nagercoil, new lines connecting Chennai-Cuddalore *via* Mahabalipuram, new line between Erode and Palani, and material modification of gauge conversion on Vellore-Villupuram line. These are just a few examples of highly delayed, long back announced, projects for Tamil Nadu. The Sam Pitroda report and the Anil Kakodkar Committee suggested almost Rs. 10 lakh crore for the next five years to modernise and bring safety measures to the Indian Railways. What is your action plan to get this amount of Rs. 10 lakh crore? Where are you going to get it from?

Strategic thinking, visionary planning and spending on technological upgradation are the most urgent requirements of the Railways. I am afraid that unless these steps are taken, the Indian Railways may go the Indian Airlines or Air India way.

The Indian Railways is a great institution. It is the pride of the nation. Unless



constant efforts are made, it may become unusable and a big liability. So, come up with bold initiatives, time-bound action plans, think nationally and not with regional or home-State attitude.

The Railways have large resources like prime real estate which can be used to raise huge funds, like Rs. 10 lakh crore which I mentioned earlier, without which we cannot modernise the system. Thank you, Sir.

SHRI BIRENDRA PRASAD BAISHYA (Assam): Mr. Vice-Chairman, Sir, I thank you very much for giving me this opportunity to speak on the Railways Appropriation Bill. I stand here to support the Bill with certain observations.

Sir, before starting my speech, I would like to congratulate the new Minister who assumed charge only a few days back and after assuming charge, on the very first day, in his speech, he has withdrawn the hike in tariff in the passenger trains excluding First AC and AC II Tier.

[THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN)  
in the Chair]

Sir, the Indian Railways is the lifeline of India but, the role of the Indian Railways towards the North-Eastern Region is nothing but the story of negligence, nothing but the story of ignorance and nothing but the story of discrimination.

Sir, 95 per cent of the railway lines belonging to Assam were constructed by the British Kingdom. When India was ruled by the British Kingdom, when India was under the British rule, they constructed 95 per cent of the railway lines in Assam. But, in independent India, the Railway Ministry neglected my region, my State, very badly.

Sir, I am very sure if the new Railway Minister, who assumed charge only a few days back, widely travels the North-Eastern Region and Assam, definitely, he will give consideration to the development of Railways in Assam and the North-Eastern Region.

Sir, my country is enjoying 64 years of Independence. Sir, can you imagine that in the last 64 years, there is not a single electric railway line in Assam? The Members can imagine that in the last 64 years, most part of Assam's railway network is not covered by broad gauge railway lines. The Members can imagine that most of the capital cities in the North-Eastern States are not connected by the Railways. This is the scenario of Railways in the North-Eastern Region and Assam. Sir, 14 years ago, construction of a railway bridge was started over the river Brahmaputra,

[Shri Birendra Prasad Baishya]

namely the Bogibeel bridge. But in the last 14 years, not even one-fourths part of this bridge has not been completed. It has already taken 14 years. How many more years it will take is known only to God and the Railway Ministry. In his Railway Budget Speech, the then Railway Minister very proudly announced that the railway tunnel in Jammu and Kashmir has been constructed in three years. Yes, Sir, this is a very welcome move, very good move. But, Sir, just imagine that for construction of a railway tunnel in-between Lumding and Badarpur, it has already taken 13 years. It has already taken 13 years to complete the Lumding-Badarpur railway tunnel. Sir, Assam is known for natural beauty and natural resources. Assam tea is popular in every part of the world. Assam is famous for producing oil, similarly vast forest reserve and water resources. Assam is contributing maximum number of foreign exchange. India is getting maximum number of foreign exchange from Assam. But in return, Assam is not getting anything from the Railway Ministry. In the last Railway Budget, the then Railway Minister had announced two new super speciality hospitals; one at Guwahati and another one at Rangapara. But what is the fate of these hospitals is not known to us because nothing has been done, though it was announced in the Railway Budget Speech. As everybody is saying, the Railways is not only the lifeline of our country; it is integrating our country. Sir, there is a railway line, but there is no railway service in the northern part of Brahmaputra in our State. From Rangapara to Murkongseleck, in the last several months, no train is not running. The railway authorities have told us that gauge conversion was going on there. But the gauge conversion work between Rangapara and Murkongseleck has now stopped and no work is going on for the last several months. Kindly look into the matter. You know the pathetic condition of my State, Sir.

THE VICE CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): There are five more speakers. Please conclude.

SHRI BIRENDRA PRASAD BAISHYA: Please give me some more time because I am reflecting the problems of the entire North Eastern Region. The people of this country must know what the people of the North Eastern Region are getting from the Railway Ministry. I have full faith in Shri Mukul Roy. He has widely visited our region. I hope during his time, we will get justice. We are fighting for justice, we are crying for justice. In the last Railway Budget Speech, the then Railway Minister announced that there will be an intercity train between Tezpur and Guwahati including one passenger train in between Rangia to Tezpur. It was a welcome move. But, Sir, this train service is not running in this region due to gauge conversion work. He had announced an intercity train from Tezpur to Guwahati. But the railway

track at this moment is not yet completed in this region. Kindly complete this track immediately. Assam has been divided into two Valleys, the Brahmaputra Valley and the Barrak Valley. The road connectivity in the Barrak valley is very difficult. This road is going up to Mizoram. Constitution and Gauge conversion between Lumding and Badarpur is going on for the last 14 years, but nothing has happened there due to large scale corruption and large scale irregularities. I demand of the hon. Minister, who is very dynamic, young and honest, to look into this issue and fix the responsibility on those officers because of whom this work has not completed in the last several years. Sir, another thing is that around 10,000 Grade 'C' and Grade 'D' posts are vacant in the North East Frontier Railways. You know that Assam is an insurgency-prone area and unemployment is a big problem in our Region. I would like to request the Minister, through you, Sir, to kindly fill up these posts which have been lying vacant in the North East Frontier Railways for years together. Filling up these posts will remove unemployment problem to some extent, and this will send a good signal to people of the North-Eastern Region. This will bring about peace and development in the Region.

Sir, I can proudly say that the World's Women Boxing Champion is from the North-Eastern Region. I can also proudly say that four or five players of the North-Eastern Region are going to participate in the 2012 London Olympics to be held now. They had already qualified. But there is a lack of sports facility in our Region. I would like the Railway Minister to look into this problem. Then, Sir, the Government has announced several Sports Academies in many parts of the country. The Railway Ministry should come forward and establish a Sports Academy in our Region, for the development of sports there. Sir, Assam is the heart of the North-Eastern Region. It consists of eight States. I would request the hon. Minister to establish a Railway Zone in the North-Eastern Region, with Guwahati as its headquarter. This will, definitely, be helpful for the development of this Region. Here, I would request the Minister to kindly convene a meeting in Guwahati, in his presence, with the public representatives, Members of Parliament of the North-Eastern Region, along with the officers of the North East Frontier Railway. Only then can you realize the ground situation because the officials of the North East Frontier Railway are not giving you the proper picture. They have not given you the proper picture. If you sit with them, discuss with them, then, you can realize the situation as to why they took nearly 14 years to construct a bridge over the River Brahmaputra, why they took 14 years to construct a railway canal in between Lumding and Badarpur?

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Please conclude.

SHRI BIRENDRA PRASAD BAISHYA: Sir, when will the people of Assam get justice? When will we get electric railway lines? When will we get broad gauge lines? When will we get double track railway lines? The question is, when, when, when? Already, sixty-five years have passed after our independence. For the independence of our country, our people also sacrificed their lives equally. But, even after 65 years, we are not getting the double track railway line. Sir, we are also very good Indians. We, the people of the North-Eastern Region, are also true Indians. When Sachin Tendulkar hit his 100th century, we, like crores of other people, cheered him up. When Sachin got out, like crores of Indians, we also felt bad that he got out. This is our sentiment. We are very good citizens. But please try to understand our sentiments, try to understand our problem. Sir, Guwahati is a long way from Delhi. The distance is more than 2,000 kms. Mumbai is more than 2,500 kms. from the North-Eastern Region. And, Sir, according to the Report of the World Health Organisation—this is not my report, Sir—maximum number of cancer patients of the world is coming from the North-Eastern Region.

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Thank you very much. Your time is over.

SHRI BIRENDRA PRASAD BAISHYA: Daily, hundreds of cancer patients are travelling from Guwahati to Mumbai and from Guwahati to Vellore for treatment. Sir, on humanitarian grounds, on medical grounds, in the interest of those cancer patients, can the hon. Railway Minister announce a Superfast Train, a Duronto Train, via Calcutta, from Guwahati to Mumbai, from Guwahati to Chennai for cancer patients. I hope the Railway Minister will come forward to help us.

SHRI P. KANNAN (Puduchery): Hon. Vice-Chairman, Sir, I am going to take much of the time in the Railway Budget as I have been watching many people express their valuable opinions and suggestions. Of course, Indian Railways, as my colleague just now said, is the pride of India. The vastness in Railway lines is unparalleled to any other country or it is one of the biggest Railways in the world. But the state of Railways has to be changed; there is no second opinion about it. But, this Railway Budget is one of the best Budgets ever passed in the Parliament. That is what my personal understanding is. It is one of the best Railways Budgets. If it is implemented in letter and spirit, that would change the face of Railways of our country and it will give a lot of facilities to our Indian people. We must have more funds for that. I kindly request hon. Railway Minister to mobilise funds to improve Railways. Without funds we cannot do anything. We cannot build castles in the air in an imaginary world. In reality, we need money, we need funds, and we need all sorts of things, for which I kindly request the Minister to make arrangements for

mobilising more sources, in whatever way he can do. The ways and means I don't want to suggest. The Minister is an experienced gentleman and he is under the dynamic leadership of Madam Mamta Banerjee, the hon. Chief Minister of West Bengal; so he can do this. Coming to my own State, one of my colleagues spoke just now. I appreciate his sentiments. We are always saying 'my State', 'his State', 'this gentleman's State', 'that gentleman's State'. We are dividing ourselves into pieces, into fragments. That is not good. But having said so, our system is like that, our condition is like that, today's, political scenario is like that. It is unfortunate. If we change the old system, old set-up, then we need not go for division or fragmentation. So, with all excuses, I am coming to my State, a small Union Territory. I cannot call it a State; it is a UT. Mr. Vice chairman, Sir, you must be knowing, Puduchery, the erstwhile Pondicherry, now is officially named 'Puduchery'. It does not have a direct Railway link to Chennai. Now, how are we going to Chennai? We go to Villupuram. Villupuram is this way, Chennai is that way. We go to Villupuram; we catch some train and go to Chennai; It takes 5<sup>1/2</sup> hours or 6 hours; whereas, by bus, we reach Chennai in 2<sup>1/2</sup> hours. How will you expect that people use train to go to Chennai? Sir, Chennai is everything for us. It is the nearest big city or metropolitan or whatever it is. We have to go to Chennai. What I am requesting the hon. Minister is, if something could be done in this regard, there will be more traffic and railways can also earn more revenue. You can get crores of rupees from this small line.

Sir, I would like to bring, through you, to the kind notice of the hon. Minister that Puduchery has never got a single new railway project since Independence. That is a very sad story. Not even a single project we got. Project means, a new railway line, not extension or anything. We have not got a new railway line linking to Chennai; not exactly up to Chennai. If you give linkage from Puduchery to Tindivanam—Tindivanam is 40 kms. away—it will not only facilitate the people of Puduchery alone but it will also help the entire South-Arcot and the people from other extreme southern region can also use it. So, I request the hon. Railway Minister, at least this time, a new railway project, linking to Tindivanam, may be taken up. You may have to construct some bridges, some land is also needs to be acquired for this purpose. But, if you give only one project this time, which we have not got since Independence, we would be grateful. Just now, an hon. friend from Assam said that ours—Puduchery—being the headquarter, there is no direct connection to Chennai. People are facing difficulties, Sir. Sir, if you take me as an example, not as a representative of the people, if I want to come to Delhi...

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Sir, please conclude. There are four more speakers from your party.

SHRI P. KANNAN: ...I have to go to Chennai. Without going to Chennai, I cannot come to Delhi. So, every time I hire a car and go to Chennai. I assure you, if there is a rail link between Puduchery and Chennai via Tindivanam, I will never go by car. This is unsafe. The road travel is very unsafe. So many accidents are taking place due to non-availability of linkage, in the East coast road, you might be knowing, how many accidents are taking place everyday. It is called as 'death road' or 'roads of death'. Many articles have appeared in the print and there is coverage about this in the electronic media also. So, we can avoid accidents. Of course, railways is no exemption. Of course, very rarely, accidents also take place in railways. So, I request the hon. Minister to consider my humble plea, request and do the needful. Thank you.

**श्री वीर सिंह** (उत्तर प्रदेश): उपसभाध्यक्ष महोदय, आपने मुझे इस महत्वपूर्ण विधेयक पर बोलने का अवसर दिया, इसके लिए मैं आपका धन्यवाद अदा करता हूँ। मान्यवर, रेल भारत की जनता के इधर-उधर आवागमन के लिए बहुत ही महत्वपूर्ण साधन है। इसलिए बजट में रेल के लिए अतिरिक्त बजट की मांग की गई है। रेलवे विकास एवं आधुनिकीकरण के लिए वर्षों से लम्बित परियोजनाओं को तैयार करने के लिए शीघ्र कदम उठाया जाए, जैसे कि रेल पटरियों, पुलों, सिगनल और दूरसंचार के आधुनिकीकरण पर विशेषकर ध्यान दिया जाए।

इनके विकास के लिए निगरानी तन्त्र स्थापित किया जाना चाहिए। कई रेल परियोजनाओं में देरी के कारण उनकी लागत 100 फीसदी से ज्यादा बढ़ गई है। इस देरी के कारण रेल विभाग को जो करोड़ों रुपयों की हानि हुई है, उस ओर आपको ध्यान देना चाहिए। इस हानि को देश की जनता के हित में रोकना बहुत जरूरी है। उसको रोकने के लिए आवश्यक कदम उठाए जाने चाहिए। कई रेल परियोजनाओं में देरी के कारण उनकी लागत 100 फीसदी से ज्यादा बढ़ गई है, यह बात ताजा सरकारी आंकड़ों में कही गई है। सांख्यिकी एवं योजना कार्यान्वयन मंत्रालय द्वारा तैयार ताजा रपट के मुताबिक 1983 में स्वीकृत माल परिचालन सूचना प्रणाली पर 520 करोड़ रुपए की लागत का अनुमान लगाया गया था और उसमें 204 महीने की देर हो गई है। लांजीगढ़-जूनागढ़ की नई लाइन का निर्माण पिछले 120 महीनों से चल रहा है। रपट में कहा गया है कि इन दो परियोजनाओं की लागत क्रमशः 114 करोड़ रुपए और 127 करोड़ रुपए बढ़ गई है। मंत्रालय ने जिन 562 परियोजनाओं की जांच की है, उनमें 132 रेल क्षेत्रों की परियोजनाएं हैं। इनकी लागत का अनुमान 65,05,470 करोड़ रुपए था, जब कि पूरा होने तक यह लागत बढ़कर 1,34,13,350 करोड़ रुपए हो जाएगी, जिससे स्पष्ट है कि यह लागत 106 फीसदी से अधिक होगी। इन परियोजनाओं पर दिसम्बर, 2011 तक 56,395 करोड़ रुपए खर्च किए गए थे।

उपसभाध्यक्ष जी, रेल मंत्री जी ने रेल संरक्षा मद में 700 करोड़ रुपए की भारी-भरकम कटौती की है। रेल मंत्री का पदभार संभालने के बाद माननीय मंत्री जी ने रेल संरक्षा को सर्वोच्च स्थान पर रखने का दावा किया था, लेकिन रेलवे की खराब आर्थिक स्थिति के कारण वह अधिक दिनों तक इस पर कायम नहीं रह सके। उन्होंने यात्रियों की सुरक्षा को ताक पर रखते हुए रेल संरक्षा मद में आवंटित राशि में 700 करोड़ रुपए की भारी कटौती की है। इससे रेलवे की TPWS जैसी महत्वाकांक्षी योजना आगे नहीं बढ़ सकेगी। इसके अलावा पैनल

इंटर लॉकिंग, ट्रैक इंटरलॉकिंग, ऑप्टिकल फाइबर व कलर लाइट सिग्नल लगाने की योजनाएं प्रभावित होंगी। रेल संरक्षा से जुड़ी उक्त सभी परियोजनाएं ट्रेनों को दुर्घटना से बचाने और सुरक्षित दौड़ाने में मदद करती हैं। पिछले तीन सालों में पहली बात सिग्नल एंड टेलीकॉम परियोजनाओं के लिए 2012-13 के रेल बजट में 2,000 करोड़ रुपए से अधिक राशि का प्रावधान किया गया था, लेकिन माननीय रेल मंत्री ने पिछले हफ्ते प्लान हैड में 33 से 700 करोड़ रुपए की कटौती कर दी है। इस वित्तीय वर्ष में उक्त प्लान हैड को अब सिर्फ 1,300 करोड़ रुपए मिलेंगे। बताया जाता है कि सभी श्रेणियों के यात्री किराए को 2 पैसे से लेकर 30 पैसे प्रति किलोमीटर बढ़ाने से रेलवे को पहले 7,000 करोड़ रुपए प्राप्त होने वाले थे। इस धनराशि से रेलवे सिस्टम, संचार व्यवस्था आदि को मजबूत बनाया जाना था, लेकिन माननीय रेल मंत्री जी ने AC-I और AC-II को छोड़कर सभी श्रेणियों का बढ़ा किराया वापस ले लिया है।

उपसभाध्यक्ष जी, वर्तमान में रेल सुरक्षा बल को रेल सम्पत्ति, यात्री क्षेत्र तथा गाड़ियों की संरक्षा व सुरक्षा का भार सौंपा गया है। रेल अधिनियम, 1989 के अंतर्गत अवैध रूप से जंजीर खींचने, गाड़ी की छत पर यात्रा करने, दलाली करने, बिना टिकट यात्रा करने अनधिकृत रूप से महिलाओं के लिए चिह्नित डिब्बों में प्रवेश करने, अनधिकृत बिक्री करने तथा रेलवे संपत्ति पर अवैध रूप से कब्जा करने से संबंधित अपराधों से निटान का दायित्व सौंपा गया है, परन्तु मेरा मानना है कि रेल सुरक्षा बल अपने दायित्वों का निर्वहन उचित प्रकार से नहीं कर पा रहा है, जिससे आपराधिक मामलों में लगातार बढ़ातरी हो रही है।

उपसभाध्यक्ष जी, मैं माननीय मंत्री जी से निवेदन करना चाहूंगा कि रेल सुरक्षा बल के गठन में कार्मिकों की संख्या 75,000 के करीब है। इसके द्वारा कितनी गाड़ियों का मार्गरक्षण किया जा रहा है तथा रेलों में अपराधों को नियमित करने में इनकी क्या विशेष भूमिका है? इस बल के द्वारा वर्ष 2009-10-11 में कितने अपराधिक मामले दर्ज कराए गए हैं, कितनी रेल संपत्ति की रक्षा की गई है तथा कितने अवैध कब्जे हटाए गए हैं? रेलवे के पास कितनी सचल और अचल परिसम्पत्तियां हैं तथा अचल सम्पत्तियों में से कितनी सम्पत्तियों पर अवैध कब्जा है? कब्जा हटाने व भूसम्पत्तियों का वाणिज्यिक उपयोग किस प्रकार हो रहा है? यात्री ट्रेनों में अवैध रूप से माल ढोने व निजी सामान के कितने मामले प्रकाश में आए हैं? बिना बुकिंग के माल ले जाने तथा रेलवे कर्मचारियों व रेल सुरक्षा कर्मियों के विरुद्ध क्या कार्यवाही की गई है?

महोदय, सुरक्षा बढ़ाने के लिए 24 घंटे सुरक्षा हेल्पलाइन, सुरक्षा कंट्रोल रूम की नेटवर्किंग, रेल सुरक्षा कर्मियों को प्रशिक्षण सुविधाओं का उन्नत व सुसज्जित सुरक्षा उपकरणों की खरीद इस समय की आवश्यकता है। ...**(समय की घंटी)**... रेलवे सुरक्षा बल कर्मियों की कार्य कुशलता में उन्नयन, अपराध नियंत्रण, ग्राहक सेवा यात्रियों के प्रति संवेदनशीलता आदि के लिए क्या प्रबंध कर रहा है?

मान्यवर, रेलवे में मार्च, 2010 तक 13 लाख 61 हजार 519 नियमित कर्मचारी थे, जिनमें से 16 हजार 800 वर्ग (क) एवं (ख) से संबंधित हैं...**(समय की घंटी)**... 9 लाख 4 हजार 700 वर्ग (ग), 44 लाख वर्ग (घ) के कर्मचारी हैं, जिनमें अनुसूचित जाति के क्रम से 1255 वर्ग (क) 14.56 प्रतिशत, 264 वर्ग (ख) 15.16 प्रतिशत, 1 लाख 39 हजार 774 वर्ग (ग) 15.38 प्रतिशत, 66 हजार 553 कर्मचारी वर्ग (घ) 15.62 प्रतिशत, 21 हजार 920, 54.60 प्रतिशत

[श्री वीर सिंह]

वर्ग (घ) सफाई कर्मचारी हैं अर्थात् कुल 2 लाख 26 हजार 736, 16.6 अनुसूचित जाति व 91 हजार 188, 6.6 प्रतिशत अनुसूचित जनजाती के कर्मचारी हैं। मैं चाहूंगा कि रेलवे में संविधान के अनुच्छेद 16(4) के अनुसार विभिन्न पदों व प्रमोशन में आरक्षण व्यवस्था करने व खाली पदों को भरने हेतु विशेष अभियान चलाया जाए। रेलवे में विभिन्न zones में कितनी रिक्तियां चिन्हित की गई हैं, मुझे अवगत कराया जाए?

मान्यवर, मैं उत्तर प्रदेश के मुरादाबाद का रहने वाला हूँ। मुरादाबाद में एक लोको पुल, जो अंग्रेजों के ज़माने का बना हुआ है, वह बहुत ही संकरा है, जिसकी वजह से मुरादाबाद में आए दिन जाम रहता है। उसका चौड़ीकरण करने का प्रस्ताव कई बार भेजा जा चुका है। इसके साथ-साथ मुरादाबाद से हरिद्वार रेलवे लाइन व मुरादाबाद से दिल्ली रेलवे लाइन पर फाटक शिफ्टिंग एम.डी.ए. के द्वारा किया जाना है, जिसके लिए रोड बनाई गई है। उस फाटक की शिफ्टिंग के लिए मुरादाबाद विकास प्राधिकरण ने मांग की है और उसके लिए एक करोड़ रुपया रेल विभाग में जमा भी करा दिया है, किंतु आज तक वह फाटक शिफ्ट नहीं हुआ है।

महोदय, इसके साथ-साथ मेरी एक और मांग है। हरिद्वार एक तीर्थ स्थल है, जहां लाखों यात्री हर साल जाते हैं और मुरादाबाद से हरिद्वार तक, जैसे अगवानपुर, कांठ, नगीना और नजीमाबाद-वहां भी फाटक बने हुए हैं, जहां ओवरब्रिज बनाना ज़रूरी है, ताकि आए दिन वहां जो जाम लगता है, उससे निजात मिल सके।

मान्यवर, गजरौला से संभल तक के लिए जो नई रेलवे लाइन की मांग कई वर्षों से चल रही है और जिसका प्रस्ताव कई बार पास भी हो चुका है, अभी तक उसका काम शुरू नहीं हुआ है, वह काम शीघ्र किया जाए, धन्यवाद। जय हिन्द! जय भारत!

SHRI K.N. BALAGOPAL (Kerala): Thank you, Mr. Vice-Chairman, Sir. The Railways are the pride of the country. As everybody has said, it has 65,000 kms. of track and the fourth largest in the world. It started from the British period. The issues that are faced by the Railways and the passengers are many. At this time, I think, we cannot go into all the details. However, I would like to say that the Budget shows that we need more money to be invested into capital expenditure, for repairs, maintenance and safety of the Railways. Unfortunately, the Railway Minister and all the concerned authorities are saying that the Railways are facing very serious financial crunch. But, two-three years back, it was not the picture. Earlier, our former Railway Minister, Shri Lalu Prasad Yadavji, was invited by IIMs to deliver lectures considering his experience of making Rs. 10,000 or Rs. 20,000 crores cash surplus or, if I may say so, profit. The IIM students and teachers were eager to hear from him.

And, for the last two years, the Railway authorities are saying that they are facing a cash crunch. Sir, whatever the reason is, Railway is a resourceful area. And, if we manage it in a proper way, it can advance; otherwise, it will be like our Indian



Airlines, Air India and Civil Aviation sector, which has been abandoned like a skeleton, whose flush and blood is culled out by the interested parties. Sir, Railway is going to face a very serious threat of privatisation. Private sector is not there in railway operations, but if it is abandoned like this, then, it will affect the development of our whole country. So, what I am suggesting is, if some financial crunch is there, then, it should be tackled. Sir, every year, the Railway is giving a dividend to the Government. This year also, it is giving a dividend of about Rs. 10,000 crores. The Government is not giving much Budgetary support to the Railways. If possible, at least, for the next two-three years, the Government should get less dividend and give more Budgetary support to the Railways. It will be good for the Railways.

Sir, in the name of financial crunch and financial problem, the Railway should not abandon its on-going projects and should not compromise with quality and safety measures. Sir, day-before-yesterday, we commemorated the 150th year of Gurudev Tagore. In the stories which he wrote and which we studied and read in schools, there is a mention of villages and old railway stations. We could go to any museum for seeing those stories. If we have to see the situations of Tagore's stories and other old stories, we have to go to some museums or we should see some old paintings. Many of our railway stations are intact like those 50, 60 or 70 years old. So, that is the story of quality upgradation in Railways. So, we have to give more money for upgradation of stations and railway lines. Sir, the railway stations are not user-friendly. For example, you take the case of New Delhi Railway Station. A stampede may happen there. These railway stations do not have enough foot-over-bridges. Except one or two escalators, no proper facility of escalators is there at the New Delhi Railway Station. Sir, we are now enacting laws for physically challenged people. The physically challenged people and old people cannot walk all the way to the railway station. Enough number of foot-over-bridges are not there; enough number of escalators are not there; and lift facility is not there. All these facilities are lacking even in State capitals. I can say this about Trivandrum or any other State capital. There should be escalators, lifts and latest facilities at these railway stations. The babus of earlier Tagore's stories are intact in Railways. This is the most bureaucratic system in the country. They think that they have a separate Budget. Apart from the General Budget, the only other Budget is the Railway Budget. So, the babus think that they are not answerable to the society, they are not answerable to any of the queries of State Governments, they are not answerable to public servants and they are not answerable to people's elected representatives. This is the attitude of the babus! This attitude has to be changed. So, what I suggest is, more money should be infused for providing all these facilities in the railways.

**4.00 P.M.**

[Shri K.N. Balagopal]

Sir, there are many demands for new railway lines and new trains. But the present situation is, there are not enough coaches, there are not enough wagons, and there are not enough electric engines. The Railway is not putting enough money for this purpose. Even they are not interested in starting new factories. This is one aspect. As far as the existing lines are concerned, we should use them more effectively. We have railways lines, and if we put automatic signalling system in those lines, then, the capacity of the existing railway lines can be augmented between 100 and 200 per cent. Sir, in Bombay Suburban Railway, Calcutta Suburban Railway and in Chennai Suburban Railway, within one or two minutes, a train can go; why? It is because in-between two stations, at every five kilometres or ten kilometres, there is one signalling system. If automatic signalling system is there, then, at every one kilometre or even less than that, a signalling system will be there. As a result, more trains can go. That is the only way of increasing the number of trains. Because of dearth of land, we cannot lay more and more lines. I put a question about three days back in this House, and I was told that about Rs. 50 lakh per kilometre is the cost of making a double line with automatic signalling system.

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Please try to conclude.

SHRI K.N. BALAGOPAL: Sir, I am not going to take much of your time. If automatic signalling system is there, more trains can ply. The Government of Kerala asked for it. The Government of Kerala said that they would pay Rs. 100 crore or something like that if you are putting a model system from Trivandrum to Ernakulum. But the Railways were not ready. If automatically signalling system is coming, we can use double the number of trains as compared to what we are using now. So, this kind of quality augmenting programme should be accepted. I have a few things to say about Kerala and within one minute I will conclude. One point is about foot-overbridges and facilities in the stations. Sir, secondly, new trains are not coming. Recently they have said that they have not completed the doubling of lines. On the double lines, the capacity is already exhausted. So, it is not possible and no more trains are needed. Sir, for example, there is a new railway line, as the hon. Vice-Chairman knows, coming from Tamil Nadu. We have the Chennai-Trivandrum line and there is meter gauge conversion from Punalur to Kollam. Now it is completed, Sir. Even after two years of completion of that line, no train is being serviced properly. We have raised it several times. When the earlier Minister came to Trivandrum, we had a meeting. We asked for a new line. You, at least, put some new

trains. But, they are not putting. So, more trains are needed. About coach factory also, the Government gave one thousand acres land and it was announced. Even now it has not started. A bogie factory which the Kerala Government gave free, it has not started. Every State is giving some complaint. What I am finally saying is that there should be a threadbare discussion. The earlier Minister is not there after presenting the Budget but the new Minister may continue and take lead to discuss about the issues and augment the quality by having the maximum use of the lines which is the only way through which we can help the Railways. I hope the Government and the Railways will take the initiatives. With these words, I conclude, Sir. Thank you.

SHRI ANIL DESAI (Maharashtra): Mr. Vice-Chairman, Sir, I thank you for giving me an opportunity to participate in the discussion on Railways Appropriation Bill–2012-13. Sir, it is to be noted that the number of railway accidents has increased steadily. This shows how unsafe the trains are for over 18 million Indians who travel by train every day. Passengers suffer both on account of the lack of safety on the whole as well as criminal incidents which lead to loss of property, injuries and death. For example, recently there was a freak accident on a Mumbai suburban train due to negligence of the railway staff. Many passengers were injured and three passengers lost their lives. Recently, a high level safety review committee, headed by nuclear scientist Anil Kakodkar, made a series of recommendations to ensure the general safety of the Railways and identified operational gaps that pose safety risks. The panel's recommendations need to be implemented sooner than later. According to the Kakodkar Committee report, the Railways need about rupees one trillion for safety provision over the next five years. Therefore, Railways will have to develop a mechanism on PPP mode or revenue generating plans need to be put in place to meet the expenditure on the safety. The then Railway Minister, Mr. Dinesh Trivedi, had said in Parliament when he presented the Budget, that a proposal for an integrated security system to ensure passenger safety and stressed on the need to augment the protection provided by the Railway Protection Force and the Government Railway Police to about 3,500 trains. The Government needs to identify the vulnerable areas and urgently take steps that will provide police protection to passengers on all trains. The death of Frank Wilfred, a 23 year old French citizen, under mysterious circumstances underscores the need to ensure safety of passengers on trains. An injured Wilfred was found at Karnal station. He was travelling by the Amritsar bound Sachkhand Express train when there was an altercation while he was on the train. Sir, substantial percentage of the country's total railway passengers is from Mumbai and yet, they get a raw deal. There is a demand for increasing frequencies of local trains, more coaches, hygienic conditions across stations and safe travel. There should be speedy implementation of the fast

[Shri Anil Desai]

corridor on the Harbour Line. Last year, the Railway Minister had promised a Committee to overlook the working of various projects and its timely implementation. But, so far, nothing has materialized.

Almost every commuter, whether male or female, complains about lack of cleanliness and hygiene in local trains as well as on all stations. There are no toilet facilities on platforms and even if one finds it, it is located in the extreme corner. It is never in a hygienic condition. This creates a big embarrassment for female commuters, as there are lesser facilities for them.

There is a need for more first-class bogies or compartments in each local train as the number of passengers travelling in these compartments has increased phenomenally over past few years.

'The Times' of the UK calls Mumbai's local railway network as one of the deadliest in the world. According to a report by the high level Safety Review Committee set up by the Government in September 2011, about 6,000 die on Mumbai's crowded local rail network every year. The Committee headed by Dr. Anil Kakodkar recommended that grim situation on Mumbai's suburban railway system needs to be tackled on a war footing.

The Railways need to utilize surplus land in a judicious manner. May I know from the Minister what steps the Ministry has taken to evict encroachers from the Railway land? The House may be enlightened on this issue.

So far as the recruitment in Central Railway and Western Railway in Maharashtra is concerned, I may caution the Railway Minister that Railways need to recruit 'sons of the soil', that is, local aspirants in Group D comprising Trackmen, Khalasi, Gatesmen and Pointsmen; and Group C which consists of Assistant Loco Pilots, Assistant Station Masters, Guards, skilled artisans, Junior Engineers, Ticket Checking staff, Enquiry-cum-Reservation Clerks, etc.

The vacancy positions, as on date, in Group C and Group D are more than 10,000 each in the Central Railways and the Western Railways. As a matter of fact, since 2007, Mumbai's Railway Recruitment Board has not conducted any recruitment drive against Group C posts in the Central Railway, which has also resulted in creating hundreds of unfilled promotional vacancies in the grade of Motormen and Assistant Loco Pilots. Thus, existing Motormen are compelled to work overtime beyond their regular schedule of seven hours. This is also adding to the rise of a number of accidents.

Therefore, panacea for this is to conduct recruitment drive at a faster pace

which will address the local problem of unemployment as well as reduce the number of accidents.

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Please conclude.

SHRI ANIL DESAI: Sir, I would like to suggest for the kind consideration of the hon. Minister that there is a peculiar problem of trade apprentices working in the Engineering Department of the Central Railway. They obtain ITI and NCTVT certificates after undergoing a thorough training. These employees are conveniently sidelined for promotion to the Group C posts of Assistant Loco Pilots. In fact, they are more technically qualified compared to Group D employees, who are promoted to the Group C category.

There is a lot of heart-burning among the local Mumbai youth. If the recruitment drive is not conducted in the right earnest, I am afraid, it may lead to unrest for which Ministry of Railways will be solely responsible.

I hope that the hon. Minister of Railways will take due cognizance of the matter and take some immediate steps to safeguard the Railways as well as our country, our nation. Thank you.

श्री जय प्रकाश नारायण सिंह (झारखंड): माननीय उपसभाध्यक्ष जी, मैं रेल के अनुपूरक बजट पर बोलने के लिए झारखंड, एक नए राज्य, एक पिछड़े इलाके से आने वाला व्यक्ति हूँ। झारखंड राज्य बनने के बाद हमारी झारखंड सरकार ने आज से 12 साल पहले 5 नई रेल लाइनें बिछाने के लिए 60 परसेंट राशि एकमुश्त जमा की थी। अभी रेलवे 50 परसेंट पर नई रेल लाइन बिछाती है, जबकि हमने 60 परसेंट जमा किया था। उन 5 लाइनों में सिर्फ एक लाइन, देवघर से दुमका, 70 किलोमीटर बनी। वहीं दुमका से रामपुरहाट बाकी है।

गिरिडीह-हजारीबाग-कोडरमा-रांची लाइन अभी बाकी है। जब हम रांची से दिल्ली आते हैं, तो वाया लोहरदगा और पलामू होते हुए एक लाइन ब्रिटिश काल से ही अधूरी पड़ी हुई है। रेल मंत्री जी, अगर हम उस लाइन को चालू कर देते हैं, तो रांची से दिल्ली आने में पूरे सात घंटे की कमी आ जाएगी, इतनी दूरी कम हो जाएगी। वहां पर रेल ब्रिज भी बना हुआ है, लाइन भी बिछी हुई है, केवल उसका जीर्णोद्धार करके उस पर रेल चलानी है।

माननीय मंत्री जी, हम देवघर से आते हैं, जहां बैद्यनाथ धाम है, शिवधाम है, वहां पूरे साल, हर महीने लाखों यात्री जाते हैं। हमने आपके डीआरएम को पत्र लिखा कि देवघर और जसिडीह रेलवे स्टेशन पर एमपी फंड से हम आरओ सिस्टम लगाना चाहते हैं, लेकिन आपके डीआरएम ने आज तक उस पत्र का जवाब नहीं दिया। फंड एमपी देगा, लगाना उनको है, लेकिन उसको लगाने की कोई सुध आज तक आपके डीआरएम ने नहीं ली है।

माननीय उपसभाध्यक्ष जी, दिल्ली से पटना एक राजधानी एक्सप्रेस चलती है, जो सुबह 5.00 बजे पटना पहुंचती है। 5.00 बजे से शाम 7.00 बजे तक वह वहीं रुकती है, 7.00 बजे

[श्री जय प्रकाश नारायण सिंह]

वहां से खुलती है। मेरा अनुरोध है कि उस ट्रेन को आप आसनसोल तक बढ़ा दें, चूंकि वहां रेल की देखभाल के लिए, बोगी साफ के लिए सुविधा उपलब्ध है। अगर उस ट्रेन को पटना की जगह आसनसोल से खोला जाए, तो इतने समय में वह उस दूरी को कवर भी कर लेगी और उसकी मेंटेनेंस भी अच्छी होगी। इस तरह हम देवघर जैसे महत्वपूर्ण स्टेशन को राजधानी एक्सप्रेस से जोड़ सकते हैं। चूंकि सप्ताह में एक ही राजधानी एक्सप्रेस यहां से वहां जाती है, जिसका वहां स्टॉपेज है। अगर आप इस ट्रेन को वहां तक बढ़ा सकते हैं तो ठीक है, नहीं तो हावड़ा राजधानी, जो हर रोज़ हावड़ा से दिल्ली आती है, उसे हम पटना होकर वाया यहां से भी कर सकते हैं। इससे भी यह काम पूरा हो सकता है। इन दोनों में जिसमें आपको सुविधा हो, आप उसे देख लें।

मंत्री जी, आपने देवघर से दुमका लाइन का नवनिर्माण किया है। वह बैकवर्ड एरिया भी है, इसलिए उस पर जो ट्रेन चलती है, उसका फेरा बढ़ाया जाए। इसका फेरा बढ़ाने से वहां के नागरिकों को राजधानी रांची से पटना और पटना से दिल्ली जुड़ने में बहुत सुविधा होगी, इसलिए इसका भी ख्याल किया जाए।

पहले हावड़ा से मुम्बई एक्सप्रेस ट्रेन चलती थी, लेकिन अब उस ट्रेन को बन्द कर दिया गया है। वहां से मुम्बई जाने के लिए हम लोगों के पास कोई ट्रेन उपलब्ध नहीं है। देवघर से एक ट्रेन—काशी विश्वनाथ एक्सप्रेस, देवघर, बैद्यनाथ धाम से खुलती थी और वहां से काशी, बनारस जाती थी। उस ट्रेन को बन्द कर दिया गया है। जब हमने पता किया कि उसे क्यों बन्द किया गया, तो कहा गया कि वह इकनॉमिकली फिट नहीं थी। वह ट्रेन दो तीर्थधामों को जोड़ती थी और उसमें बहुत से तीर्थयात्री जाते थे। जब आप इस ट्रेन को चलने देंगे तभी आपको फायदे और घाटे का मालूम होगा इसलिए उसको भी चालू किया जाए।

लालू जी के समय में बुलेट ट्रेन की बहुत चर्चा हुई थी कि बुलेट ट्रेन चलाई जाएगी। वह जापान गए ... (व्यवधान)

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): There are two more speakers from your party.

श्री जय प्रकाश नारायण सिंह: बस, हम तुरन्त समाप्त कर रहे हैं, हमें भी उनका ख्याल है, वे हमारे ही मेम्बर हैं।

महोदय, मेरा कहना यह है कि उस बुलेट ट्रेन को चलाया जाए ताकि इसका गौरव भी भारत को मिले कि भारत में भी बुलेट ट्रेन चलती है।

अपने अन्य वक्ताओं का और समय नहीं लेते हुए हम अपनी बात यहीं समाप्त करते हैं। धन्यवाद।

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Now Shri Nrendra Budania. There are four more speakers from your party. So, kindly be brief.

श्री नरेन्द्र बुढानिया (राजस्थान): धन्यवाद उपसभाध्यक्ष जी, आपने मुझे बोलने का समय दिया। मैं इस 'विनियोग (रेल) संख्यांक 3 विधेयक, 2012' का समर्थन करने के लिए खड़ा हुआ

हूँ। मैं धन्यवाद भी देना चाहता हूँ कि यूपीए-II में यह तीसरा बजट पेश हुआ है। तीनों बहुत अच्छे, बहुत शानदार और स्वागत योग्य थे।

महोदय, आज रेलवे के विकास के लिए जिन चीजों पर सबसे अधिक ध्यान देने की आवश्यकता है, मैं समझता हूँ कि विशेष तौर पर इसमें तीन चीजें आती हैं। सबसे पहला ध्यान सेफ्टी पर दिया जाना चाहिए। दूसरी बात, हमारी जो ट्रेनें चल रही हैं, वे नियमित चलें, रेगुलर चलें और समय पर चलें। तीसरी बात, आज हर तरफ से मांगें आती हैं, कहीं अमान परिवर्तन की मांग आती है, तो कहीं नई रेल लाइन डालने की मांग आती है। अनेक मांगें आती हैं, ये आनी भी चाहिए, लेकिन उन सबके लिए पैसा नहीं है। रेलवे को आय बढ़ाने की आवश्यकता है। ये तीन चीजें महत्वपूर्ण हैं।

महोदय, जहां तक सुरक्षा की बात है, तो सुरक्षा के लिए आज हमें लैटेस्ट टेक्नोलॉजी की आवश्यकता है। आज हमारी गाड़ियां राम भरोसे चल रही हैं। आज हमारे पास लैटेस्ट टेक्नोलॉजी नहीं है। महोदय, आज हमारा जो सिस्टम है, उसको मॉर्डनाइज करने की आवश्यकता है। जो एंटी कॉलिज़न डिवाइस है, इसको आज विशेष तौर से प्राथमिकता देने की आवश्यकता है।

महोदय, मैं जो आय बढ़ाने की बात कर रहा हूँ, यह पैसेंजर भाड़े से नहीं बढ़ायी जा सकती। हमारी आय जो बढ़ सकती है, यह माल भाड़े के द्वारा ही बढ़ सकती है। ये तीनों चीजें आज इस देश के रेल के विकास के लिए और हम सब के लिए आवश्यक है। जहां तक रेलों के नियमित रूप से पहुंचने की बात है, तो मैं सब के भाषण सुन रहा था। सभी को इस बात की चिन्ता थी कि हमारी ट्रेनें समय पर नहीं चलती हैं। पहले एक घंटे का विलम्ब बताते हैं, कुछ देर बार दूसरे घंटे का बताते हैं, ऐसे करते-करते लम्बा समय बीत जाता है। हमारी कोई भी ट्रेन समय पर नहीं चलती है। इसके ऊपर हमें ध्यान देने की आवश्यकता है।

सर, मैं राजस्थान से चुन कर आया हूँ। मैं ज्यादा नहीं बोलूंगा। मैं समझता हूँ कि आप जिस प्रकार से इशारा मुझे कर रहे हैं, तो शायद मुझे जल्दी बैठने के लिए भी बोल देंगे। सर, राजस्थान एक ऐसा प्रदेश है, जो शांतिप्रिय है, भौगोलिक दृष्टि से बहुत बड़ा है और वहां पर देशी तथा विदेशी पर्यटकों का आना-जाना बहुत ज्यादा लगा रहता है। मैं रेल मंत्री जी को धन्यवाद देना चाहता हूँ कि उन्होंने राजस्थान के लिए रेल बजट में कई घोषणाएं की हैं। यह अच्छी बात है। उन घोषणाओं का सभी ने स्वागत किया है। जयपुर राजस्थान की राजधानी है। जयपुर में देश और विदेशों के बहुत से पर्यटक आते हैं। इस गुलाबी नगरी के इस रेलवे स्टेशन को आपने वर्ल्ड क्लास का रेलवे स्टेशन बनाने की घोषणा की है। इसकी चारों तरफ, सब लोगों ने प्रशंसा की है। आपने राजस्थान के बहुत से रेलवे स्टेशंस को आदर्श रेलवे स्टेशंस बनाने की घोषणा की। सब लोगों ने इसका भी स्वागत किया। महोदय, आपने दिल्ली से जयपुर ए.सी. डबल डेकर ट्रेन चलाने की घोषणा की। आपके द्वारा ऐसे ही राजस्थान में और भी बहुत सी ट्रेनों की घोषणाएं की गईं। जयपुर से आगरा एक नई शताब्दी ट्रेन की गई। आपने दिल्ली से जयपुर-जोधपुर के लिए एक बुलेट ट्रेन चलाने की भी घोषणा की। महोदय, इसका सब लोगों ने स्वागत किया। लेकिन, मैं मंत्री जी से यह पूछना चाहता हूँ कि आज हम कहां खड़े हैं और हमारी स्थिति क्या है? क्या हम इन घोषणाओं को पूरा करने की स्थिति में हैं? आज लोग हंसी उड़ा रहे हैं। आज जब जयपुर रेलवे स्टेशन पर लोग उतरते हैं तो इसके वर्ल्ड क्लास होने

[श्री नरेन्द्र बुढानिया]

की बात पूछते हैं, लेकिन आपने तो इस दिशा में कोई काम ही नहीं किया। महोदय, जयपुर जैसे रेलवे स्टेशन के बारे में आपने घोषणा की है, तो आपकी प्राथमिकता जयपुर रेलवे स्टेशन को वर्ल्ड क्लास रेलवे स्टेशन बनाना होनी चाहिए।

महोदय, इसी प्रकार से मैं निवेदन करना चाहूंगा कि पिछले बजट में ए.सी. डबल डेकर ट्रेन की आपने घोषणा की, लेकिन वह चालू नहीं हुई। आपने जयपुर से आगरा के लिए एक शताब्दी एक्सप्रेस की घोषणा की, लेकिन वह भी चालू नहीं हुई। महोदय, ये सारी बातें मैं इसलिए कहना चाहता हूँ कि राजस्थान की राजधानी में देश के सभी लोग जाते हैं और उस स्टेशन पर प्राथमिकता के साथ, एक संकल्प के साथ, जो घोषणा आपने की है, उस घोषणा को आप पूरा करें और आप तुरंत उसको वर्ल्ड क्लास स्टेशन बनाएं।

महोदय, अब मैं राजस्थान की ओर आपका और सदन का ध्यान आकर्षित कराना चाहता हूँ। देश के अंदर रेल लाइन का विद्युतीकरण हुआ और यह बहुत तेजी के साथ हुआ। मैं इसके लिए रेल मंत्रालय और रेलवे बोर्ड को धन्यवाद देना चाहता हूँ कि उन्होंने बहुत अच्छा काम किया, लेकिन राजस्थान के अंदर इस संबंध में आप कहां खड़े हैं? राजस्थान में रेल लाइन का विद्युतीकरण हुआ ही नहीं। आपने जयपुर से सवाई माधोपुर के लिए एक घोषणा की, जिससे हम सीधे मुंबई से जुड़ जाएंगे, लेकिन वह योजना भी अब ठंडे बस्ते में चली गई है। यह हमारे लिए बहुत तकलीफदायक बात है। मेरी यह मांग है कि आपने जो घोषणा की है, उसको आप पूरा किजिए।

अभी बीरेन्द्र वैश्य जी नॉर्थ-ईस्ट के बारे में बोल रहे थे, लेकिन नॉर्थ-ईस्ट की राजधानियों को छोड़ कर देश में जितनी भी राजधानियां हैं, वे सारी की सारी electric से जुड़ी हुई हैं, लेकिन राजस्थान इतना बड़ा प्रदेश होते हुए भी इसकी राजधानी, जयपुर electric से नहीं जुड़ी हुई है, इसलिए मैं निवेदन करना चाहता हूँ कि आपने जो दिल्ली से जयपुर और अहमदाबाद रेल लाइन की विद्युतीकरण के लिए घोषणा की है, उसको आप प्राथमिकता देकर पूरा करवाएं। (समय की घंटी)।

महोदय, मुझे दो मिनट का और समय दिया जाए। मैंने बाकी चीजों को तो छोड़ दिया है, अब मैं सिर्फ राजस्थान की बात कर रहा हूँ। आज दिल्ली से रिंगस रेल लाइन की अमान परिवर्तन की सख्त आवश्यकता है। यदि इसका अमान परिवर्तन होगा, तो दिल्ली से जयपुर के लिए एक वैकल्पिक रूट मिलेगा। आज जयपुर से दिल्ली के लिए वाया अलवर होकर आना पड़ता है, यदि किन्हीं कारणों से इसमें कोई बाधा आती है, तो वाया रिंगस होकर दिल्ली पहुंचने का एक वैकल्पिक रूट होगा। यह रूट 60 किलोमीटर छोटा भी है, यानी वाया रिंगस होकर आने पर 60 किलोमीटर कम दूरी तय करना पड़ता है। इसका अमान परिवर्तन हो जाने से दूरी भी कम हो जाएगी, एक वैकल्पिक रूट भी मिलेगा और इससे रेलवे को भी बहुत फायदा होगा।

सर, मैं चूरू से तीन बार लोक सभा का सदस्य रहा हूँ। मैं तीनों बातें लोक सभा में इस बात को उठाता रहा हूँ और जब से मैं राज्य सभा में आया हूँ, तब से मैं रेलवे पर चौथी बार बोल रहा हूँ। चूरू को राजधानी से जोड़ने के लिए अमान परिवर्तन की मांग की गई, मैं रेल मंत्री जी को धन्यवाद देता हूँ कि उन्होंने पिछले बजट में इसको स्वीकार किया है, उसका



शिलान्यास भी हो गया है, लेकिन अभी तक वहां कोई काम शुरू नहीं हुआ है। मैं निवेदन करूंगा कि इस काम को प्राथमिकता देकर पूरा कराएं।

सर, मैंने मंत्री जी से बात की थी, मैं इनसे मिला था, पहले भी मिला था और कल इनसे मेरी चर्चा हुई कि एक गाड़ी हावड़ा से जैसलमेर चलती है और इसके बीच में एक सादूलपुर जंक्शन है, जो कि बहुत बड़ा रेलवे स्टेशन है और वह दो-तीन स्टेट्स का काम करता है, वहां से गुजरने वाली लगभग सभी गाड़ियां वहां रुकती हैं, लेकिन पता नहीं रेलवे से कैसे यह भूल हुई कि यह गाड़ी वहां नहीं रुकती है। मेरा मंत्री महोदय से निवेदन है कि चूंकि ये सब रेलवे को फायदा कराने वाली बातें हैं, इसलिए जब आप इसका जवाब दें, तो इन सबकी घोषणा करें।

सर, दुधवाखारा एक स्टेशन है, जो दिल्ली-बीकानेर, सादूलपुर-चूरु के बीच पड़ता है। इस स्टेशन पर पहले एक्सप्रेस गाड़ियां रुकती थीं, लेकिन अमान परिवर्तन के बाद वहां गाड़ियों का रुकना बंद कर दिया गया। मेरी आपसे निवेदन है कि इस स्टेशन पर गाड़ियों का स्टॉपेज करवाए।

सर, जब मैं आठवीं लोक सभा में चुनकर आया था, तब दिल्ली से जोधपुर एक बहुत अच्छी गाड़ी चलती थी, लेकिन अब वह बंद कर दी गई है। वहां अमान परिवर्तन हो गया, लेकिन उसके बात भी इस गाड़ी को चालू नहीं किया गया। इस गाड़ी को पिछले बजट में चालू करने की घोषणा की गई थी और वह गाड़ी चालू भी हुई है, लेकिन मेरी मांग यह है कि इसको नियमित किया जाए। (समय की घंटी)

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Please sit down.

श्री नरेन्द्र बुढानिया: सर, सरदार-शहर-हनुमानगढ नई रेलवे लाइन की मांग हम वर्षों से करते आ रहे हैं। सीकर-नौखा वाया सलासर, चूरु-दूधवाखरा-तारानगर नौहर रेलवे लाइन की भी मांग करते आ रहे हैं। यह एक ज्वलंत समस्या है। सादूलपुर में कॉलेज, हॉस्पिटल, आदि रेलवे क्रॉसिंग के पास है और वह गेट लगभग पूरे दिन बंद रहता है। अगर वहां ओवरब्रिज नहीं बना, तो वहां लोग न तो हॉस्पिटल में जा सकते हैं और न ही कॉलेज में जा सकते हैं। यही हालत चूरु की भी है। जब वहां गेट बन्द होता है, तब पूरे शहर में नेशनल हाइवे पर ट्रक ही ट्रक खड़े हो जाते हैं और सारा रास्ता बन्द हो जाता है। ..(समय की घंटी)..

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Please Cooperate. (Interruptions)

श्री नरेन्द्र बुढानिया: महोदय, इसलिए इन सब चीजों की ओर ध्यान दिए जाने की आवश्यकता है। ...(व्यवधान)...

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Okey. (Interruptions) Now, Mr. M.P. Achuthan. (Interruptions) Please cooperate. I am sorry. I have to say that nothing will go on record. Please cooperate.

श्री नरेन्द्र बुढानिया:\*

\*Not recorded

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): It is not going on record. Now, Mr. Achuthan.

SHRI M.P. ACHUTHAN (Kerala): Thank you, Mr. Vice-Chairman, Sir. This Appropriation Bill is for giving money from the Consolidated Fund of India to the Railways. It covers from allotment to infrastructure, staff welfare and repair and to maintenance of coaches. Sir, when we consider the Railways, we hope that the Railways must treat all the States without any discrimination. But, unfortunately, our experience in Kerala and the North-Eastern States is that we are given a step-motherly treatment by the railway authorities. The promises made to Kerala are not being fulfilled. I will just give a few examples. Take the case of the coach factory in Palakkad. After so many years of struggle, coach factory was allotted and some three months back, the foundation stone was laid. I suspect that it won't materialise in the near future because it is not yet clear whether it would be in public sector or it would be a PPP project. If it is a PPP project then, who is the partner? Railway authorities have not yet taken any initiative to identify the PPP partner and the modalities to materialise that project. Same is the case with the wagon factory in Cherthala. It was promised years back. It is still on paper only. Mr. Vice-Chairman, Sir, from Cherthala, we have got two prominent Members in the Union Cabinet—the Defence Minister, Mr. A.K. Antony other Minister, Mr. Vayalar Ravi. The general impression in Cherthala, in Alleppey, is that this is because of the two Union Ministers. They are not taking any interest in doing justice to the people in Alleppey. So, I appeal to the hon. Railway Minister that if you have got any regards for Mr. Antony and Mr. Vayalar Ravi, please do consider this demand to materialise the wagon factory in Cherthala.

Sir, we have got so many promises and I think the new Railway Minister has got a golden opportunity to prove his loyalty to his leader, hon. Mamata Banerjee. These promises were not made by Mr. Trivedi but, by Ms. Mamata Banerjee, when she was the Railway Minister. In her Railway Budget, she promised a railway medical college at Trivandrum. She promised a drinking water bottling plant. She promised that major railway stations in the cities, including Trivandrum, would be upgraded to the world class level. These promises have not yet been fulfilled. So, if he has got any loyalty to his leader, he must take action to materialise these promises. What is the fate of the ongoing projects in Kerala? The programme of modernization of some railway stations is going on. I can say that in Kadakkavur and Chirayankeezhu in the Trivandrum district, the Railway authorities have given an oral instruction to the concerned officials there to stop the work. The reason give is, there is no fund. It is not that they do not have funds. The funds allocated to Kerala, the funds allocated for the development work in the Kerala region are being diverted. The main problem

which we are facing in Kerala is, all the railway development work is in a standstill because we do not have a railway zone.

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Please conclude.

SHRI M.P. ACHUTHAN: I will not take much time. The Government of Kerala and the people of Kerala are demanding a railway zone headquartered in Kerala. We have been demanding, for the last so many years, a peninsular zone in Kerala. I hope the Minister would concede this demand and do justice to the people of Kerala.

Secondly, we have got 1.60 lakhs vacancies in the Railways. It affects not only the working of the Railways, but it also the safety of the Railways. Drivers are forced to work continuously up to 16 hours. I would request the Minister to take immediate action to fill up the vacancies in the Railways. The Railways is the biggest employer of manual scavengers. Even today, after 64 years of Independence, manual scavengers are being employed in the Railways in vast numbers. Recently, they have started a programme of green toilets. I urge upon the hon. Minister to expand this scheme and abolish the system of manual scavenging.

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Please conclude.

SHRI M.P. ACHUTHAN: Sir, this is for you. This is about the gauge conversion of Tiruvarur-Karaikudi railway line. The hon. Minister had promised the other day that he would look into the problem. I hope he would fulfill his promise. Thank you.

**श्री तरुण विजय** (उत्तराखंड): आदरणीय उपसभाध्यक्ष महोदय, सदन में बैठे माननीय सदस्य भी वैसे ही थक चुके हैं, जैसे हिन्दुस्तान की जनता अच्छी रेल की प्रतिक्षा में थक गई है। ऐसे समय में मैं अपना वक्तव्य बहुत संक्षिप्त रखूंगा। मैं इस बात के लिए माननीय रेल मंत्री को धन्यवाद दूंगा कि उन्होंने हल्द्वानी तक के लिए एक शताब्दी गाड़ी स्वीकृत कर दी। इससे उस क्षेत्र को एक बहुत बड़ा विकास का मौका मिला। इसके लिए मैं उनका आभारी हूँ। हम इस बात के भी आभारी हैं कि आदरणीया ममता दीदी के निर्देश पर जिनका मैं सम्मान करता हूँ, किराए नहीं बढ़ाए गए। वे गरीबों के प्रति बहुत गहरी समवेदना रखती हैं। मुझे इस बात का भी सम्मान है कि उन्होंने मेरी एक पुस्तक का विमोचन किया। ये दोनों बातें बहुत अच्छी रहीं। लेकिन उपसभाध्यक्ष महोदय, हिन्दुस्तान की जनता यह समझना चाहती है कि क्यों इस देश के सामान्य नागरिक, सामान्य यात्री का जो अमीर नहीं है, जो सेकंड ए0सी0 में, फर्स्ट ए0सी0 में सफर नहीं कर सकता, जो इंटरनेट पर अंग्रेजी न जानने की वजह से या उस क्षेत्र में रहने की वजह से जहां दस-दस, बारह-बारह घंटे बिजली नहीं आती और अगर आती है तो ब्रोडबैंड नहीं चलता और इंटरनेट पर टिकट नहीं ले सकता, उसे 14 किलोमीटर चलकर टिकट खरीदने की खिड़की तक पहुंचना पड़ता है।

[श्री तरुण विजय]

उसे संभवतः दुनिया के सबसे गंदे कोय़ेज़, सड़ांध मारते टॉयलेट्स और इतनी भंयकर भीड़ वाले प्लेटफॉर्म से गुज़रकर रेल के डिब्बे में घुसने की कसरत करनी पड़ती है, मानो रेल का डिब्बा न होकर, मोक्ष का कोई द्वार हो। मैं केवल जनता की ओर से कहना चाहता हूँ, यह कोई बड़ी बात नहीं है, आप किसी भी दिन मेरे साथ पुरानी दिल्ली के स्टेशन पर, सराय रोहिल्ला के स्टेशन पर चलिए और देखिए कि वहां छत्तीसगढ़ से, बिहार से, उड़ीसा से जो सामान्य मजदूर, श्रमिक, किसान, विद्यार्थी लोग स्लीपर क्लास का टिकट लेकर डिब्बे में चढ़ने की कोशिश करते हैं, आप उनकी तुलना मनुष्यों से कैसे करेंगे? जब एक-एक डिब्बे में उस डिब्बे की क्षमता से तीन गुना या चार गुना लोग घुसने की कोशिश करते हैं, तब वे भारत की राजधानी के स्टेशनों पर वह दृश्य उपस्थित करते हैं, जिसे देखकर हमें शर्म आती है कि अंग्रेज़ तो चले गए, लेकिन संभवतः वे औपनिवेशिक दासता वाली मानसिकता छोड़ गए हैं, जो सामान्य प्रजा को हिकारत से देखती है, जो सामान्य प्रजा को तिरस्कार और उपेक्षा की दृष्टि से देखती है। वह दृष्टि अभी तक गई नहीं है। आपको इस देश में अच्छी यात्रा करने के लिए अमीर होना पड़ता है, प्रभावशाली होना पड़ता है, किसी सांसद से जान-पहचान रखनी पड़ती है, ताकि आपके टिकट को वह कन्फर्म कराने के लिए हस्ताक्षर कर सके।

उपसभाध्यक्ष जी, मैं मंत्री महोदय से प्रार्थना करना चाहूंगा कि भारत के नागरिक को यात्रा का अधिकार मिलना चाहिए और वह अधिकार सम्मान के साथ मिलना चाहिए। रेल मंत्रालय भारत के नागरिक को सम्मान की दृष्टि से देखना प्रारम्भ करे। वह प्लेटफॉर्म पर पशुओं के समान लदकर, बिखरकर, गन्दे पानी के बीच प्लेटफॉर्म पर चादर बिछाकर सुबह होने की प्रतीक्षा में रात भर सोता है, क्योंकि किसी गाड़ी के वक्त पर आने की कोई गारंटी नहीं होती। हमारे एक मित्र हैं श्री नरेद्र कोहली जी, मैं उनकी एक कथा आपको सुनाता हूँ। एक व्यक्ति आत्महत्या करने के लिए रेलवे लाइन पर लेट गया। जब वह आत्महत्या करने के लिए गया, तो उसने अपने साथ लंच बॉक्स भी रख लिया। उसको दोस्त आया और उसने कहा कि मैं तुम्हें नहीं हटाऊंगा, लेकिन यह तो बताओ कि तुमने लंच बॉक्स क्यों रखा? उसने जवाब दिया कि ट्रेन के आने का कोई वक्त नहीं है, इतनी लेट होती है, भूख लगेगी, इसलिए मैंने लंच बॉक्स भी रख लिया। तो स्थिति यह है कि कोई ट्रेन समय पर नहीं चलती और समय पर न चलने के कारण कितने ही यात्रियों के आगे के कार्यक्रम गड़बड़ा जाते हैं। हम विश्व में क्या दृष्टि लेकर चल रहे हैं? हम अग्नि मिसाइल चलाते हैं, हम चन्द्रमा पर जा रहे हैं, हम दुनिया की सबसे शक्तिशाली सॉफ्टवेयर चलाने वाली शक्ति बन रहे हैं, हम अच्छी ग्रोथ रेट वाला देश होने का दावा करते हैं, हमारे यहां हर प्रकार की empowerment हो रही है, हमारे नए लोग दुनिया भर में MNCs के चेयरमैन बन रहे हैं, लेकिन हमारी रेलगाड़ियां अभी भी 60 और 70 के दशक के हिसाब से चल रही हैं। कोई दृष्टि नहीं है।

(उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) पीठासीन हुए)

अभी हमारे मित्र ने कहा कि आप बुलेट ट्रेन चलाइए। चीन ने 460 किलोमीटर प्रति घंटा रफ्तार वाली ट्रेन चलाई है। चीन ने बीजिंग से ल्हासा तक ट्रेन चलाई है। मैं चीन जाता रहता हूँ। उसने पहाड़ों के बीच में ल्हासा तक ट्रेन चलाई है। मंत्री महोदय, आप यह सपना तो दिखाइए कि आप दिल्ली से काठमांडू, दिल्ली से बैंकाक, दिल्ली से रंगून, दिल्ली से

कुनमिंग, कोलकाता से कुनमिंग ट्रेन चलाएंगे। अप कम से कम यह ट्रेन चलाने का साहस, दृष्टि और वैश्विक आयाम रखिए। आप वह साहस दिखाइए कि हिंदुस्तान में चीन से अधिक रफ्तार वाली बुलेट ट्रेन चले। श्री अरविंद जी ने कहा था कि भारत को परम वैभव के शिखर पर पहुंचना ही होगा और रेल, भारत की आत्मा का प्रतिनिधित्व करती है, क्योंकि सामान्यजन, गरीब जन आज भी रेलगाड़ी से ही हिंदुस्तान के कोने-कोने से जुड़ता है। मैं अपने मित्र को देखकर हैरत में रह गया, जो अरुणाचल प्रदेश से आए थे। वे पूरा दिन देहरादून के रेलवे स्टेशन पर रेलगाड़ियों का आना-जाना हैरत से देखते रहे, क्योंकि जीवन में उन्होंने कभी रेलगाड़ी नहीं देखी थी। वे चमत्कृत होते रहे कि आखिर इन पटरियों पर रेलगाड़ी कैसे चलती है, कैसे इंजन निकलता है, कैसे हरी झंडी दिखाई जाती है? मंत्री महोदय, यह 2012 की घटना है, यह 1925 की घटना नहीं है। आज पूर्वांचल के लोग पूछते हैं कि क्या आप हमें हिंदुस्तान का हिस्सा नहीं मानते हैं? पूर्वांचल की तमाम राजधानियां आज भी रेलवे लाइन से जुड़ी नहीं हैं। आप इतना बड़ा भेदभाव करते हैं। लोग टिकट खरीदना चाहते हैं, लेकिन उनको धक्का-मुक्की सहनी पड़ती है।

**THE VICE-CHAIRMAN (PROF. P.J. KURIEN):** Please conclude.

**श्री तरुण विजय:** महोदय, मैं उत्तराखंड के बारे में बताना चाहूंगा कि बरेली से लाल कुआं तक अभी तक बड़ी लाइन नहीं बनी है। रुद्रपुर से सितारगंज, खटीमा, टनकपुर की बड़ी लाइन नहीं बनी है। देहरादून के विकास नगर और **Paonta Sahib**, जो हिमाचल को जोड़ने वाली रेल है, अंग्रेजों के समय से, 1919 से लोग उसकी प्रतीक्षा कर रहे हैं, लेकिन वह अब तक नहीं बनी।

**THE VICE-CHAIRMAN (PROF. P.J. KURIEN):** Please conclude. There is one more speaker from your party.

**श्री तरुण विजय:** महोदय, मुंबई में उत्तराखंड के बीस लाख लोग रहते हैं और हम लोग बीस साल से प्रार्थना कर रहे हैं, लेकिन मुंबई से काठगोदाम के लिए आज तक आपने एक भी रेलगाड़ी नहीं दी है। यह क्या तरीका है? सदन की याचिका समिति ने राष्ट्र की सुरक्षा की दृष्टि से अरुणाचल प्रदेश, उत्तराखंड, हिमाचल प्रदेश और जम्मू-कश्मीर के लिए पांच रेल योजनाओं को **National Project** घोषित करने की मांग की थी, अभी तक उस पर कुछ नहीं किया गया है। हिमाचल प्रदेश के कालका-शिमला रेल लाइन अंग्रेजों के समय की है, उसके बाद से एक इंच रेल लाइन भी वहां नहीं बनी। चीन सीमा तक अपनी रेल ले आया है और आप हिंदुस्तान को अभी भी 1919 के समय में रखे हुए हैं। ... (समय की घंटी)

**THE VICE-CHAIRMAN (PROF. P.J. KURIEN):** Please conclude. This is no more speaker from your party.

**श्री तरुण विजय:** देश केवल यह चाहता है कि आप विकास करें ... (व्यवधान)... अच्छा, मैं एक आखिरी बात कहकर समाप्त करता हूं। अभी मैं चीन में **Chen-ju** गया था। वहां टी.टी.ई. रेल प्लेटफॉर्म आने से दस मिनट पहले **toilets** को बंद कर देते हैं और प्लेटफॉर्म आने से दस मिनट बाद खोलते हैं, जिससे प्लेटफॉर्म साफ रहते हैं। महोदय, मेरा निवेदन यह भी है कि रेल के **coaches** में अगले स्टेशन के नाम का होना **announcement** होना चाहिए।

[श्री तरुण विजय]

मंत्री महोदय, आपने मेरी बात सुनी, इसके लिए धन्यवाद। हमें विश्वास है कि हिंदुस्तान की रेल दुनिया में सर्वशक्तिमान रेल बनेगी और आपके मंत्रित्व काल में बनेगी, तो भी हमें खुशी होगी, क्योंकि हिंदुस्तान के गौरव में हमारा गौरव है।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** राम कृपाल जी, सिर्फ पांच मिनट बोलिएगा।

**श्री राम कृपाल यादव (बिहार):** सर, मैंने अभी प्रारंभ भी नहीं किया है। आपकी निगाह मेरे प्रति कुछ ठीक नहीं रहती है। आप कृपा दृष्टि रखिए।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** ठीक हो जाएगी, आप चिंता मत कीजिए। आप मेरे बड़े अच्छे दोस्त हैं।

**श्री राम कृपाल यादव:** सर, माननीय मंत्री महोदय ने जो demand प्रस्तुत की हैं, वे 12वीं योजना के प्रथम वर्ष के लिए हैं और स्वाभाविक है कि जब देश के अन्य भागों से रेल परियोजनाओं को पूरा करने के लिए धन मांगा जाता है, तो इस पर मुहर लगाना अनिवार्य होता है, इसलिए मैं इन मांगों का समर्थन करता हूँ।

माननीय मंत्री जी, पहले तो मैं बिहार की कुछ परियोजनाओं के बारे में कहना चाहता हूँ, जिससे कि पूरी बात आ जाए। ये परियोजनाएं विगत कई वर्षों से लम्बित हैं और वे महत्वपूर्ण और महत्वाकांक्षी योजनाएं बिहार के विकास में गति देने का काम करेंगी, इसलिए महोदय, मेरा आपके माध्यम से मंत्री जी से निवेदन है कि वे इस पर ज़रूर गौर फरमाएं।

महोदय, एक बहुत महत्वाकांक्षी योजना डीज़ल लोको फैक्टरी, मरहौरा है और एक अन्य, इलेक्ट्रिक लोको फैक्टरी, मधेपुरा है। आपने रेल व्हील फैक्टरी छपरा में प्रारम्भ करने की बात की है, उसे जल्दी करवा दीजिए, जो अभी तक नहीं हो पाया है। आपने कहा कि आप उसका उद्घाटन करेंगे, लेकिन कब करेंगे, पता नहीं है? आपने डेट तय नहीं की है। न्यू डीईएमयू शेड सोनापुर में, Workshop and Loco Shed समस्तीपुर में, वर्कशॉप जमालपुर में और रेल फैक्टरी हरनौत, यह पुरानी स्वीकृत योजना है, जो पैसे के अभाव में दम तोड़ने को विवश है। महोदय, बिहार तो हमेशा उपेक्षित रहा है, लगता है कि उसे न्याय नहीं मिल पाया, मगर माननीय मंत्री जी ...(व्यवधान)... बिहार हमेशा उपेक्षित रहा है, इसलिए वह पिछड़ा है। वहां गरीबी है, बेरोज़गारी है, फटेहाली है और बिहार नीचे से first है, इसलिए मेरा निवेदन है कि आप इस पर गौर फरमाएं।

महोदय, बहुत सारी रेल योजनाएं pending हैं, समय नहीं है कि मैं उनके बारे में विस्तार से बताऊँ। आप उन पर त्वज्जह देने का काम कीजिए। विद्युतीकरण का मामला pending है, उस पर त्वज्जह दीजिए और पुलों के निर्माण काम भी आप कराइए। सभी पुल sanctioned हैं और काम pending पड़ा हुआ है, उसमें आप तेज़ी लाइए। स्टेशनों के beautification की जो घोषणा आपके माध्यम से हुई है, उस पर भी आप त्वज्जह दीजिए।

महोदय, एक महत्वपूर्ण योजना, जो लाइफलाइन है और जिसकी चर्चा माननीय सदस्य बशिष्ठ नारायण सिंह जी ने की है, दीघा और मुंगेर, दोनों जगहों पर रेल पुल sanction हुए

हैं और स्थिति यह है कि रेल पुल के साथ रोड निर्माण का भी निर्णय किया गया है। मगर काम बहुत स्लो है। जो पुल पटना से पहलेजा होते हुए आगे तरफ जाएगा, मुंगेर में तो उसका काम ही प्रारम्भ नहीं हुआ है, इसलिए मैं चाहता हूँ कि माननीय मंत्री जी इस पर तवज्जह दें। महोदय, कल ही मैंने सदन में यह मामला उठाया था, वह रोड पुल इसलिए भी जरूरी है कि महात्मा गांधी सेतु कोलेप्स करने वाला है, वह कभी भी ढह जाएगा। उससे उत्तर बिहार, मध्य बिहार तथा दक्षिण बिहार का सम्पर्क राजधानी और अन्य जगहों से टूट जाएगा। इसलिए यह सेतु बनवाना बहुत जरूरी है। आप इसमें तेजी लाइए, इसमें गति दीजिए। आप इसके लिए बहुत कम पैसा दे रहे हैं, जिसकी वजह से गति कम है।

महोदय, बिहटा हमारी कॉन्स्टीट्यूएन्सी रही है। मैं तीन बार लोक सभा का सदस्य रहा हूँ। बिहटा से औरंगाबाद रेल लाइन, पांच कॉन्स्टीट्यूएन्सीज़ से, पांच संसदीय क्षेत्रों से होते हुए जाएगी, उनको क्रॉस करेगी, उस लाइन का शिलान्यास तत्कालीन रेल मंत्री माननीय लालू प्रसाद जी ने किया था, लेकिन उस पर आगे कोई कार्यवाही नहीं हो रही है। उस पर तवज्जह देने की जरूरत है। उस इलाके में लोगों ने कभी रेल लाइन नहीं देखी, कभी उन्होंने ट्रेन नहीं देखी। अगर वहां से ट्रेन जाएगी तो उनका सपना साकार होगा। इसलिए मेरा अनुरोध है कि आप इस पर तवज्जह दीजिए। इसके अतिरिक्त मुगल सराय-पटना-किउल रेल लाइन के लिए तीसरी लाइन की डिमांड हो रही है। यहां पर आवगमन में बहुत परेशानी होती है। आप देखते होंगे, जब आप दिल्ली से बिहार की तरफ प्रवेश करते हैं, तो मुगल सराय के बाद कंजेशन शुरू हो जाता है। अगर वहां पर तीसरी लाइन नहीं रहेगी तो मैं समझता हूँ कि पूरे बिहार में इस तरह की दिक्कत रहेगी। आम तौर पर लोग यह कहते हैं कि जब बिहार में घुसते हैं तो पता नहीं, वहां इतनी समस्या क्यों रहती हैं। समस्या यह है कि वहां पर कंजेशन है, ट्रेनें बहुत हैं, लेकिन आप जब तक तीसरी लाइन की व्यवस्था नहीं करेंगे, तब तक वह कंजेशन दूर नहीं होगा और बिहार के लोगों को, वहां से अन्य स्थानों पर जाने वाले लोगों को समस्या होगी, यहां तक कि आप कोलकाता भी वहीं से होकर जाते हैं, उनकी समस्या का निदान नहीं हो पाएगा। इसलिए मैं समझता हूँ कि आप इस पर तवज्जह देते हुए जल्द-से-जल्द कार्यवाही करने का काम कीजिए। इसके अतिरिक्त पटना से भोपाल के लिए नयी रेलगाड़ी जरूरी है, पटना से हरिद्वार वाया फैज़ाबाद, राम की नगरी के लिए नयी रेलगाड़ी जरूरी है, हाजीपुर-छपरा, हाजीपुर-मुजफ्फरपुर-सुगौली रेलगाड़ी जरूरी है। आपने गरीब रथ दिया। आप पटना से मुम्बई के लिए गरीब रथ दीजिए। बिहार के बहुत सारे लोग विभिन्न जगहों में जाते हैं। जैसा अभी बताया गया कि पुरे देश के पैमाने पर बिहार से सबसे अधिक लोग अन्य जगहों पर जाकर अपनी रोजी-रोटी कमाने का काम करते हैं। इसलिए वहां यह गाड़ी देना जरूरी है। मैं समझता हूँ कि वहां से लोग महाराष्ट्र में जाते हैं, अन्य जगहों में भी जाते हैं, इसलिए उनके लिए यह ट्रेन देना जरूरी है। इसी प्रकार आपने पटना से दिल्ली के लिए दूरन्तो ट्रेन नहीं दी। यह चिरपरिचित मांग है। बहुत से लोग यह आशा कर रहे हैं इसलिए आप इस ट्रेन को देने का काम करेंगे।

महोदय, मैं एक-दो सुझाव देना चाहता हूँ। रेलवे की सुरक्षा संरक्षा बहुत जरूरी है, इसके लिए आप उचित व्यवस्था कीजिए। महोदय, सुरक्षा के दृष्टिकोण से सेनातित्रोदा साहब, जो प्रधान मंत्री के सलाहकार हैं, उन्होंने कहा था कि सिग्नल सिस्टम, पुल, इंजन, कोच, वैगन, संचार व्यवस्था को विकसित करने के लिए अगले पांच साल में रेलवे को लगभग आठ लाख करोड़ रुपए की धनराशि की आवश्यकता है। आपके पास धन कम है। ...(समय की घंटी)... मैं आपसे निवेदन करूंगा कि ..(व्यवधान)..

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** कृपया कन्क्लूड करिए, 6 मिनट हो गए हैं।

**श्री राम कृपाल यादव:** मैं कन्क्लूड कर रहा हूँ। मैं हमेशा आपकी बात सुनता हूँ, आप मेरी बात भी कभी सुन लिया कीजिए। आपने कहा कि आप लैंड बैंक बनाएंगे, उससे 4000 करोड़ रुपए उपलब्ध होंगे। आपने लैंड बैंक बनाने के संबंध में कोई कार्यवाही नहीं की है। सौ साइट्स ऐसी हैं जिनका सेलेक्शन हो गया है, लेकिन केबिनेट ने मना कर दिया है। आप केबिनेट को अप्रोच कीजिए। इससे चार हजार करोड़ रुपए आएंगे। जो रेलवे की अनुपयोगी जगह है, आप उसका उपयोग करने का काम कीजिए। इससे आपके पास धन इकट्ठा होगा। इससे आप बहुत सारे काम करवा सकते हैं। ..(समय की घंटी)..

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** अच्छा सुझाव है। अब समाप्त करिए।

**श्री राम कृपाल यादव:** सर, मैं केवल एक-दो बातें और कहना चाहता हूँ। दुखद बात यह है कि देश में पूरा श्रेट है। दिल्ली और अन्य जगहों पर रेलवे प्लेटफॉर्मों पर जो कैमरे लगे हुए हैं, वे पिछले एक साल से खराब पड़े हुए हैं। इस संबंध में रिस्टिंग ऑपरेशन हुआ है, मीडिया में आ रहा है। इससे दुर्भाग्यपूर्ण स्थिति क्या हो सकती है? वहां पर कभी भी, कोई भी दुर्घटना हो सकती है। दिल्ली जैसी कैपिटल सिटी में या अगल-बगल में सारे के सारे कैमरे खराब हैं। आप इस पर ध्यान देने का काम कीजिए, इस ओर तवज्जह दीजिए। यह सुरक्षा की व्यवस्था का सवाल है। ..(समय की घंटी) सर, मैं एक मिनट और लूंगा।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** सात मिनट हो गए हैं।

**SHRI RAM KRIPAL YADAV:** This is my last point. Please allow me, Sir. मैं रिज़र्वेशन के बारे में कहना चाहता हूँ। आज रिज़र्वेशन में बहुत धांधली होती है, दलालों का वर्चस्व हो गया है। आम तौर पर लोग जाएंगे तो टिकट नहीं मिलेगा, आप दलाल को पकड़िए, सब कुछ हो जाएगा। यहां तक कि ट्रांसफर और पोस्टिंग देखिए। कौन क्लर्क ड्यूटी पर होगा, उसके संबंध में भी दलाल का प्रभाव चलता है। महोदय, इनका **vigilance squad** दलालों को चेक करने के लिए है, लेकिन दलाल को एसएमएस कर दिया जाता है, कम्युनिकेट कर दिया जाता है जिससे सभी लोग एलर्ट हो जाते हैं और वहां पर जब रेड पड़ती है तो कोई मिलता नहीं है। इसलिए यह बहुत बड़ी परेशानी है। वीआईपी कोटा की बात कही जाती है। जब आप लिखते हैं, तो क्या **confirmation** मिलता है? आपके पास जनता आती है, आपको अधिकार मिला है कि आप अनुशंसा करेंगे, तो प्राथमिकता मिलेगी, लेकिन वीआईपी कोटा को रेलवे के अधिकारी और कर्मचारी मिलकर दलालों के माध्यम से खा जाते हैं। सर, बहुत बुरा हाल है। एम.पी. लोग लिखते हैं, हम लिखते हैं, लेकिन कोई **confirmation** नहीं आता है। ...(व्यवधान)..

**श्री नंदी यल्लैया:** सर, ऐसा होता है। ...(व्यवधान)..

**श्री राम कृपाल यादव:** सर, इस पर सदन सहमति दे रहा है। सर, क्या यह हो रहा है? माननीय मंत्री जी, आपसे उम्मीद की जा रही है, आप इतनी बड़ी धांधली को रोकने का काम कीजिए। यदि ऐसा नहीं कर सकते, तो सांसदों की अनुशंसा खत्म कर दीजिए। सर, दलालों का वर्चस्व है। आप इस कर्षण को दूर कीजिए। आप यंग मंत्री हैं, ऐनर्जेटिक हैं, कुछ करने की तमन्ना है, आप कुछ करिए। आप देश को बचाइए। ...(समय की घंटी)... रेल



तो लाइफ लाइन है। रेल के बिना कुछ नहीं है। इसलिए मैं समझता हूँ कि आप इन चीजों पर गौर फरमाइए। बहुत-बहुत धन्यवाद।

**श्री भुपेन्द्र यादव** (राजस्थान): सम्मानित उपसभाध्यक्ष महोदय, रेलवे पर अभी बड़े विस्तार से चर्चा हो रही थी। इस बजट में हमारे सम्मानीय रेल मंत्री जी ने बताया कि इस बार देश की जीडीपी में रेलवे की दो प्रतिशत भागीदारी निश्चित की गई है। यह संकल्प तो अच्छा किया गया है परन्तु इस संकल्प के साथ बजट में जो प्रावधान किए गए हैं और योजनाएं दी गई हैं, वे इसके अनुरूप नज़र नहीं आती हैं। आजादी के समय पर हमारे पास 60 हजार किलोमीटर का रेलवे मार्ग था, पिछले 60 सालों में हमने उसका विस्तार केवल 27 हजार किलोमीटर किया है जितना रेल मार्ग हमारे पास था, उससे आधा भी विस्तार हम आजादी के बाद नहीं कर पाए हैं। इस समय जो रेलवे का लक्ष्य तय किया है कि जो आपरेटिंग रेश्यो है, वह रेलवे का 95 परसेंट है, अगर उसको नहीं घटाया जाएगा, तो कभी भी रेलवे न तो विकसित हो सकती है और जो तीनों बातें आपने कही हैं कि रेलवे की सुरक्षा की दृष्टि से, आधुनिकीकरण की दृष्टि से और वित्तीय सुधार की दृष्टि से, ये तीनों लक्ष्य तब तक प्राप्त नहीं हो सकते जब तक उसका जो आपनेटिंग रेश्यो है 95 परसेंट, उसको रिड्यूस करके कम से कम 80 परसेंट पर न लाया जाए।

माननीय उपसभाध्यक्ष महोदय, मैं संक्षेप में कुछ बिंदु आपके सामने रखना चाहूंगा। पहला सुरक्षा का विषय है। इस समय जब रेल बजट आया है, तो खुद माननीय मंत्री जी ने अपने बजट में माना है कि 11000 पुल ऐसे हैं, जो सुरक्षा की दृष्टि से सुरक्षित नहीं माने जाते हैं। हमारे पैसेजर्स जिस ट्रेक पर सफर करते हैं, उस पर 11000 पुलों की ऐसी स्थिति है, तो यह वास्तव में अपने आप शौचनीय स्थिति है।

दूसरी बात जो अभी तरुण जी ने कही है। स्टेशनों पर जो सफाई की और पानी की व्यवस्था है, वह बहुत खराब है। अभी राम कृपाल जी जो आरक्षण की व्यवस्था बता रहे थे, वह वास्तव में रेलवे का जो चरमराता प्रशासनिक ढांचा है, उसको दर्शाता है। पिछले बजट में आपने आदर्श रेलवे स्टेशनों की बात कही। मैं अजमेर शहर से आता हूँ, उसको आपने आदर्श रेलवे स्टेशन बनाने की बात कही थी। अजमेर एक ऐसा शहर है जहां पर उर्स क समय लगभग 4 से 5 लाख यात्री आते हैं, लेकिन उस आदर्श स्टेशन की स्थिति यह है कि अभी तक उस पर केवल एक exit है। सामान्यतः सभी स्टेशनों पर आप दो exit देते हैं, लेकिन जहां पर 4 से 5 लाख यात्री आते हैं, वहां पर एक exit है, रेलवे किस प्रकार की आदर्श स्टेशन की मूल भूमिका में चलती है, वह उनकी योजना से ध्यान में आता है। वहां पर एक और स्टेशन मदार विकसित करने की बात कही गई थी, लेकिन अभी तक उस पर कोई कार्यवाही हुई हो, ऐसा नज़र नहीं आता है। अभी हमारे राजस्थान के नरेन्द्र बुढानिया जी भी कह रहे थे और यह बार-बार कहा जा रहा है कि जयपुर और दिल्ली के बीच में और दिल्ली-जयपुर-अहमदाबाद इस पूरे रूट का इलेक्ट्रिफिकेशन किया जाए। यह कार्य होगा, ऐसा लगता नहीं है। यह कार्य तो तभी हो सकता है जब राजस्थान से कोई रेल मंत्री बने। हमारी यह बहुत पुरानी मांग है और सम्मानित रेल मंत्री जी को इस पर ध्यान देना चाहिए। अहमदाबाद-दिल्ली-जयपुर यह बहुत बड़ा मार्ग है और इस पर बहुत यात्री सफर करते हैं। माननीय मंत्री जी को इस पर जरूर ध्यान देना चाहिए।

[श्री भुपेन्द्र यादव]

तीसरी बात में यह कहना चाहता हूँ कि पिछले 50 सालों में रेलवे में जितनी भी कमेटियां बनी हैं, हर साल एक कमेटी आती है और उसकी रिपोर्ट पर कार्यवाही नहीं होती है। मेरा यह मानना है कि रेलवे को यह तय करना चाहिए और सारी कमेटियों का एक **complication** प्रकाशित करना चाहिए, ताकि कम से कम देश की जनता यह जान ले कि कितनी कमेटियां बनीं, उन पर क्या कार्यवाही हुई और क्यों कार्यवाही नहीं हुई? मुझे लगता है कि अगर रेलवे के द्वारा ऐसा कोई **complication** प्रकाशित किया जाएगा, तो **overall** रेलवे की स्थिति को जानने में वह ठीक रहेगा। रेलवे के सम्बन्ध में जो एक विषय और है, वह रेलवे बजट के विषय में है। उसमें सब्सिडी का प्रश्न आता है। जो सब्सिडी दी जा रही है, उस पर रेल मंत्रालय को एक बार पुनर्विचार करना चाहिए। एनडीए सरकार के समय में नीतीश कुमार जी ने क्रॉस सब्सिडी के ऊपर काम किया था, क्योंकि क्रॉस सब्सिडी एक ऐसा विषय है, जिसके कारण कई बार हम रेलवे बजट को लोकप्रिय बनाने के साथ-साथ उसकी जो व्यावहारिकता है, उससे दूर करते हैं। अभी रेल बजट में खुद मंत्री जी ने माना कि रेलवे आईसीयू में गई है। रेलवे के आईसीयू में जाने का कारण क्या यह नहीं है कि पिछले सात सालों में जिस सरकार के द्वारा इस रेलवे को संभाला जा रहा था, उसके कारण इस प्रकार की स्थिति अल्पन हुई? पिछले सात सालों के बजट में बार-बार हमने विषयों को, बातों दोहराया है, पर उन पर किसी भी प्रकार की कोई कार्यवाही नहीं की गई है। आपकी घंटी बजने वाली है (समय की घंटी)।

मैं उदाहरण के लिए एक बात कहना चाहूँगा कि कम-से-कम मंत्री जी यह बता दें कि पिछली बार उन्होंने जो आदर्श स्टेशन का बात की थी, इस एक साल में कितने स्टेशंस को एचीव किया गया? इससे पहले सम्माननीय ममता बनर्जी जी के समय में उन्होंने रेलवे मेडिकल कॉलेज खोलने की बात कही थी। मैं यह कहना चाहूँगा कि बाद के बजट में रेलवे मेडिकल कॉलेज की बात नहीं आई है। अजमेर में रेलवे का एक बहुत बड़ा हॉस्पिटल है और उसके पास रेलवे की बहुत बड़ी परिसम्पत्ति है। अगर वहाँ मेडिकल कॉलेज खोला जाएगा, तो मुझे लगता है कि यह हमारे क्षेत्र के लिए बहुत अच्छी बात होगी। रेलवे अपनी जो योजना बनाती है, उसके पास एक बहुत बड़ी भूमि उपलब्ध है, वहाँ पर मेडिकल कॉलेज खोला जा सकता है। (समय की घंटी)

सर अंत में मैं यह कहना चाहूँगा कि रेलवे की जो सम्पत्ति है, अगर उसका उचित तरीके से विनियोग किया जाए, जो शायद हम इस रेलवे को उबार सकेंगे और आईसीयू से बाहर ला सकेंगे। धन्यवाद।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** नंदी येल्लैया जी, आपके पास पाँच मिनट हैं।

**श्री नंदी येल्लैया** (आन्ध्र प्रदेश): उपसभाध्यक्ष जी, रेलवे के बारे में मैं समझता हूँ कि इस सदन में मैंने कई बार बात की है और लोक सभा में भी बात की है। मैं लोक सभा में भी पाँच बार था और राज्य सभा में भी मेरा सेकंड टर्म चल रहा है। ...(व्यवधान)...

**श्री तरुण विजय:** उपसभाध्यक्ष महोदय, कभी यहाँ गैस के कारण आपको सदन स्थगित करना पड़ता है, तो अभी देखिए कि यह घड़ी क्या समय बता रही है और वह घड़ी क्या समय बता रही है। ...(व्यवधान)...

**5.00 P.M.**

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Allow the hon. Member to speak. (*Interruptions*) Do not waste time, please. (*Interruptions*)

श्री विजय जवाहरलाल दर्डा: सर, इन्होंने जो घड़ी का विषय उठाया है, हमारी तरफ से जो घड़ी है, वह सही चल रही है।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Do not look there, do not waste time, please. आप बोलिए।

श्री नंदी येल्लैया: सर, आन्ध्र प्रदेश में तेलंगाना के अन्दर मेडक एक ऐसी डिस्ट्रिक्ट है, जो एक बहुत बैकवर्ड एरिया है। सातवीं लोक सभा में इंदिरा गाँधी जी वहाँ की पार्लियामेंटरी कांस्टीट्यूएन्सी से चुनाव लड़ी थीं और उसके बाद वे भारत की प्रधान मंत्री के रूप में लोक सभा में आईं। सर, एमएमटीएस की सर्विस की लिंगमपल्ली से पटनचेरु तक आपकी विलयरेंस हो चुकी है, लेकिन मैं यह कहना चाहता हूँ कि पटनचेरु से संगारेड्डी तक इसे एक्सटेंड करने की जरूरत है। यह मेडक डिस्ट्रिक्ट का डिस्ट्रिक्ट हेडक्वार्टर है। आजादी के बाद बहुत से डिस्ट्रिक्ट हेडक्वार्टर्स में रेलवे स्टेशंस हैं, लेकिन यह दूरी सिर्फ 22 किलोमीटर है। वहाँ

बीएचएल है, आर्डिनेंस फैक्टरी है और बहुत सी फैक्टरीज़ हैं। वहाँ हैदराबाद से आने वाले जो लेबर्स हैं, उनको काफी तकलीफ होती है। मैं रेल मंत्री जी से यह अनुरोध करूँगा कि जहाँ दूरी केवल 22 किलोमीटर है, 15 किलोमीटर है, उसे आपको तुरंत पूरा करना चाहिए। अगर इसके लिए भी आप बजट में ज्यादा समय लगाएँगे, तो पहले से काफी समय हो चुका है। मैं यह कहना चाहता हूँ कि संगारेड्डी, जो तेलंगाना का एरिया है, वह बहुत बैकवर्ड एरिया है। मैं वहाँ से आता हूँ। लोग मुझसे पूछते हैं कि साहब, आपको हमने पाँच बार लोक सभा में भेजा, आपने क्या किया? राज्य सभा में दो बार आपको चुन कर भेजा, आपने क्या किया? इसलिए मैं समझता हूँ कि इसे करना चाहिए। इसके लिए मैं मंत्री जी से भी अनुरोध करूँगा कि यह जो 22 किलोमीटर या 15 किलोमीटर का फासला है, उसे फॉरन सैक्शन करें।

लास्ट ईयर आपने पाँच स्टेशंस को आदर्श स्टेशन बनाने के लिए एनाउंस किया था, Malakajgiri, Kamareddy, Raghunadhapally, Kothagudem और Guntur, लेकिन आज तक इसमें कोई काम नहीं हुआ है। वहाँ पर तुरन्त काम शुरू होना चाहिए, आपकी तरफ से एनाउंसमेंट होने के बाद जल्दी आपको इसकी तरफ ध्यान देना चाहिए।

सर, ममता बनर्जी जी ने आदर्श स्टेशन बनाने के लिए एक प्रधान मंत्री रेल विकास योजना एनाउंस की थी, उसकी क्या गाइडलान्स हैं? क्या यह योजना बैकवर्ड एरियाज़ को लेकर है? जहाँ पर बैकवर्ड डिस्ट्रिक्ट्स हैं, आज भी वहाँ रेलवे लाइन नहीं पहुँची है। मैं चाहता हूँ कि इस एनाउंसमेंट पर गाइडलाइन्स दी जानी चाहिए। जैसे प्रधान मंत्री ग्रामीण सड़क योजना है, इसी तरह इसके लिए भी गाइडलाइन्स दी जानी चाहिए कि इसके लिए कितना फंड एलॉट कर रहे हैं या कौन-कौन सी स्टेट्स का बैकवर्ड एरिया इसके अन्दर शामिल हैं। इसके बारे में आपके पास एक ड्रॉचा रहना चाहिए। अगर गाइडलाइन्स नहीं होंगी तब तो "जिसकी लाठी, उसकी भैंस" वाली बात होगी। यह बात मैं आज नहीं कर रहा हूँ, जब जाफर शरीफ जी रेलवे में थे, उनसे भी मैंने यही पूछा था कि यह क्या है? वे बोले कि आप भी मंत्री बन जाओ और मंत्री बनने के बाद आप अपनी कलम से खुद ही ऑर्डर दे सकते हो।

[श्री नंदी येल्लैया]

अब मुकुल राय जी हमारे मंत्री हैं, मुनियप्पा जी भी हमारे खास दोस्त हैं, साउथ के हैं। वे बेचारे भी हैदराबाद के बार-बार चक्कर लगाते रहते हैं, लेकिन इससे क्या फायदा? उनके पास हमदर्दी तो है, लेकिन ताकत तो कैबिनेट मिनिस्टर के पास है, स्टेट मिनिस्टर के पास तो कुछ भी नहीं है। मैं चाहता हूँ कि ऐसे जो छोटे-छोटे काम हैं ...(व्यवधान)

**एक माननीय सदस्य:** आप चीफ मिनिस्टर से बोलिए ...(व्यवधान)

**श्री नंदी येल्लैया:** चीफ मिनिस्टर का रेलवे से क्या ताल्लुक है? आप यह क्या बात कर रहे हैं? यह तो सेंट्रल गवर्नमेंट के अंडर आता है।

सर, जो Secunderabad Railway Station है, उसमें दो रास्ते हैं। वहां पर बहुत क्राउड है, वह रूट बहुत कंजस्टिड है। लास्ट ईयर भी इसके लिए मैंने कहा था कि Secunderabad Railway Station से लेकर Maulali सिर्फ 3 किलामीटर दूर है। मैं चाहता हूँ कि एराइवल के टाइम में ट्रेन को दो मिनट वहां पर रोक दिया जाए, इसके लिए इसे बजट में लगाने या लम्बे प्रॉसेस में जाने की कोई जरूरत नहीं है। इससे उनको 11 किलोमीटर का फयदा होगा। वहां पर ECL, Nacharam, Uppal, Ramanathapuram, Keppera और Maulali हैं ...(समय की घंटी) सर, पाँच मिनट में हम क्या बात कर सकते हैं?

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** आपके छः मिनट हो गए।

**श्री नंदी येल्लैया:** मैं कोई दूसरी बात तो नहीं कर रहा हूँ। यहाँ पर बाकी लोग भी तो बोलते हैं, जैसे बिहार वालों को बोलने की आदत है, चाहे घंटी बजाओ या कुछ भी कहो, लेकिन वे तो बोलते ही रहते हैं। ऐसी आदत हमको नहीं है ...(व्यवधान)

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** आप भी तो बोल रहें हैं ...(व्यवधान)।

**श्री नंदी येल्लैया:** सर, कहां बोल रहे हैं? ...(व्यवधान)

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** घंटी बजने के बाद आप भी तो बोल रहे हैं ...(व्यवधान)

**श्री नंदी येल्लैया:** दूसरा, वारंगल डिस्ट्रिक्ट में आपने वैगन कोच बनाने के लिए फैक्ट्री लगाने का ऐलान किया था, आज तक उस पर कुछ नहीं हुआ है। यह काम जरूर होना चाहिए, क्योंकि वह बैकवर्ड एरिया है। अगर ऐसे एरिया को फॉर्वार्ड नहीं करेंगे तो मुश्किल होगी।

तिरुपति एक ऐसा मुकाम है, जहां पूरे भारत के लोग आते हैं, फॉरनर्स भी आते हैं। वह बहुत पावरफुल गॉड है, गॉड वेंकटेश्वर। वहां पर हॉस्पिटल की सुविधा तिरुपति से लेकर रेनिगुंटा 14 किलोमीटर के डिस्टेंस पर हैं। अगर वहां पर कोई आदमी अनाचनक बीमार हो जाए, तो उसको 14 किलोमीटर दूर ले जाना पड़ता है। इसके लिए मैंने रेल मंत्री जी से कहा भी था। यहां पर रेलवे बोर्ड के बड़े अधिकारी, चेयरमैन साहब भी बैठे हुए हैं। मैं समझता हूँ कि प्रॉपर तिरुपति में ही कोई डिस्पेंसरी होनी चाहिए, क्योंकि बीमार आदमी के लिए 14 किलोमीटर का डिस्टेंस तय करना बहुत मुश्किल बात है ...(समय की घंटी)

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** बस, बस, सात मिनट हो गए।

श्री नंदी येल्लैया: दूसरा, आपके रेलवे के अन्दर 17 ज़ोन हैं, पहले 6 ज़ोन थे, 6 से बढ़ कर 7 बने, 7 से 8 बने ..(व्यवधान)

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन): बाकी आप चिट्ठी लिख कर भेज दीजिए।

श्री नंदी येल्लैया: सुनिए, सर। जो भी मंत्र वे ज़ोन्स की संख्या बढ़ा कर गए। 6 ज़ोन से बढ़ कर अब 17 ज़ोन हो गए हैं।

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन): बाकी आप चिट्ठी लिख कर भेज दीजिए। मंत्री जी रिप्लाई देंगे।

श्री नंदी येल्लैया: साहब, ज़रा सुनिए। ये जो फंड्स एलॉट करते हैं, उसमें हमारे South-Central Railway के लिए 2160 करोड़ रुपये एनाउंस किए गए हैं। वहाँ पर रेवेन्यु ज्यादा है। वहाँ पर ज्यादा प्रोपर्टी है। आपने 1,075.32 करोड़ ईस्टर्न रेलवे को ...(व्यवधान)... ..(समय की घंटी)...

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन): ओके, आपके आठ मिनट हो गए। ...(व्यवधान)... बस, बस, प्लीज़। Now, Mr. Darda.

श्री नंदी येल्लैया: नहीं सर। ..(व्यवधान)... आप मेरी बात सुनिए। ...(व्यवधान)...

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन): बाकी आप चिट्ठी में लिखिए, मंत्री जी उसका रिप्लाई देंगे। ...(व्यवधान)... अब आप बैठिए। ...(व्यवधान)... You will get reply. ...(Interruption)...

श्री नंदी येल्लैया: सर, जब चिट्ठी लिख के दें, तो ...(व्यवधान)... सर, मेरी बात तो सुनिए। ...(व्यवधान)... अगर चिट्ठी की बात करें, तो ...(व्यवधान)... वह मंत्री ती के पास जेबों में रहता है। ...(व्यवधान)...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please ...(Interruptions)... Now, Mr. Vijay Jawaharlal Darda. ...(Interruptions)... I said that you had five minutes, but you have spoken eight minutes.

श्री नंदी येल्लैया: सर, मेरी एक लास्ट बात है। मैं कहता हूँ कि इंदिरा गांधी ने तो गरीबी हटाओ आदि क्या-क्या नहीं किया। जिस चुनाव क्षेत्र से उन्होंने चुनाव लड़ा, उसके स्टेशन का ख्याल रखा जाए। मैं रेल मंत्री जी से यह कहना चाहता हूँ कि वह जो 22 kilometer का distance है उसको आप MMTS ...(व्यवधान)...

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन): ओ.के., आपने रेल मंत्री जी का सुना दिया। ...(व्यवधान)...

श्री नंदी येल्लैया: आप उसको स्टार्ट कीजिए। धन्यवाद।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, Mr. Vijay Jawaharlal Darda. You also stick to five minutes.

श्री विजय जवाहरलाल दर्डा (महाराष्ट्र): उपसभाध्यक्ष महोदय, आपका धन्यवाद। Sir, I will stick to five minutes. सर, मैं सर्वप्रथम रेल मंत्री जी का अभिनन्दन करना चाहूँगा, क्योंकि मैं उनके कार्यकाल में पहली बार बोल रहा हूँ।

[श्री विजय जवाहरलाल दर्डा]

सर, रेल हमारे विकास के लिए सबसे महत्वपूर्ण है। यह इस देश को जोड़ती है। हम चाहे रेलवे की जितनी नुक्ताचीनी कर लें, मगर रेल ने इस देश के विकास में अहम योगदान दिया है। इसके लिए मैं रेल मंत्री जी तथा उनके मंत्रालय और इनके सारे कर्मचारियों को तहे दिल से बधाई देता हूँ। निश्चित रूप से अगर रेल को आगे बढ़ाना है, तो पर्याप्त बजट का प्रावधान होना बहुत आवश्यक है। आज रेलवे में मॉडर्नाइजेशन करना है, सुरक्षा की व्यवस्था करनी है। जिस प्रकार से हमारी आर्थिक गतिविधियाँ बढ़ती जा रही हैं, उसी प्रकार से अगर हमें रेलवे की गति भी बढ़ानी है, तो निश्चित रूप से बजट पर भी विचार करना पड़ेगा, दस साल पहले हम लोगों ने बजट अन्दर रेल भाड़ा या फ्रेट बढ़ाने की बात थी। आज हम देख रहे हैं कि कोयले के दाम बढ़ गए हैं, डीजल के दाम बढ़ गए हैं, अन्य चीजों के भी दाम बढ़ गए हैं और wages बढ़ गए हैं, किन्तु रेलवे की आय के जो साधन हैं, वे पर्याप्त ढंग से नहीं बढ़े। इसी कारण हम लोग सुरक्षा से compromise कर रहे हैं और रेलवे लाइंस से compromise कर रहे हैं। हमारे पास करीब-करीब 15,000 unmanned railway crossings हैं, जहाँ पर न तो गेट है और न ही गेटकीपर है। Because of these unmanned gates, एक्सिडेंट्स में आज तक कितनी डेथ हुई, यह मैं जानना चाहूँगा।

सर, हमें एक बात पर तो निश्चित रूप से विचार करना पड़ेगा कि हमारे यहाँ किसी व्यक्ति के जीवन की कोई कीमत है या नहीं। बजट के कारण हमारे जो पुराने डिब्बे हैं, उनको हम अभी तक नहीं बदल पाए हैं। जो रेल लाइनें पुरानी हैं, उनको हम चेंज नहीं कर पा रहे हैं। ऐसी कई चीजें सामने आ रही हैं कि आज भी वे up to the mark नहीं हैं। आपने भी सुना होगा कि अभी हाल ही में रोहतक से 15 किलोमीटर दूर एक एक्सिडेंट हुआ था। वहाँ से उससे पहले एक गुड्स ट्रेन गई थी। गुड्स ट्रेन वालों न बताया था, उन्होंने इसकी रिपोर्ट की थी कि यह रास्ता ठीक नहीं है। उसके बावजूद भी उस रास्ते से ट्रेन गई और उसका एक्सिडेंट हुआ। मैं चाहूँगा कि उसके बारे में accountability fix होनी चाहिए कि किसकी वजह से यह गलती हुई और क्या हुआ है।

सर, विगत में कुलियों के बारे में एक घोषणा हुई थी कि उन्हें गैंग मैन बना देंगे। यह एक अच्छी बात है। मगर, कुलियों की नई भर्ती नहीं होने से सीनियर सिटिजंस और प्रेग्नेंट महिलाएँ, जिनके स्टेशन पर जाना पड़ता है, उनका सामान ढोने के लिए वहाँ लोग नहीं रहते। उसकी भी व्यवस्था होनी चाहिए। हमारे जो ओवर ब्रिज हैं, उनकी हाइट बढ़ गई है, इसलिए जो सीनियर सिटिजंस हैं, बूढ़े हैं, वे उन पर चढ़ नहीं पाते, तो क्या हम इसके लिए कोई व्यवस्था करेंगे?

मैं यह जानना चाहूँगा कि इस पूरे बजट के अन्दर जिस प्रकार से ममता दीदी ने एक प्रकार की energy दिखाई है, spirit दिखाई है और determination दिखाई है, क्या उस प्रकार से हम भी यहाँ पर दिखाएँगे? मंत्री जी, अगर आप यह दिखाएँगे, तो उस दिन हम निश्चित रूप से आपका तहे दिल से शुक्रिया अदा करेंगे और आपको बधाई देंगे।

सर, मैं इस सदन के माध्यम से एक बात और जानना चाहता हूँ। यह एक गम्भीर बात है। इस सदन के अन्दर मंत्री महोदय आकर एक घोषणा करते हैं, लेकिन घोषणा करने

के बाद मंत्री बदल जाने के क्या वे घोषणाएँ खत्म हो जाती है? मंत्री महोदय, मैं आपको याद दिलाना चाहूँगा कि जो वर्धा-यवतमाल-नांदेड़ रेल लाइन है, वहाँ पर किसानों की अनेक आत्महत्याएँ होने के कारण और वहाँ पर इन्फ्रास्ट्रक्चर नहीं होने के कारण उद्योग नहीं आ पाते हैं। उस वक्त यानी 2009 में रेल मंत्री स्वयं वहाँ आए थे और उन्होंने वर्धा-यवतमाल-नांदेड़ तक 261 किलो मीटर रेल लाइन बिछाने की घोषणा की थी। उन्होंने यह भी कहा था कि अगर यह लाइन तीन साल में पूरी होती है, तो इसके अंदर लोग involve हैं, उन सभी को मैं पांच-पाँच लाख रुपए पुरस्कार के रूप में दूँगा, लेकिन उसकी ओर ध्यान नहीं दिया गया और उसके लिए बजट के अंदर पर्याप्त प्रावधान नहीं किया गया है। मैं आपके माध्यम से माननीय मंत्री जी का ध्यान आकर्षित करना चाहता हूँ कि उन्होंने जो घोषणा की है, उन्होंने जो वादे किए हैं, वे पूरे होने चाहिए, ताकि मंत्री महोदय द्वारा किए गए वादों की भी कोई कीमत रहे और इस सदन की भी गरिमा बनी रहे, ऐसा मैं मानता हूँ।

सर, मैं यह भी बताना चाहूँगा कि अभी जो पनवेल के लिए नई टर्मिनल लाइन दी गई है और new sub-urban line का improvement करने के लिए करीब-करीब 600 करोड़ रुपए दिए गए हैं। मुझे विश्वास है कि आप लोग उसको तेजी से पूरा करेंगे।

सर, रेलवे में encroachment एक महत्वपूर्ण विषय है। रेलवे की इतनी जमीन और properties होने के बावजूद इसके रख-रखाव पर पूरी तरह से ध्यान नहीं दिया जा रहा है। इस विषय पर भी मैंने कई बार रेल मंत्रालय को पत्र लिखा है। मुझे विश्वास है कि आप इस ओर भी ध्यान देंगे और रेलवे की properties को बचाएंगे।

सर, हमारे देश में अनेक भाषा और धर्म के लोग रहते हैं। मेरी यह मांग है कि जहाँ-जहाँ भी बड़े धर्म स्थल हैं, उन स्थलों को रेलवे से जोड़ने की व्यवस्था की जाए, ताकि लोग वहाँ सुचारु रूप से आ-जा सकें। (समय की घंटी)। सर आपने मुझे बोलने का मौका दिया, इसके लिए मैं आपका आभारी हूँ। धन्यवाद।

**श्री रघुनन्दन शर्मा** (मध्य प्रदेश): सर, सवा पाँच बजे राज्य के सचिव महोदय द्वारा लिखी गई एक पुस्तक का विमोचन है। विद्वान एन.सी. जोशी साहब हमारे सेक्रेटरी हैं, उन्होंने एक पुस्तक लिखी है, उस पुस्तक का आज विमोचन है और हम सब सदस्यों को उसमें जाना है, क्योंकि उन्होंने हमें आमंत्रित किया है।

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** आप जा सकते हैं। जिसको जाना है, वो जा सकते हैं।

**श्री रघुनन्दन शर्मा:** सर, सभी जाना चाहते हैं। ...(व्यवधान)...

**श्री ईश्वर सिंह** (हरियाणा): सर, मैं रेलवे एप्रोप्रिएशन बिल, 2012 के समर्थन में बोलने के लिए खड़ा हुआ हूँ। रेलवे देश की एक जीवन-रेखा है और यह गरीब-अमीर सबको साथ लेकर चलती है। सर, मैं पाँच मिनट में कुछ सुझाव ही देना चाहूँगा कि रेलवे के अंदर जो पेट्रोलियम प्रॉडक्ट्स हैं, ये वैसे भी पहले से महँगे होते जा रहे हैं और पर्यावरण के अनुसार हमारे पास जो वैकल्पिक स्रोत है, वह सीएनजी है, जो रेलवे विभाग को उपयोग में लानी चाहिए। मेरी जानकारी के अनुसार भारतीय रेलवे में अभी तक डीजल इंजन के प्रयोग में हम जो डीजल तेल का प्रयोग कर रहे हैं, उसमें हम 20 परसेंट की डिस्क्ले पर ही आए हैं। अभी

[श्री ईश्वर सिंह]

65 परसेंट जो डिस्प्ले करने की परियोजना है, इसका काम काफी ढीला है, जिसमें तेजी लानी चाहिए। इसके साथ ही, तो जटरोफा प्लांट है, जिसे हम रतनजोत बोलते हैं, वह एक ऐसा वृक्ष है, जिसके बीज से तेल निकलता है, इसको डीजल में **blend** कर देते हैं और इससे बायोडीजल बनता है। इस परियोजना के लिए जो ऑर्गेनाइजेशन बनायी है, वह **alternative** है, इसकी गति भी बहुत धीमी है। मैं आपके माध्यम से रेलवे डिपार्टमेंट और मंत्री जी को धन्यवाद करूंगा कि हमारे कुरुक्षेत्र के लिए आपने काफी ट्रेनें दी हैं और वहाँ काफी ट्रेनों का ठहराव आपने कराया है। इसके लिए मैं आपका और मंत्रालय का आभारी हूँ, परन्तु मैं आपके माध्यम से मंत्री जी से निवेदन करूंगा कि दो साल पहले कुरुक्षेत्र स्टेशन को वर्ल्ड क्लास बनाने की घोषणा की गयी थी और मंत्री जी ने कहा था कि हम इसे वर्ल्ड क्लास का दर्जा देंगे, लेकिन उसको मॉडल स्टेशन बना कर और वहाँ कुछ सुविधाएँ देकर उसकी खानापूरति की गयी है। मेरा मंत्री जी से अनुरोध है कि वह एक विश्व प्रसिद्ध शहर है, वह गीता की जननी है। कुरुक्षेत्र का हिन्दुस्तान के मानचित्र पर ही नहीं, बल्कि विश्व के मानचित्र पर एक नाम है, इसलिए उस रेलवे स्टेशन को भी विश्व स्तर का दर्जा दिया जाए।

सर, दूसरी बात मैं रेलवे संरक्षा, सेफ्टी और सिक्योरिटी की करूंगा। पिछले हफ्ते हमने आरपीएफ के बिल में जो संशोधन किया था, उस संशोधन में जो चीजें कही गयी थीं वे पूरी तरह से **implement** नहीं की गयी हैं, इसलिए उनको **implement** किया जाए, ताकि उससे सेफ्टी और सिक्योरिटी, दोनों का इंतजाम हो सके।

अब मैं अपने हरियाणा की बात कहूँगा, क्योंकि वह मेरा अपना स्टेट है। सर, मुझे बोलते हुए अभी तो दो-तीन मिनट ही हुए हैं। ये राजधानी, शताब्दी और दूरन्तो आदि जो बड़ी ट्रेनें हैं, इनके बारे में हमारे हरियाणा के लोगों को पता भी नहीं कि ये बड़ी ट्रेनें कैसी होती हैं। मैं आपके माध्यम से यह कहना चाहता हूँ कि यदि कहीं का कोई वजीर बनता है, तो सारे प्रोजेक्ट्स वहीं चले जाते हैं। यह बेइंसाफी है। सर, हरियाणा धान का एक कटोरा है और वह सारे देश का पेट पालता है, जबकि हम अभी तक इन सारी सुविधाओं से वंचित रहे हैं और हमारे पास ऐसा कोई प्रावधान नहीं है कि हम हरियाणा के बीच में से कोई राजधानी गुजारे, शताब्दी गुजारे या दूरन्तो गुजारे।...(व्यवधान)... सर, अभी तो तीन मिनट ही हुए हैं। मैं निवेदन करूँगा कि सिरसा से वाया रोहतक रेल चलाई जाए। मैं एक बात आपसे यह कहूँगा कि कैथल से दिल्ली तक की सीधी रेल सेवा होनी चाहिए। जैसे, अमृतसर से जो सीधी ट्रेन आती है, वह डीजल इंजन लग कर आती है, तो वह ट्रेन कैथल से वाया कुरुक्षेत्र होकर आ सकती है।

अब मैं आपसे सिर्फ एक बात कहूँगा, जो मैंने पहले भी कई बार कही है कि रेलवे की जो भूमि है, उस पर शहरों के अंदर लगातार अवैध कब्जे हो रहे हैं। इतनी कीमती जमीन, जिस पर से होकर शहरों में रेल गुजरती है, उन पर दिन-रात कब्जे कर लिए जाते हैं। सर, मैं आपके माध्यम से यह बताना चाहता हूँ कि रेलवे की टोटल भूमि 4.71 लाख हेक्टेयर है और उसमें 7 परसेंट की कॉलोनियाँ हैं, रेल-पथ हैं, गोदाम हैं, हॉस्पिटल्स हैं और रेल की लाइनें निकली हुई हैं। 10.5 परसेंट भूमि पर वृक्षरोपण है। रेल मंत्रालय ने खुद यह माना है कि रेलवे की 10.4 परसेंट भूमि ऐसी है, जो उपयोग में नहीं लाई जा सकती। मैंने पहले भी



निवेदन किया था और मंत्री जी, आपने आश्वासन भी दिया था कि रेलवे की उपयोग में न लाई जाने वाली भूमि, जो कि खाली पड़ी है, वह एससी, एसटी और बैकवर्ड क्लासेज़ के भूमिहीन लोगो को दे दी जाए। वह भूमि या तो आप उन्हें पट्टे पर दें या लीज़ पर दें। वे अपने व्यवसाय में कुशल हैं और अपनी खेती के कार्य में परिपूर्ण हैं। ... (समय की घंटी)... इससे उस भूमि पर आपका कब्जा बरकरार रहेगा, उस पर कोई नाजायज़ कब्जा नहीं करेगा और उनको रोजगार भी मिल जाएगा। ... (समय की घंटी)..

**उपसभाध्यक्ष (प्रो. पी.जे. कुरियन):** अब आप समाप्त कीजिए।

**श्री ईश्वर सिंह:** सर, मैं आपके माध्यम से यह कहना चाहूँगा कि अभी पिछले दिनों हमारी कमेटी अम्बाला गयी थी। अम्बाला एक बहुत बड़ा स्टेशन है, जहाँ से बहुत ज्यादा आवागमन होता है। उस रेलवे स्टेशन की इतनी दुर्दशा है कि वह शोचनीय है। पिछले दो सालों से यह घोषणा की जा रही है कि हरियाणा के अन्दर अम्बाला या कालका में "रेल नीर", जिसने देश में अपनी एक अलग पहचान बनायी है, का बॉटलिंग प्लांट लगाया जाएगा। उसके टेंडर बार-बार कैंसिल किए जाते हैं और बार-बार निकाले जाते हैं, लेकिन अभी तक "रेल नीर" का बॉटलिंग प्लांट नहीं लगा। कालका में 100-बेड्स के हॉस्पिटल बनाये जाने की भी घोषणा की गयी थी, वह भी अभी तक नहीं हुआ। ... (समय की घंटी)... मैं आपसे गुजारिश करता हूँ कि हरियाणा की ये जो डिमांड्स हैं, इनको पूरा किया जाए। धन्यवाद, जय हिन्द।

**THE VICE-CHAIRMAN (PROF. P.J. KURIEN):** Now, Shri Kumar Deepak Das. Please take only three minutes. Members from your party have already spoken.

**SHRI KUMAR DEEPAK DAS (Assam):** Sir, the North-East Region needs an adequate and focussed funding for the railway network. The hon. Minister will agree with us that the North-East Region is a neglected region, so far as railway network is concerned. Even after sixty years of Independence, we have no double line, no electrified railways. Even gauge conversion of the existing rail lines has not been completed till date.

Sir, the survey for the new railway line between Jogighopa-Amingaon via Barpeta was done recently. We are thankful to the hon. Railway Minister that the survey has been completed. But we want an assurance from the hon. Minister that the Budget provision for commissioning of this project will be provided during this financial year.

Sir, there was a proposal, in the last Budget Session, that Bongaigaon would have an industrial park. But, till date, nothing has come out. I want to request the hon. Minister to look into this proposal, and this proposal should be implemented. Again, I want to mention about rail line beyond Bongaigaon station up to Srirampur station, including Kokrajhar coming under Alipurduar Division. Sir, the law and order situation in our region is very deplorable, and, Kokrajhar district is badly affected due to this situation.

[Shri Kumar Deepak Das]

So, I would like to suggest the hon. Minister to include Kokrajhar district in the Rangiya Division so that it gives better administrative upper-hand and more effective and immediate action can be taken during difficult times. So, my request is to include this area up to Srirampur should be brought under Rangiya division.

I have requested on various occasions with regard to stoppage of South-bound and Howrah-bound trains at Bijni and Pathsala Railways Stations. Sir, the Bijni and Bajali are the sub-divisional headquarters in the State of Assam. The hon. Minister will be kind enough to make a favour in this regard as it is a long-standing demand for the last 25 years. So, I once again request the Minister to announce stoppage of South-bound and Howrah-bound trains at these railways stations.

Sir, I have one more request to make. Sir, it is with regard to the NE Express Train No. 12505. Earlier it used to go to New Delhi Railway Station, but, now, it has been shifted to the Anand Vihar Railway Station. We request the hon. Minister to retain its stoppage at New Delhi Railway Station.

Sir, there is one more proposal which has been moved on earlier occasions. It is regarding re-naming of the Puri Express as Sankardeva Express, and, another proposal is that the newly introduced train between Howrah and Dibrugarh should be named after Dr. Bhupen Hazarika. Sir, time and again, we have requested the hon. Minister to take a decision on it as naming of these trains does not require any budgetary provision.

Sir, a Durgam train for the North East between Mumbai Central and Guwahati should be introduced. Durgam trains have been provided to almost all the regions of the country. Only our State has been deprived. So, I request the hon. Minister to provide us a Durgam Train between Guwahati and Mumbai. Thank you very much.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Thank you, Mr. Kumar Deepak Das. Now, hon. Railway Minister to reply.

THE MINISTER OF RAILWAYS (SHRI MUKUL ROY): Sir, at the outset, I would like to express my sincere thanks to the hon. Members who have participated in the discussion on the Appropriation (Railways) No. 3 Bill. Sir, in all, 27 hon. Members made valuable suggestions. Sir, I assure you that these suggestions will receive my utmost attention, and, I will take appropriate action on each one of them, wherever feasible.

Sir, you can appreciate that during the last three to four hours, we have received suggestions from, at least, 27 hon. Members. It is not at all possible for any individual to give all the replies at once. Sir, that is why, I would also like to assure

the House that I would be personally responding in writing individually to all the points raised by the hon. Members on the floor of the House. (*Interruptions*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): That is very good. I think, all the Members would be satisfied.

SHRI MUKUL ROY: Sir, Indian Railways is a vast organization spread over 17 zones and 9 production units, which is served by a committed workforce of more than 14 lakh employees. It is through their efforts that in the year 2011-12, we could achieve the loading target of almost 970 million tonnes. Through its vast network spread over 65,000 route kilometers, the Railway carries more than two crore passengers per day. An incremental loading of 48 million tonnes could be achieved along with an improvement of six per cent in punctuality and seven per cent in safety performance as compared to the year 2010-11. For the year 2012-13, we have set an ambitious target of 1,025 million tonnes. The task for the future is cut out with the target of lifting 1,405 million tonnes of freight traffic and carrying 11,700 million passengers in 2016-17, which is the terminal year of the Twelfth Five Year Plan.

The Standing Committee on Railways has also made valuable recommendations relating to the Railway Budget. The Ministry will consider the views and recommendations of the Committee earnestly and take action as required in a time-bound manner.

The Demands for Grants amounting to Rs. 2,42,076 crore are being sought to cover expenditure for financial year 2012-13, including the Vote on Account of Rs. 41,834 crore already approved by Parliament in March 2012.

Sir, former Minister of Railways Mamata Banerjee gave the Indian Railways a much needed road map in the form of Vision 2020 Document. She envisaged that the Indian Railways would cater to the needs of the people across the country and strive for inclusive growth by providing rail connectivity to the farthest corners of this vast nation. I salute the core objective underlined in her vision to take the Indian Railways on a new path of high growth. I am committed to take forward this agenda. I would also like, to place on record my sincere and deep appreciation to the entire railway family across the spectrum for their hard work and round-the-clock efforts in keeping the wheels of this great organization, which touches the lives of every Indian, moving.

I intend to galvanize efforts towards mopping up resources through non-tariff measures to fill the gap created as a result of measures announced by me earlier to provide the much needed relief to passengers travelling in Second Class, Sleeper Class, AC -3 tier and AC Chair Car Classes.

[Shri Mukul Roy]

Renewed thrust will be given to PPP initiatives that are in the pipeline and these would be taken forward on a fast track to augment conventional sources of asset creation. I feel that advertising, as a source of earning, has not been fully exploited. Considerable potential exists due to the prominent locations where our stations are located. There would be a focused approach for utilising the vacant land and air space available with the Railways, while fully complying with the norms laid down by the Government.

The Vision 2020 Document envisages elimination of accidents on the Indian Railways in the next ten years' time. Hon. Members would have noted that safety has been provided a definite thrust. I would, from my side, assure this House that the safety initiatives already proposed would be implemented. Resources required for the purpose would be mobilised and deployed. As the hon. Members are aware, it is accidents at unmanned level crossings that are the main cause for concern. Even though negligence is invariably on the part of the road-user, the Railways feel duty bound to address this issue proactively, to avoid the untold misery caused to many families. Therefore, the commitment to eliminate unmanned level crossings in a time-bound manner would be pursued with vigour. I am happy to share with the hon. Members that as against 20,786 unmanned crossings existing on the Indian Railways in 1995, the number has been progressively brought down and stands at 13,471 at present. Keeping in view the safety requirement, the number of manned level crossings has increased from 15,435 to 18,315 during the same period. The construction of ROBs/RUBs is also being given a major thrust to replace these crossings. To accelerate the pace of their construction, the Railways would need a higher share from the Central Road Fund. I can assure that all the unmanned level crossings will be manned or eliminated through RGBs or RUBs within a period of ten years.

Special efforts would be made in the areas of track renewal, bridges, signalling and telecommunication works, rolling stock and freight terminals, which will help in realising the vision of transforming the Indian Railways into a technology-friendly modern organisation.

Sir, the hon. Members will agree that the Railways are playing a significant role in development in the country by providing rail connectivity to the remote, backward and tribal regions. Sir, Railways should not be treated as a commercial organisation. It has got some social commitments. So, we have to take some projects which are not commercially feasible. But, we have to take them up for the sake of social commitments. Even when such works are not purely justified on financial

considerations, we, in the Railways, deem it our duty to take up such projects which are necessary from the socio-economic angle. Further, the Railways are the most environment-friendly mode of mass transport. For sustained growth of railway network, large investments are required. To augment resources for execution of such projects, we have been requesting State Governments to come forward for sharing the cost. The response from the State Governments has been quite encouraging. Our efforts of engaging with the State Governments would continue.

Some of the hon. Members have pointed out that very low funding has been given to some new works included in the Budget 2012-13. I wish to clarify that whenever a new work is included in the Budget, the outlays for the first year are usually low as the funding needs are not high mainly because certain preliminary activities have to be undertaken after sanction of the project. However, I assure the hon. Members that if a particular new project requires more funds, than the provision already made, all efforts would be made to provide the same.

Despite our resolve to augment internal resources, the expansion of rail infrastructure would not be possible without sustained and sufficient budgetary support from the Government. The 12th Five Year Plan has been proposed with an outlay of Rs. 7.35 lakh crore out of which Rs. 2.8 lakh crore is to be received through the budgetary support. Sir, the Indian Railways have a large shelf of sanctioned projects under execution. The value of such projects is over Rs. 4 lakh crore., including those under rolling stock and machinery and plants programmes. Since resources available to the Ministry of Railways to execute these projects are limited, completion takes a long time. Members have also raised the issue of capacity constraints both in passenger and freight segments. I would humbly request the Finance Minister and the Prime Minister, through this august House, to sufficiently augment the budgetary support so that the Railways are able to meet the growing transportation needs of the economy thereby fulfilling the aspirations of the people. In fact, I would urge that a one-time sanction of funds from the Government be considered so that the Railways could execute their sanctioned projects in a time-bound manner, thus creating capacity and improve their revenues. This would be in the overall interest of the economy as the additional revenue becoming available would reduce the reliance of the Railways on further support from the Government.

I would inform the hon. Members that we are in the process of seeking support to our proposals through an innovative scheme, that is, the Pradhan Mantri Rail Vikas Yojana.

Provision of rail connectivity to the North-East is a priority area for us. The hon. Members are also aware that new line projects connecting Capitals of all eight States in the North -East have been sanctioned and the work is in progress. Of the

[Shri Mukul Roy]

21 surveys announced during the last two Budgets, twelve have already been completed and nine are in progress. 18 projects of new lines, gauge conversion and doubling are in progress in the region, of which 10 are national projects. Hon. Members have raised concerns about the slow progress of projects in the North-Eastern Region. I can assure the august House that strengthening and expanding the rail connectivity in the region will continue to be taken up with renewed vigour being a top priority and focus area. I would also seek active assistance and support of the State Governments for completion of final location surveys and in expediting the land acquisition for the projects. (*Interruptions*)

SHRI P. RAJEEVE (Kerala): Sir, I have a point of order. He is reading. Is it allowed?

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Minister is permitted to read. (*Interruptions*) Minister is permitted to read.

SHRI MUKUL ROY: A generous support from Ministry of Finance for funding these national and strategic vital projects will help the railways to complete them in a time-bound manner. Sir, some hon. Members have raised concerns about the progress of the gauge conversion work on Lumding-Silchar section. This project had suffered a setback at initial stages on account of difficult terrain and high incidence of militancy. However, thanks to untiring efforts of the staff and officers of the North East Frontier Railway, the work is now progressing well and is targeted for completion by December, 2013. Similarly, I am happy to share with the august House that the work on Bogibeel bridge across the Brahmaputra is now progressing well and is targeted for completion by December, 2015. Apart from that, after this Session is over, I will personally go to Guwahati and sit with all the elected Members of the North Eastern Region, along with the Railway officials and see how the problem can be solved.

The works of mega bridges over the River Ganga at Patna and Munger are progressing satisfactorily. We have allocated Rs 120 crore for each of these bridges in the current year. We hope to complete them in next two years.

The hon. Members are aware that the operating ratio at the end of 2012-13 has been projected at 84.9 percent, which represents a quantum improvement over 95 per cent in 2011-12. I wish to share with the august. House that the best ever operating ratio recorded by the Railways was 74.7 per cent in 1963-64. Thereafter, the operating ratio has always been higher, with spikes in the years of implementation of the recommendations of successive Pay Commissions. I am confident that we shall be able to keep the operating ratio at healthy levels in the coming years.

Some of the Hon. Members have expressed concern on the current financial position of the Railways. The position has been compared with cash surpluses before dividend generated during the period 2004-05 to 2008-09. The position in this regard was adequately discussed in the White Paper brought out in December 2009. I wish to remind this august House that the main reason for present financial position of the Railways is the additional burden placed by the Sixth Central Pay Commission. The cumulative impact till the end of 2011-12 has been over Rs 73,000 crore. Besides, the downturn in the economy has also been a factor. I assure the august House that I am constantly striving to improve the financial position of the Railways at the earliest.

Sir, continuing with our commitment to green initiatives, I am happy to share with the Hon. Members that the thrust on electrification of railway routes has yielded good results. Electrification of 975 route kilometres was achieved during 2010-11. During 2011-12, the target of 1,110 route kilometres plus 220 track kilometres has been achieved. We have fixed an even higher target of 1,500 route kilometres for the current year, which we are confident of achieving successfully.

With a view to increasing the Railway's share of freight traffic presently moving by road, we are actively pursuing introduction of innovative inter-modal technology, Road Railers, on our network. These have been specifically designed to run on railway track on convention steel wheels and also on the road on pneumatic tyres. A pilot project on trial basis is being taken up on Delhi-Chennai sector to be extended later after successful implementation.

The Railways is also formulating a policy on 'Roll-On-Roll-Off' (RORO) and its implementation will enable moving of road freight vehicles on flat rail wagons resulting in faster and environment—friendly transportation. These initiatives would not only save fuel consumption but would also provide a comprehensive transport logistic solution. The Railways intend to pursue these as a thrust area. Sir, hon. Members have also raised the issue of overcrowding at reservation counters and inaccessibility of Railways' e-portal for booking of tickets in the opening hours. E-booking of tickets is increasing at a rapid pace and currently it is 46 per cent of the total reserved travel booking. In order to address the problem of inaccessibility and slow down of the system and increasing demand for e-booking, a new project at a cost of Rs. 55 crore has been included in 2012-13 for upgradation of the web-portal and CRIS will be responsible for development, expansion and maintenance of the portal. The proposed upgradation of the e-ticketing portal will cater to booking of 1 million tickets per day.

I am sure with its implementation, our valued passengers will immensely benefit from them.

[Shri Mukul Roy]

Sir, the Railways have been providing quality packaged drinking water. Rail Neer, to our valued customers. The Railways: are expanding the production capacity for Rail Neer, and three plants for packaged drinking water are already functional. One more plant at Ambarnath is being set up. The Railways would also be setting up six more plants at Ambala, Amethi, Mal, Nasik, Farakka and Cheriyanad following the PPP model.

A large number of vacancies in the Railways has been a cause of concern for hon. Members in the past. I am happy to share with the august House that the Railways have initiated action to correct the position. After streamlining the process of recruitment, like conducting the examination on the same day, setting up of question papers in regional languages, waiver of examination fees for women, minority and economically backward sections, a recruitment drive was launched, and about 75,000 candidates, including about 1,400 in the RPF have been recruited. In the financial year, 2012-13, about 1,44,000 candidates, including about 12,400 candidates in the RPF, are proposed to be recruited. I can assure the house that the present recruitment drive will ensure manning of all safety category posts and will also cover posts reserved for the S.C., S.T. and the OBC categories and also for persons with disabilities.

Sir, hon. Members have repeatedly underlined the need to make the Ministry of Railways more responsive to issues highlighted by them. I wish to state that the Ministry accords highest importance to views, suggestions and demands received from the hon. Members. Written references from the hon. Members are invariably replied to. I assure the august House that I am committed to bringing about a culture of even higher level of sensitivity and urgency amongst my officers in this regard. Sir, some Members have also mentioned that certain projects had been announced in the earlier Budget, but these have not been implemented. I can assure them that all the projects will be taken up and fulfilled within a very short period. In between, time on train stoppage, which I recollect, has already been given.

I would like to once again thank the hon. Members for their valuable suggestions and immense support given to the Railway Budget, and I would conclude by requesting the House to return the Appropriation Bill.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, I put the motion to vote ...*(Interruptions)* it is over. Whatever you want to know from him, you can write to him...*(Interruptions)* The hon. Minister has very kindly said that he would reply to the queries of each of the Members. You may please write to him. He will reply. That



is the solemn assurance given in the House. So, hon. Members can write to the Minister, and he will reply.

Now, I put the motion to vote. The question is:

“That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2012-13 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration.”

*The motion was adopted.*

THE VICE-CHAIRMAN (PROF. P.J, KURIEN): We shall now take up Clause-by-Clause consideration of the Bill.

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

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

SHRI MUKUL ROY: Sir, I move:

*That the Bill be returned.*

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

### **The protection of children from Sexual Offences Bill, 2011**

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): Sir, I move:

That the Bill to protect children from offences of sexual assault, sexual harassment and pornography and provide for establishment of Special Courts for trial of such offences and for matters connected therewith or incidental thereto, be taken into consideration.

महोदय, यह एक बहुत ही अहम बिल था जिसे लाने में पहले इतनी देरी हुई और आज हाउस में भी बहुत देरी हुई है। मैं यह बताना चाहती हूँ कि इस बिल की आवश्यकता क्यों पड़ी। आज के समय में इस बिल को लाने की आवश्यकता इसलिए पड़ी क्योंकि NCRB, National Crime Record Bureau का जो डाटा है, उसके अनुसार sexual offence against children cases दिन प्रति दिन बढ़ते चले जा रहे हैं। आए दिन अखबारों के माध्यम से, समाचार-पत्रों के माध्यम से, टेलीविज़न के माध्यम से पता चलता है कि बच्चों के खिलाफ जो अपराध होते हैं, वे कितने घिनौने अपराध हैं। बच्चों को इन अपराधों से किस तरह से प्रोटेक्ट किया जाए, इसके बारे में एक स्टडी मेरे मंत्रालय ने कराई थी। Study on child abuse, India 2007 इसके अनुसार 13 राज्यों में 13 हजार बच्चों से बातचीत की गई। जिसमें पता चला और 43 परसेंट बच्चों ने यह माना कि किसी न किसी प्रकार से उनके साथ यौन अपराध हुआ है और कुछ केसेज़ में बच्चे बता नहीं पाए, लेकिन अधिकतर बच्चों ने माना कि उनके

[श्रीमती कृष्णा तीरथ]

अपने जानकार ने, अपने सगे-संबंधियों ने घर में, आसपास में जो जानने वाले लोग थे, उन्होंने इस तरह का दुर्व्यवहार उनके साथ किया। एक तरफ हम कहते हैं कि बच्चे मन के सच्चे, बच्चे आंख के तारे, एक तरफ हम कहते हैं कि बहुत भोले हैं, भगवान का, ईश्वर का रूप हैं और जब हम उन्हें आंख का तारा कहते हैं, यदि उस आंख के तारे को, आंख से निकाल लिया जाए, तो अंधेरा हो जाएगा। जब हम कैसे मान सकते हैं कि आज के हमारे भारत के बच्चे, जब आंख के तारे को हटा दें, जो उनकी परवरिश करने वाले हैं, वे अगर ब्लाइंड हो जाएंगे, तो कैसे उसकी परवरिश करेंगे और कैसे मान सकते हैं कि आज के देश के बच्चे, कल का देश का भविष्य बनकर देश को सम्भालेंगे, उबारेंगे, उसके लिए तरक्की बनायेंगे, तरक्की में उसको लेकर जायेंगे। वह ज्योति इतनी ऊपर उठेगी कि पूरा विश्व जानेगा कि जो भारत सबसे बड़ा देश है, जिसमें सबसे अधिक बच्चे हैं। विश्व में सबसे अधिक बच्चे हमारे भारत में हैं, लेकिन आज की प्रताड़ना के अनुसार इस बिल को लाने की जरूरत पड़ी। इस बिल में बहुत ही कठोर प्रॉविजन हमने रखे हैं। जिससे कोई भी अपराध करने से पहले यह सोचेगा कि क्या मैं अपराध करूँ या न करूँ। लेकिन आज तक जब यह बिल नहीं था, तो बच्चों प्रति जो अपराध थे, वे बढ़ते ही चले जा रहे थे। NWC द्वारा जो 2007 में स्टडी कराई गई, उसमें कम्प्लेंट्स के बारे में बताया गया कि हम लोग लोकल पुलिस में कम्प्लेंट करते हैं। लेकिन लोकल पुलिस में भी **Special Juvenile Police Unit** बनाने का प्रावधान है, जो उस जगह पर अपनी कम्प्लेंट करेगा। जो हमारे **IPC, Indian Penal Code** है, उसमें जो प्रॉविजन थे, उनके अनुसार बड़े और छोटे के साथ जो अपराध होता था, वह बराबर माना जाता था। उसमें यह होता था कि किस प्रकार से बच्चे को परेशान किया जाए, उससे बच्चे के दिमाग पर बुरा असर पड़ता था और यह बर्डेन उसके ऊपर डाला जाता था कि आपके साथ किसने क्या किया, कैसे किया, तो बच्चा हमेशा हमेशा के लिए अपने दिमाग में उस बात को रख कर उस छवि को रख कर आगे की तरक्की के लिए रुक जाता था। हमने इसमें वे प्रॉविजन भी डाले हैं जो **IPC** में नहीं थे। अब इसके अंदर जो **offences covered** किए गए हैं, बिल में जो **इन्क्लूड** है, **penetrative sexual assault in Section 3, aggravated penetrative sexual assault in Section 5, sexual assault in Section 7; aggravated sexual assault in Section 9, sexual harassment of child in Section 11, use of child for pornographic purposes in Section 13** और इसमें बहुत सारी चीजें भी रखी गई हैं। मैंने पीछे अखबार में पढ़ा और एक केस नारायणा में हुआ था कि एक बच्ची के पीछे बार-बार, उसको कोई फॉलो करता है, वह न घर में बता सकती थी, न वह बाहर बता सकती थी, हमेशा मेंटली टॉर्चर रहती थी और जब उसने घर में बताया, तो जो पीछा करता था उसके साथ मारपीट की गई और मारपीट होने के बाद वह वहां से चला गया। लेकिन 6-8 महीने बाद वह वापिस आया और उसको रिवाल्वर से शूट कर दिया। ऐसे-ऐसे केसेज़ मिलते हैं। एक तरफ हमारे देश में लिंगानुपात गिर रहा है। इसमें तो जेंडर न्यूट्रल है, इसमें 18 साल से कम उम्र के लड़का या लड़की को रखा गया है। इसके अंतर्गत ई-मेल करने वाला, एसएमएस करने वाला अपराध भी आता है। महोदय, मैं आपके माध्यम से बताना चाहूँगी कि बच्चों के खिलाफ होने वाले यौन अपराध पिछले दिनों मीडिया में काफी चर्चा में रहे हैं। साथ ही, नेशनल क्राइम ब्यूरो के 2001 से 2010 के जो आँकड़े हैं, उनके अनुसार इनमें बहुत बढ़ोतरी हुई है। अभी

कानूनों की जो व्यवस्था है, उसमें यह महसूस किया गया कि अपराधियों के खिलाफ जो मुकदमे दर्ज भी होते हैं, तो बाद में साक्ष्यों के अभाव में वे अपराधी छूट जाते हैं। इसलिए यह आवश्यक है कि कानून में इस प्रकार के प्रावधान किए जाएँ, जो मासूम बच्चों के हक में हों, ताकि बच्चों के खिलाफ दुराचार करने वाले अपराधी किसी भी सूरत में कानून से बच न सकें। इन्हीं सब बातों को ध्यान में रखते हुए द प्रोटेक्शन ऑफ चिल्ड्रेन फ्रॉम सेक्सुअल ऑफेंसेज़ बिल, 2011 में बहुत सारे चाइल्ड फ्रेंडली प्रोसीज़र्स रखे गए हैं।

उपसभाध्यक्ष जी, मैं आपके माध्यम से सदन को बताना चाहूँगी कि इस बिल में मुख्यतः 6 प्रकार के ऑफेंसेज़ रखे गए हैं, जैसे मैंने अभी बताया है। वर्तमान में इस प्रकार के अपराध इंडियन पीनल कोड की विभिन्न धाराओं में कवर नहीं किए गए थे और इनके अलावा भी बहुत सारे ऐसे सेक्सुअल ऑफेंसेज़ हैं, जिनको आईपीसी में न तो विशेष रूप से डिफाइन किया गया है और न ही उनके लिए किसी दण्ड का प्रावधान है। इसके कारण इस प्रकार के अपराधों को आईपीसी के साधारण व नॉन-स्पेसिफिक प्रोविजन के अन्तर्गत रजिस्टर किया जाता है। इसके अलावा वर्तमान कानून में मेल चाइल्ड के प्रति हुए लैंगिक अपराधों को डील करने का कोई स्पेसिफिक प्रोविजन नहीं था। साथ ही साथ, आईपीसी के अनुसार एक बच्चे के रेप या एक वयस्क के रेप को एक बराबर कानूनी प्रक्रिया से डील किया जाता था, जबकि बच्चों के लिए इस प्रकार के अपराधों में वयस्क की तुलना में ज्यादा फिज़िकल और साइकोलॉजिकल ट्रॉमा होता है। महोदय, मेरे मंत्रालय द्वारा 2007 में चाइल्ड एब्यूज़ के बारे में की गई स्टडी के बारे में मैंने बताया कि एक स्टडी की गई, जिसमें 53 प्रतिशत बच्चों ने यह मान लिया, लेकिन मुझे ऐसा लगा कि बहुत सारे बच्चों के साथ ऐसा होता है, जो कुछ बता भी नहीं पाते हैं।

महोदय, मैं आपके माध्यम से सदन को एक बात और बताना चाहूँगी कि यह सुनिश्चित किया जाए कि ऐसे व्यक्ति, जो इस अपराध में शामिल हैं, उन्हें शीघ्र सजा मिले। इसलिए फास्ट ट्रैक कोर्ट बनाने की बात की गई है। पुलिस को भी इसमें तुरंत केस रजिस्टर करके कोर्ट में पेश करने की बात है। बिल में यह व्यवस्था भी की गई है कि विक्टिम बच्चों को बार-बार कोर्ट में न जाना पड़े। कानूनी प्रक्रिया के दौरान अगर किसी स्थिति में बच्चा अपनी बात व्यक्त न कर सके, तो किसी एक्सपर्ट या इंटरप्रेटर या अगर उस बच्चे की लैंग्वेज दूसरी है या वह गूंगा है या मेंटली रिटार्डेड है, तो उसकी मदद के लिए, जिसके ऊपर बच्चे को विश्वास हो, उस व्यक्ति को रखा जाए, जो उसकी बात कह सके। इस बिल में 'बच्चे' को ठीक प्रकार से परिभाषित किया गया है। कोई भी व्यक्ति, जिसकी आयु 18 साल से कम हो, उसे बच्चे की कैटेगरी में रखा गया है।

महोदय, मैं आपके माध्यम से सदन का ध्यान बिल की धारा 24, 25, 26, 27 और 33 की तरफ भी ले जाना चाहूँगी, जिसके द्वारा हमने चाइल्ड फ्रेंडली प्रोसीज़र्स लाने की कोशिश की है। इन प्रावधानों में विस्तार से यह डाला गया है कि यदि पुलिस को किसी बच्चे का बयान नोट करना है, तो किन बातों का ध्यान रखना होगा। मजिस्ट्रेट या स्पेशल कोर्ट के द्वारा बच्चों का बयान नोट करते समय इन चाइल्ड फ्रेंडली प्रोसीज़र्स को ध्यान में रखना होगा। विक्टिम चाइल्ड के मेडिकल एक्जामिनेशन के लिए हमने बिल के अन्दर ही कई प्रावधान किए हैं और इस बिल से सम्बन्धित पार्लियामेंटरी स्टैंडिंग कमेटी की जो रिक्मेंडेशंस और सजेशंस आई थीं, हमने उनको माना है। महोदय, यह बिल 23 मार्च 2011 को इसी सदन में मेरे द्वारा

[श्रीमती कृष्णा तीरथ]

इंट्रोड्यूस किया गया था। सदन के द्वारा इस बिल को पार्लियामेंटरी स्टैंडिंग कमेटी को भेजा गया। पार्लियामेंटरी स्टैंडिंग कमेटी ने 21 दिसम्बर 2011 को अपनी रिपोर्ट पेश की थी। सरकार ने पार्लियामेंटरी स्टैंडिंग कमेटी के ज्यादातर सिफारिशों को माना और उन्हीं को ध्यान में रखते हुए बिल में अमेंडमेंट्स के प्रस्ताव रखे हैं।

महोदय, इस बिल के मूल प्रारूप में धारा 3 और धारा 7 में हमने 16 से 18 की आयु के लिए जो सेक्सुअल एक्टिविटी में इंगेज्ड होने के लिए कंसेंट की बात कही थी, दूसरे शब्दों में प्रोविजन के अनुसार अगर एक 16 से 18 साल का बच्चा किसी व्यक्ति से, जो कितने भी वर्ष का हो, उससे शरीरिक सम्बन्ध बनाता है और बाद में अगर किसी कारण से उस व्यक्ति की शिकायत होती है, तो मूल प्रावधान के अनुसार यह देखा जाएगा कि सेक्सुअल एक्टिविटी के लिए बच्चे की मंजूरी थी या नहीं। बच्चे के लिए यह एक बड़ा ट्रामा होगा कि बार-बार उससे पूछा जाए कि तुमने हाँ कहा था या नहीं कहा था। इसलिए उस प्रोविजन को हटा दिया गया है।

बिल में बहुत सारे प्रावधान रखे गए हैं। मैं समझती हूँ कि यदि एक बच्चे के माता-पिता या कोई सम्बन्धी इसकी शिकायत करते हैं, तो उसे तुरंत केस में रखा जाता है। कई जगहों से शिकायतें मिली हैं कि आपने इसकी एज 16 से 18 क्यों कर दी है, 16 ही क्यों नहीं रहने दी, इसके लिए बच्चों में बहुत सारी स्टडी करवाई गई। बच्चों ने स्वयं यह माना कि जो *sexual age* है, वह 18 से ऊपर ही होनी चाहिए और कइयों ने तो इसे 21 साल माना है। मैं जानती हूँ कि बहुत सारी एनजीओज़ ने भी कहा कि इसको कम क्यों किया गया है, तो इसे कम करने के पीछे ये कुछ कारण थे। सदन से भी मैं चाहूँगी कि वह भी इस बात पर गौर दे। हमारी जो पार्लियामेंट्री स्टैंडिंग कमेटी है, उसने भी यही कहा है कि इसके लिए 18 साल की उम्र ही होनी चाहिए।

मैं यह भी स्पष्ट कर देना चाहूँगी कि *Teenage Sex* के बारे में मीडिया की कुछ जगहों पर भी इस तरह की कुछ बात उठाई गई है, जो बिल्कुल निराधार है। इसमें बहुत सारे अन्य प्रावधान भी हैं, लेकिन समय भी कम है। कमेटी की सिफारिशों के अनुरूप धारा 42(ए) में इन्हें डाला गया है, जिसके अन्तर्गत केन्द्रीय सरकार और सभी राज्य सरकारों को यह सुनिश्चित करना होगा कि आम जनता, बच्चों और अभिभावकों को इस कानून के बारे में जानकारी दे, इसके लिए अवेयरनेस क्रिएट करे। जब अवेयरनेस क्रिएट की जाएगी तो बच्चों के खिलाफ होने वाले जो बहुत सारे अपराध हैं, उनको रोका जा सकेगा।

इन्हीं शब्दों के साथ मैं सभी माननीय सदस्यों का धन्यवाद करती हूँ। इस बिल का बहुत दिन से इंतजार था, तो आज इस बिल को लाया गया है। इससे बच्चों के प्रति हो रहे अपराध को रोका जा सकेगा और जल्दी से जल्दी उन्हें न्याय भी मिल सकेगा। धन्यवाद।

*The question was proposed.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Okay. Now, Shrimati Smriti Zubin Irani.

SHRIMATI SMRITI ZUBIN IRANI (Gujarat): Sir, will the House sit beyond six o'clock, because my speech will not be over in five minutes? (*Interruptions*) Is the House sitting beyond six, Sir?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RAJEEV SHUKLA): Sir, let us clear it today because tomorrow is the Private Members' Business. Next week too, very important Bills would be coming. (*Interruptions*)

SHRIMATI SMRITI ZUBIN IRANI: Sir, I am ready with my speech, if the House goes beyond six. I don't think it is. (*Interruptions*)

श्री राजीव शुक्ल: कल प्राइवेट मैम्बर बिज़नेस है। जब प्राइवेट मैम्बर बिज़नेस आ जाएगा, तब फिर यह फंस जाएगा।

SHRI D. RAJA (Tamil Nadu): Sir, we are for passing this Bill. It is a very important Bill. Let the Parties express their views so that the Bill can be strengthened. That is why we are saying that we will have the debate tomorrow.

श्री राम कृपाल यादव (बिहार): सर, यह बहुत महत्वपूर्ण बिल है ... (व्यवधान)।

SHRI RAJEEV SHUKLA: Well, they want to have Special Mentions. Then, they want to have Private Members' Business. When will it be taken up tomorrow? (*Interruptions*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): The point is, there will be no time for this Bill.

SHRIMATI SMRITI ZUBIN IRANI: We are ready.

SHRI RAJEEV SHUKLA: Yes, please. Let us sit and discuss.

SHRIMATI SMRITI ZUBIN IRANI: Is the House sitting beyond six, Sir? (*Interruptions*)

SHRI RAJEEV SHUKLA: Yes, yes. Then, let us have a debate. We are all sitting here. Let us have the debate.

SHRI D. RAJA: Sir, this Bill is important and we are all for passing this Bill. (*Interruptions*)

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): We will start and then ... (*Interruptions*) No. Please listen. If Smriti is willing to speak, let us start then. Then, we will... (*Interruptions*)

SHRIMATI SMRITI ZUBIN IRANI: The Chair was telling me that they would shut the House by 6 o'clock.' So, if they have two minutes, how can I speak?

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): No. We will have the first speaker and, then, we will decide. (*Interruptions*) Anyhow, I have called her name. Please listen to her. Now, you may speak.

SHRIMATI SMRITI ZUBIN IRANI: Sir, am I permitted to complete my speech today?

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Yes, you may finish your speech today. We will sit up to that time and, then, we will decide. Anyhow, I have called your name. You may start with your speech.

SHRIMATI SMRITI ZUBIN IRANI: Let me say that the hon. Minister wants to rush through the observations that I make, thereby signifying that the Bill is not important enough for the entire House to sit together and ponder over.

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): No, no. Nothing like that. (*Interruptions*)

SHRIMATI SMRITI ZUBIN IRANI: Sir, I would request him not to scream. (*Interruptions*) I would request him not to scream. (*Interruptions*)

THE VICE CHAIRMAN (PROF. P. J. KURIEN): No, no. Let us not argue.

SHRIMATI SMRITI ZUBIN IRANI: I am ready to put forth my observations. He may kindly take his seat. (*Interruptions*)

THE VICE CHAIRMAN (PROF. P. J. KURIEN): Minister, please; no. Let us not argue on this. (*Interruptions*)

SHRIMATI SMRITI ZUBIN IRANI: You may please take your seat.

SHRI RAJEEV SHUKLA: Ask her to ...(*Interruptions*)

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Smritiji, you may begin your speech now.

SHRIMATI SMRITI ZUBIN IRANI: I would request the hon. Parliamentary Affairs Minister to first keep his peace before I begin. May I?

SHRI RAJEEV SHUKLA: Yeah. You may.

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): No, no. Please.

SHRIMATI SMRITI ZUBIN IRANI: I rise today to speak on an issue which is every parent's nightmare, Sir. When a mother holds a child for the first time, in her embrace lies the promise of protecting the child from all evils in the world. Unfortunately, many parents in our country have not been able to keep that promise because of the

**6.00 P.M.**

absence of a stringent law that seeks to punish sexual predators of children. In a nation which many consider encompasses 20 per cent of the world's children, this Bill is 62 years too late. However, I appreciate that in the Bill the Government mentions the UN Convention on Right of Children, and India's ratification on the 11th of December, 1992, as one of the reasons why this Bill has been introduced.

Sir, I wonder why we, a nation of thinkers, have never pondered over the need to legislate and protect our children on our own. Maybe, there are many ugly truths about our own society that we are uncomfortable in confronting.

The hon. Minister, while introducing the Bill, has rightly said that the truth of our nation is that the study on child abuse conducted in 13 States has brought forth the data that over 53 per cent children in our country have been abused once or more than once. And, 50 per cent of the children who are abused have been abused by somebody they trusted or somebody in a position of responsibility. This study has also highlighted an alarming figure that the rate of conviction in cases of rape of children has fallen by 8 per cent from 2001 to 2009. Worst still, conviction of those who procure minor girls has fallen by 20 per cent in the same time period. According to the Standing Committee Report, Sir, the reason for fall in rate of conviction is the stigma that the victim has to go through and the delay in judicial proceedings. But, one of the biggest reasons that the Standing Committee is silent on is the attempt by the society and families to keep quiet.

I think, Sir, there are many amongst us today and those who might be watching the proceedings of this House who know that it is difficult for us to believe the reality that there may be people amongst us, in our families, in our circle of friends who will abuse the relationship of trust and abuse a child. This urge to disbelieve that a human being can fall to such levels makes us many a time turn away from a child who seeks protection, a child who needs rehabilitation and a child who deserves justice.

However, this Bill which seeks to protect the child and provide justice is silent on efforts to prevent abuse. Sir, while I will put forth my humble suggestions to the hon. Minister with regard to prevention of the abuse which can be encompassed by this Bill, I would first like to highlight certain gaps in the clauses mentioned in this Bill which seek to protect our children.

Hon. Minister, I would like to draw your attention to Chapter-II, Explanation 1A, which defines consent. According to this, consent also means any form of non-verbal communication. I would plead today that you delete this particular phrase as

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no predator should be allowed to use this phrase in any manner whatsoever to indicate that through non-verbal communication he or she received consent for the act from the victim-child.

Madam Minister, in clause 5(i), page 4, I draw your attention to the aggravated penetrative sexual assault and punishment therefor, which will be adjudged on the basis of the fact that whoever commits penetrative sexual assault on a child knowing that the child is pregnant will be punished accordingly. Madam Minister, all that an accused has to do is explain ignorance of the pregnancy to enable a lenient view of the law. I request you to kindly delete the same and ensure that punishment is harsher still in such a case.

Sir, on page 6, clause 9(1), it is said, “whoever commits sexual assault on the child more than once or repeatedly”. Through you, Sir, I would urge the Minister to ensure that the punishment for the first time offender should be high enough to serve as a deterrent; and, in case of repeated offence, a repeat-offender should get life imprisonment.

I am intrigued, Madam Minister, that clause 9 (r), states, “whoever commits sexual assault on a child and attempts to murder the child”; and, according to clause 10, the punishment prescribed is not less than five years but which may extend to seven years and shall also be liable to fine. Madam, under section 307 of the IPC, attempt to murder entails imprisonment of ten years along with fine. If the victim has been caused hurt, this punishment is extended to life imprisonment. I would like you to explain us as to why attempt to murder of a child under this Bill carries a lesser sentence as compared to section 307 of the IPC.

Sir, before I move on to the next clause, let me tell the hon. Minister that I am distressed as a mother that even this Bill, which seeks to protect all children in our country from sexual abuse, exempts the children of Jammu and Kashmir. I would urge the entire House to resolve unitedly to impress upon the Government to ensure that even the children of Jammu and Kashmir are protected from sexual abuse. Sir, through you, I would like to draw the Minister’s attention towards Clause 11 which defines ‘sexual harassment’. According to Clause 11, a person is supposed to have committed sexual harassment upon a child when such a person with sexual intent follows a child repeatedly. The hon. Minister, while presenting the Bill, spoke of a girl who was continuously harassed by a man who repeatedly followed her. Madam, if such a clause is brought into practice, all that a harasser needs to do is say that his following the child had no sexual intent. Hence, I would urge you to re-look at the phrase ‘sexual intent’ and not give a predator any excuse under this clause to be absolved of the crime.



Clause 15, Madam, on page 7, states, “Any person, who stores, for commercial purposes any pornographic material in any form involving a child shall be punished with imprisonment of either description which may extend to three years or with fine or with both.” Sir, I would like to ask the hon. Minister, through you: is she implying that people who store pornographic material involving a child for personal use and not for commercial purposes, are not to be punished under this law? If, Minister, that is not your intention, then, please delete the words ‘for commercial purposes’.

Sir, in Chapter IV, Clause 18, it is said, “Whoever attempts to commit any offence punishable under this Act or to cause such an offence to be committed, and in such attempt, does any act towards the commission of the offence, shall be punished with imprisonment of either description which may extend to one year or with fine or with both.” Through you, Sir, I would like to attract the hon. Minister’s attention to the fact that you can imagine if this predator was successful in his or her attempt to abuse the child, please ensure that punishment for attempting such a heinous crime is a minimum of five to seven years so that such a punishment acts as a deterrent in the future.

Sir, in Clause 19, if you look at sub-clause (5), I am sure, all the Members in this august House would find the description preposterous because this sub-clause states, “Where the Special Juvenile Police Unit or local police is satisfied that the child against whom an offence has been committed is in need of care and protection, then, it shall, after recording the reasons in writing, make immediate arrangement to give him such care and protection.” Madam, a police officer is no psychologist, I would beg you to include, on compassionate grounds, the needs of victims to ensure that they receive immediate relief and rehabilitation. We all know that victims of violence and abuse need such support. Let this Clause be compassionate towards the needs of the victims, instead of ignoring it.

In Chapter VI, Sir, which outlines, Mr. Minister, I would like your attention on this because for me it is a matter of concern, Clause 24, sub-clause (1) reads, “For the purpose of recording the statement of the child, the provisions of section 157 of the Code of Criminal Procedure, 1973, shall apply”. Madam, I would like to attract your attention to the fact that in Section 157 of the CrPC, according to proviso (A) and (B) of sub-section (1), “The officer cannot be compelled to fully investigate a case before him. He can simply in his report state his reasons for not fully investigating the alleged crime, and inform the victim of the fact that he will not investigate the case, or, caused it to be investigated”. Now, imagine if the abuser is a member of the family, who approaches this officer, and impresses upon the officer

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not to investigate further, or, for that matter, takes support from other members of the family to persuade the officer to drop the investigation, or, worst still, attempts to bribe the officer to ensure that investigations do not take place. Imagine, Madam, the condition of the child who barely manages to articulate his or her sufferings to a uniformed officer only to be dismissed later. In fact, I would urge, through the Chair, that the Minister should ensure that this Bill directs each and every officer to complete investigations, to submit the reports to the courts, and let the courts decide whether further investigation or prosecution is required in the case. If an officer in-charge does not fulfill his responsibility, then the harshest of punishment should be given to the said officer. Sir, in sub-clause 2 of clause 24, it is said that if the statement of the child is being recorded, it shall be done so in the presence of the parents of the child or any other person in whom the child has trust or confidence in. I would beseech you to Include parent, guardian or child welfare officer as designated by the court in the absence of a guardian which may include a counselor, if the court so decides. Sir, while the Minister in her speech said that all the offence with regard to children under the age of 18 have been considered in the Bill in Clause-29, it is said that the victim is defined only as a child below the age of 16, thereby dismissing that children between the age of 16 and 18 can also be victims. I would like you to reconsider the same. In clause 33, sub-clause 7, the court shall ensure that the identity of the child is not disclosed to the media at any time during the investigation except with the consent of the child or the parent or the guardian. Madam Minister, I don't think this particular sub-clause of clause 33 serves in any way in protecting the child's interest. In fact, I am sure my media friends in the gallery would join me in telling you that no publication or no right-minded journalist would want to profit from the trauma of a child. The identity of the child victim should not be revealed under any circumstances whatsoever, Madam Minister. That is my plea to you. In clause 35, sub-clause 2, while the Minister introducing the Bill said that judicial proceedings are not delayed. That is the intention of this Bill. I would like you to concentrate on the fact that sub-clause 2 says that special court shall complete the trial as far as possible within a period of one year from the date of taking cognizance of the offence. Madam Minister, I would like you if you please delete the words 'as far as possible' and instead be inspired by section 309 of the CrPC, which ensures proceedings on a daily basis and in case of rape under sections 376 to 376(d), which ensures that the entire trial is to be completed within a period of two months from the start of the recording of the statement of witnesses. Sir, clause 36 which describes how the child is not exposed in any way to the accused at the time of recording of the evidence, while at the same time, ensuring that the accused is not in a position to hear the statement of

the child and communicate with his advocate, I would like the Minister to tell me what kind of infrastructure is being made available in the courts to ensure that this clause is implemented effectively. Sir, through you, I would like to attract the attention of the hon. Minister towards clause 41, which says the provisions of clauses 3 to 13, both all inclusive shall not imply in case of medical examination, medical treatment of a child when such an examination or treatment is undertaken with the consent of his parent or guardian. Madam Minister, I would request you that in the interest of children in this country to get into consultations with members of the medical community to ensure that those people who have taken the Hippocratic oath and yet defy it and then abuse a child should not take the cover of this clause to escape the hands of the law. I would hope that the Minister does consult the stakeholders in the medical community and reviews another aspect of this particular clause. Sir, while I have highlighted the gaps in the Bill, I would now like to take this opportunity to put forth my suggestions. Let there be a mechanism, Madam Minister, if you so please, of setting up a cadre of welfare officers who are not only trained in law but also specifically trained to deal with the issues arising out of emotional and mental scars that are left on a child subsequent to abuse. I know this Bill involves the use of special juvenile police unit, but the hon. Minister also knows that in the Standing Committee deliberations stakeholders had apprised the Ministry that these mechanisms are yet to be established in many States, and, wherever established, cannot be considered to be performing their mandated task. In fact, Sir, the Minister might not remember, but in the Winter Session of 2011, on the Floor of this House, I had asked the Minister to let me know the number of cases of abuse of women and children, that have been registered in the institutions run by the Government. The response from the Minister was that 'the data is still being collected.' Madam, we are half way through 2012, and I, still, have not received the data, because I guess that the mechanism of detection, conviction and rehabilitation, which you spoke about today, still lacks the conviction with which you tried to present the Bill today in this House. Sir, in order to prevent abuse, I think we need to engage with the schools and educational institutions and impress upon them the need to report a crime if a child brings it to their notice. I would also like that this Bill should make it mandatory. Hon. Minister, I would beg your special attention to this. Please make sure that this Bill makes it mandatory to register any person who has been previously convicted of any sexual offence, whether against children or in general, with the local police authorities and carry a punishment in the event of non-compliance. Local police authorities should be directed to share this information with the community leaders and the educational institutions in order to enable parents to monitor and, or, prevent their children from interacting with anybody who has a history of sexual abuse or deviance.

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Sir, I also, through you, urge the hon. Minister to ensure that the Limitation Act does not apply to any civilian claim under this Act against the offender. This Act should not prevent a separate civil proceeding against the offender for compensation. Sir, I am sure the Minister would agree that this Bill is extremely silent on rehabilitation of child victims. I would urge the Minister, through you, Sir, to consult with State Governments in order to determine adequate allocation of funds, which would ensure not only effective implementation of the law but also provide for relief and rehabilitation of child victims.

Sir, before I conclude, let me thank all the Members who are present in the House for this debate. Today, their very presence communicates to the children of our nation our resolve to protect them. Sadly, there were many who were robbed of their innocence, many who were denied justice and yet many who escaped the full force of law in the absence of such legislation. In the year 1996, Sir, the mother of a six-year old daughter sought justice from the Delhi High Court. This child was abused by her father and his office colleagues. The father of this six-year old worked as Under Secretary in the Ministry of Home Affairs. After work, every day, he would take his child alongwith his four colleagues to a hotel, consume alcohol, watch blue films and proceed to abuse the child.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, please conclude.

SHRIMATI SMRITI ZUBIN IRANI : When the senior counsel representing the mother pleaded with the Court to punish the group for sexually abusing the child, all the law could permit was a slap on the wrist of the abettor and his accomplices, for there was an absence of a definite law which would punish the group severely for its actions. The counsel, Sir, for the mother, who sought justice said, "It was time to give a go by to traditional approach which according to him reflected male views and male standards." He made an impassioned plea to recognise, feel, and respond to the changing scenario and challenge. The law did not respond and those who indulge in sexually abusing the child in a group got away with a slap on the wrist. They still, Sir, roam the streets of the nation's capital. I am afraid, they, still, probably, serve in the Administration today. Let, Sir, this Bill tell those predators that we shall never again deny justice to a child that seeks protection under the Constitution. Let them know that this House stands united in punishing those who defy and demean the laws of humanity.

It is my proud privilege, Sir to initiate this debate on behalf of the BJP, wherein, I, today, am led by the same Counsel in this House who sought justice for

that six-year old girl. That Senior Counsel is Shri Arun Jaitley, and this House today should rise above all ideological differences to help deliver justice to those when there was none.

Hon. Minister, in conclusion, I would urge you to work in the interests of our nation's children and to consider my pleas, my suggestions, and, with these words, Sir, I thank you for this opportunity.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Congratulations. It was a well-studied speech. Now, Shrimati T.N. Seema.

DR. T.N. SEEMA (Kerala): Thank you very much, Sir, for having given me this opportunity.

Firstly, while supporting the Bill, I would like to appreciate the hon. Minister of Women and Child Development for bringing this important Bill in this house.

The Protection of Children from Sexual Offences Bill is, perhaps, the most important piece of legislation in the interest of children that we have seen so far. It addresses an important aspect of child care, that is, to give protection to a child to live with dignity.

Sir, our nation which proclaims high human values, peace and non-violence also has a bad record in the matter of treatment of children and women for that matter. Sir, data from the National Crimes Record Bureau show an alarming increase in cases of sexual offences against children. Sir, if we see the record of the last many years, we will find that 25 per cent of the reported cases in each year were registered against children. Worse, such offences are mostly committed by persons known to the child or close to them, including near-relatives. Hence, these cases are either not comprehended by the children as crimes, and even they do not like it, they do not report it out of fear. Our existing laws are not effective in curbing these crimes and in giving justice to the victims.

Sir, in this context, the proposed Bill is highly timely and will be welcomed by all.

Sir, although the Bill is fairly comprehensive in its approach and its provisions, there are a few areas in which changes will be required. The Standing Committee has already recommended many amendments to the Bill which I feel should be incorporated. I would like to highlight only some of the points.

Firstly, about the provision regarding consent for sexual acts. Clauses 3 and 7 of the Bill have identical provisions which state that if a sexual assault is committed

[Dr. T.N. Seema]

against a child between 16 and 18 years of age, it shall be considered whether the consent has been obtained or not. I understand that the Government has already decided to amend the similar provisions in the Indian Penal Code (375 and 377) in the matter of rape of women between 16 and 18 years of age. While supporting this provision of consent of age as 16-18 in the Bill, I would like to express my concern about the issue regarding the teenagers who are getting married without the permission of their parents. We know there are many incidents of honour killings reported from many, many States and it is happening every day in many States. Young people are getting married without the will of their parents. I am afraid, the penal provisions against the offenders who are involved in sexual relationship with minor girls provided in this Bill will be used as a tool against those young couples who are getting married without the permission of their parents. So, I would like to suggest that a provision should be added in this Bill that 'if two young people engage in consensual act, then it should not be criminalized and the boy should not be punished. If the age difference is five years or more between the man and the minor girl, then the man can be held liable.

Sir, I would also like to point out some inadequacies in this Bill. The Bill contains no provision with respect to compensation to the victims of the offences contained therein. This omission is indeed glaring, considering that the victim is in his or her tender years and thus is extremely susceptible to intense psychological harm, perhaps, more so, than the adult victims. The family of the victims require financial resources to engage experts to periodically review the child's mental and physical health. On the other hand, the National Commission for Protection of Child Rights have advocated compensation for child victims in the form of the draft Bill. The Supreme Court, in the *Delhi Domestic Working Women's Forum versus Union of India and Others*, has directed the National Commission for Women to evolve a scheme so as to wipe out the tears of the unfortunate victims of rape. This led to the establishment of the Criminal Injuries Compensation Board for compensating the rape victims. Moreover, Section 357 of the CrPC is inadequate in such cases, as it provides compensation only after conviction of the accused. Thus, in most cases, owing to the immense backlog of cases in courts, the compensation would be given only at a much delayed stage, whereas the requirement is immediate. Realizing these concerns, as also the intention of the Bill, which is mainly reparative and not compensatory, I urge upon the Government to add provisions for compensation of the child victims of sexual abuse in this Bill, so as to make this legislation more effective.

Sir, the Standing Committee recommended an effective mechanism for monitoring, evaluation and even rehabilitation. I fully agree with what Smritiji said about rehabilitation. I would request the hon. Minister to ensure effective running of

the child homes and child protection institutions in all States for effective implementation of this Bill.

Sir, I would like to draw the attention of the hon. Minister to the serious issue of declining conviction rate of rape cases against children. Even that point was made by *Smritiji* in this House. It is clear that formulation of laws alone cannot make a difference to this situation. We need to sensitize the whole judicial system, the police, the whole bureaucratic system as also the society, about the rights of the children. I think, we, the representatives of people in this country, should take up the initiative to change the mindset of the society and have a more child-friendly and women-friendly society.

With these words, I extend my support to this Bill.

**श्री राम कृपाल यादव:** उपसभाध्यक्ष महोदय, यह जो बिल है, बहुत ही महत्वपूर्ण बिल है। सबसे पहले मैं माननीय मंत्री जी का आभार व्यक्त करना चाहता हूँ, जिन्होंने इस बिल में हर चीज को बहुत ही बढ़िया ढंग से कवर करने की कोशिश की है, पूरे तौर पर बालकों को संरक्षण देने की व्यवस्था की है। ऐसा लगता है कि एक मां की अपने बच्चों के प्रति जो वेदना होती है, जैसा कि बताया गया है, उस वेदना को लेकर यह काम किया गया है। किस तरह से बच्चों का शोषण हो रहा है, किस तरह से बच्चों को प्रताड़ित किया जा रहा है, उसको ध्यान में रखते हुए इस कानून को लाया गया है। मैं समझता हूँ कि कानून तो इस देश में बहुत बनते हैं, मगर कानून का सही पालन हो, इसको भी इन्श्योर करने की आवश्यकता है। मंत्री महोदय, मेरा आपसे निवेदन होगा कि आपने यह एक अच्छा कानून बनाने का काम तो किया है, मगर इस कानून को जमीन पर लाने का काम भी होना चाहिए, ताकि इसका सदुपयोग हो सके और अपराधी डर सकें।

महोदय, एक दो बातें हैं, जिनकी मैं यहाँ चर्चा करना चाहता हूँ, जैसा मैडम ने चाइल्ड होम का बताया। चाइल्ड होम में बच्चों को रखने की जो व्यवस्था होती है, मैंने खुद देखा है, वहाँ बच्चों का शोषण होता है और बड़े पैमाने पर अधिकारियों की मिलीभगत से लोग बच्चों का शोषण करवाने का काम करते हैं। ऐसे लोगों पर सख्त निगाह रखनी चाहिए और उनके खिलाफ सख्त कार्रवाई भी होनी चाहिए। आपने कहा है कि अगर कम्प्लेंट जाती है, तो पुलिस तुरन्त केस रजिस्टर करे। बहुत सारे मामलों में देखा गया है कि पुलिस कम्प्लेंट रजिस्टर नहीं करती है। तो ऐसे पुलिस अधिकारी को दंड देने के लिए सख्त प्रावधान रखने का काम कीजिए, जो केस रजिस्टर न करता हो और उसकी मोनेटरिंग करने का काम ठीक से न करता हो।

इन्ही चंद शब्दों के साथ, चूंकि सदन यही चाहता है कि मैं इतना ही बोलूँ और आप तो चाहते ही हैं, इसलिए मैं इस बिल का समर्थन करता हूँ। साथ ही मैं यह भी विश्वास करता हूँ कि मैडम आप एक मंत्री हैं, उसके पहले एक मां हैं, मां और बाप, दोनों यहाँ बैठे हैं, और जैसी हम लोगों की फीलिंग है, इस कानून का इम्प्लिमेंटेशन बिलकुल सही ढंग से होगा और बच्चों को प्रताड़ना से निजात मिलेगी। धन्यवाद।

**श्रीमती बिमला कश्यप सूद** (हिमाचल प्रदेश): उपसभाध्यक्ष महोदय, आपने मुझे लैंगिक अपराधों से बालकों का संरक्षण विधेयक, 2011 पर बोलने का मौका दिया, इसके लिए मैं आपको धन्यवाद देती हूँ। भारत वह गौरवशाली देश है, जहाँ महिलाओं का बहुत मान-सम्मान

[श्री राम कृपाल यादव]

था, जहां कन्या को देवी का रूप मानकर नवरात्रों में या घर में कोई शुभ कार्य होता है, तो पूजन किया जाता है, लेकिन आज उसी देश में छोटी-छोटी बच्चियों के साथ यौन उत्पीड़न होने लगा है। छोटे बच्चे, जिन्हें इन बातों की समझ नहीं होती, उन बच्चों को लालच देकर या जबरदस्ती उठाकर ले जाते हैं और उनका यौन शोषण करते हैं। ऐसे पुरुष, पुरुष के वेश में भेड़िए हैं। ऐसा नहीं है कि इन बच्चों के साथ कोई बाहर का व्यक्ति दुराचार करता है, बल्कि नजदीक के रिश्तेदार-चाचा, मासुड़, फूफा सा उनके बच्चे यानी रिश्ते के भाई या पड़ोसी भी ऐसा करते हैं। कई बार तो पिता ही अपनी बेटी को अपनी हवस का शिकार बना लेता है। पिछले दिनों हमने समाचारपत्र में पढ़ा कि एक व्यक्ति ने घर में पत्नी के होते हुए भी, अपनी ही बेटी को बन्धक बनाकर रखा हुआ था और उसको बच्चा भी हो गया। आए दिन समाचारपत्रों में ऐसे समाचार पढ़ने को मिलते हैं।

उपसभाध्यक्ष जी, हम चिंता करते हैं और सरकार भी बहुत चिंतित है कि 1,000 लड़कों पर लड़कियों की संख्या कम होती जा रही है। कहीं-कहीं तो यह संख्या केवल 850 रह गई है। बेटी को जन्म देने के बाद समाज में बेटी की रक्षा कैसे हो, घर में, स्कूल में उसकी रक्षा कैसे हो, यह एक विचारणीय विषय है। जब छोटी बच्चियों के साथ ऐसा यौन शोषण होता है, तो वह बच्ची सारी उम्र उस मानसिक पीड़ा से उबर नहीं पाती है और उसमें कभी आत्मविश्वास नहीं आ पाता।

उपसभाध्यक्ष जी, भारत सरकार ने यौन शोषण के अपराध का मुकाबला करने के लिए अनेक वैधानिक और प्रशानिक उपाय किए हैं, परन्तु लगता है कि जितने कानून बन रहे हैं, उतने ही अपराध भी बढ़ रहे हैं। आज महिला कहीं भी सुरक्षित नहीं है। कार्यालय में, अपने वर्कप्लेस में, हर स्थान पर महिला को एक भोग्या की दृष्टि से देखा जाता है। वैसे तो संविधान के अनुच्छेद 14 और 21 के अंतर्गत महिलाओं को समानता से जीने का अधिकार दिया गया है, परन्तु लगता है कि ये कानून किताबों में ही रह जाते हैं।

यह जो बिल आया है, मैं सरकार को, विशेषकर मंत्री जी को बधाई देती हूँ कि इस बिल में केवल यौन उत्पीड़न की अपराध नहीं है, बल्कि कोई अश्लील कमेंट करना भी अपराध है। स्कूल, कॉलेज और राह चलती लड़कियों पर अश्लील वाक्यों का प्रयोग होता है। पहले समय में ऐसे लड़कों या पुरुषों की हम लोग पिटाई कर देते थे, परन्तु यदि अब लड़की react करती है, तो उस पर तेजाब फेंक दिया जाता है या सामूहिक बलात्कार करके, उसे जान से मार दिया जाता है। पहले ऐसे कृत्य गुंडे करते थे, लेकिन अब अच्छे-अच्छे घरों और परिवारों के लड़के, जिनके मां-बाप बड़े अधिकारी होते हैं या राजनेता होते हैं या अमीर मां-बाप के संस्कार-विहीन बच्चे ऐसे कृत्य करते हैं और वे अपने मां-बाप के प्रभाव से छूट जाते हैं तथा उनको सजा नहीं मिल पाती है।

उपसभाध्यक्ष जी, मैं आपके माध्यम से कहना चाहती हूँ कि इंटरनेट पर जो अश्लील सामग्री उपलब्ध है, उस पर रोक लगनी चाहिए तथा अभिभावकों को जागरूक बनाना चाहिए ताकि वे अपने बच्चों को अच्छे संस्कार दे सकें। मीडिया को भी इसमें अपनी भूमिका निभानी चाहिए और कुछ पॉज़िटिव सोच लेकर काम करना चाहिए।

उपसभाध्यक्ष जी, यह अच्छी बात है कि यौन शोषण की शिकार महिला के बयान अब बन्द कमरे में होंगे। इसके कारण पहले जो अन्याय वह चुपचाप सह लेती थी और अपनी प्रतिष्ठा को बचाने के लिए शिकायत नहीं करती थी, वह महिला भी अब सामने आयेगी। मेरा मंत्री महोदय से आग्रह है कि यौन शोषण की शिकार लड़कियों के पुनर्वास पर भी समुचित ध्यान देना चाहिए। तीन वर्ष पहले यह बिल आया था, लेकिन अभी तक यह पास नहीं हुआ



हैं। चाहे सरकारी कार्य हो, चाहे अदालती काम हो, इस देरी की वजह से दोषी बच जाते हैं और जो भुक्तभोगी होता है, उसका विश्वास सरकार के ऊपर से तथा न्याय के ऊपर से उठ जाता है। इसलिए इसमें समय सीमा निर्धारित की जाए और ऐसे अपराधियों को सख्त से सख्त सजा होनी चाहिए। मैं तो मांग करूंगी कि ऐसे अपराधियों को फांसी की सजा होनी चाहिए, जिससे इन अपराधों पर रोक लग सके।

SHRI D. RAJA: Sir, I support this Bill. It is a very important Bill. But, the success of this legislation lies in the implementation of various other legislations related to child welfare, for instance, Right to Education, Abolition of Child Labour, and Prevention of Child Marriages. All these legislations will have to be effectively put in practice. Then only, this legislation can be successful.

Having said that, I would like to raise one small issue. The Statement of Objects and Reasons, in para 2, states, "2. The United Nations Convention on the Rights of Children, ratified by India on 11th December, 1992, requires the State Parties to undertake all appropriate national, bilateral and multilateral measures to prevent (a) the inducement or coercion of a child to engage in any unlawful...". What is 'unlawful' or 'lawful'? Further, it states, "...sexual activity; (b) the exploitative use of children in prostitution or other unlawful sexual practices". Even though it is part of the United Nations Convention on Rights of Children, India could have taken serious note of formulation of offences. It is a serious flaw that I find in this Convention, that is, 'unlawful' or 'lawful' sexual practices in which children are coerced. This is one issue India could have taken at the time of ratifying the U.N. Convention.

Having said that, Sir, I must make one or two points. One is that the Standing Committee has talked about a special treatment to the children who belong to the SC/ST categories. The Committee also feels that some provision for protecting the interest of children belonging to the Scheduled Caste and Scheduled Tribe categories should be added to this Bill. The Committee's recommendation is based on the premise that the SCs and STs are still marginalised groups in the society. I do not know as to why this Bill does not speak about that.

Sir, finally, I agree with previous speakers, Shrimati Smriti Irani and Dr. Seema, who have stressed the points on compensation and rehabilitation of children. Sir, the greatness of any nation is measured, and should be measured, by how it treats its children,

[Shri D. Raja]

how much concern it has for its children. If India wants to demonstrate its greatness, India should prove that it cares for its children and it has utmost concerns for its children. Otherwise, this Bill will remain as one of the legislations we pass.

श्रीमती कृष्णा तीरथ: उपसभाध्यक्ष महोदय, माननीय सदस्यों के बहुत अच्छे सुझाव आए हैं, पर मैं कहना चाहूंगी कि स्मृति जुबिन ईरानी जी ने जो सुझाव दिए हैं, उनसे ज्यादा हमारे

[श्रीमती कृष्णा तीरथ]

official amendments के सुझाव हैं। उन्होंने शायद पुराना बिल देखा, जिस पर उन्होंने बहुत सारे comments दिए हैं। Clause 3 and 7 के जो proviso इन्होंने हटाने के लिए कहे थे, वे पहले ही हटा दिए गए हैं। जहां तक fund allocation की बात है, तो Integrated Child Protection Scheme के अंतर्गत हमारा fund allocation already इन बच्चों के rehabilitation के लिए है।

दूसरा, डा. टी.एन. सीमा ने जो “consent” और proviso official amendment में हटाने का प्रस्ताव सदन में रखा, वह पहले ही रखा जा चुका है और Member का suggestion और PSC का recommendation हमने पहले ही मान लिया है। यह मैंने अपनी स्पीच में पहले ही कहा है, अगर उसको देखें, तो उसमें यह सब मैंने बताया था।

Compensation के बारे में बिल का Clause 33(8) इसे provide करता है। CrPC के Section 357 में इसका प्रावधान है कि स्टेट गवर्नमेंट इसके लिए स्कीम बनाए और इसके लिए जो awareness create करने की बात कर रहे हैं, कोर्ट इसके तहत सिफारिश कर सकता है। नया Section 42(B) लाया गया है, जिसमें NCPCR और State PCR को monitoring का दायित्व दिया गया है। अन्य बहुत सारी चीजें हैं, जैसे attempt to commit an offence की जो सज़ा है, वह already Clause 18 में है। Awareness generation के लिए कहा गया कि awareness generation कैसे होगा? तो proposed Section 42(A) में इस सबका proviso किया गया है। बहुत सारी हमारी नई additional information भी हैं, जैसे “Section 43 of the Bill lists the provisions under which the rules will be made. These include...”

बहुत सारी चीजें हैं, वे आपको बिल में मिल जाएंगी। बाकी जो चीजें करनी हैं, वे हम रूल्स में करेंगे। सर, माननीय सदस्यों के जितने सुझाव आए हैं, उनके संबंध में हम जितना कर सकते हैं, जरूर करेंगे। हमारे बहुत सदस्यों ने यहां पर अपने विचार रखे। माननीय राम कृपाल यादव जी, श्रीमती बिमला कश्यप सूद, श्री डी. राजा जी ने अपने विचार रखे। ... (व्यवधान)... श्री डी. राजा जी ने कहा, उसकी रिकमेंडेशन के लिए जो रिस्पांस हमारे एमडब्ल्यूसीडी के हैं, उसमें एससी और एसटी के लिए ये प्रोविज़ंस भी रखे गए हैं। इन सब चीजों के साथ मैं कहना चाहती हूँ कि सदन में माननीय सदस्यों की ओर से जो बहुत अच्छे सुझाव दिए गए, उनको मैंने माना है—मैंने पहले भी उनको मान रखा था—इसलिए मैं चाहती हूँ कि इस बिल को पास किया जाए।

श्री राम कृपाल यादव: इतना ऐशोरेंस तो दे दीजिए कि .. (व्यवधान)..

SHRIMATI SMRITI ZUBIN IRANI: Sir, please allow one clarification. (Interruptions) Sir, there is a need for a separate fund for relief and rehabilitation of child victims. In my conversation with the Minister, she has assured me that in the Rules, it will be taken up but my concern is with regard to the offence of attempt to murder. Madam, I have not found that. If you could please also assure that section 307 which gives imprisonment up to ten years or extends it to life imprisonment will be taken care of. (Interruptions)

SHRIMATI KRISHNA TIRATH: That is up to the court. (Interruptions)

SHRIMATI SMRITI ZUBIN IRANI: Madam, even section 157 has not been taken in. (Interruptions)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): The question is:

That the Bill to protect children from offences of sexual assault, sexual harassment and pornography and provide for establishment of Special Courts for trial of such offences and for matters connected therewith or incidental thereto, be taken into consideration.

*The Motion was adopted*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): We shall now take up clause-by-clause consideration of the Bill.

In clause 2, there are 3 amendments no. 3 to 5 by the hon. Minister.

#### **Clause 2—Definitions**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

3. That at page 2, lines 14 and 15, the words “*save as provided otherwise*” be **deleted**.
4. That at page 2, after the 18, the following be **inserted** namely:  
(fa) “*prescribed*” means prescribed by rules made under this Act;  
(fb) “*religious institution*” shall have the same meaning as assigned to it in the Religious Institutions (Prevention of Misuse) Act, 1988.’.
5. That at page 2, line 22, for the words “*in a domestic relationship with the parent of the child and*” the words “*or has lived at any time in a domestic relationship with*” be **substituted**.

*The questions were put and the motions were adopted.*

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

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up clause 3. There is one Amendment (No. 6) by the hon. Minister.

#### **Clause 3—Penetrative Sexual Assault**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

6. That at page 3, lines 1 to 16, be deleted.

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

*Clause 3, as amended, was added to the Bill.*

*Clause 4 was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up clause 5. There are nine Amendments (Nos. 7 to 15) by the hon. Minister.

#### **Clause 5—Aggravated Penetrative Sexual Assault**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

7. That at page 3, after line 25, the following be inserted, namely:  
“(iv) where he is known as, or identified as, a police officer; or”.

8. That at page 3, line 41, after the words “*educational institution*”, the words “*or religious institution*” be **inserted**.
9. That at page 3, line 43, the word “or” be **deleted**.
10. That at page 3, after line 43, the following be inserted, namely:
 

**“Explanation:—**When a child is subjected to sexual assault by one or more persons of a group in furtherance of their common intention, each of such persons shall be deemed to have committed gang penetrative sexual assault within the meaning of this clause and each of such person shall be liable for that act in the same manner as if it were done by him alone; or”.
11. That at page 4, line 1, for the words “**causing injury**” the words “**causing bodily harm and injury or injury**” be **substituted**.
12. That at page 4, lines 4 and 5, for the words “**to become mentally ill or to become mentally unfit to perform**” the words “**to become mentally ill as defined under clause (1) of section 2 of the Mental Health Act, 1987 or causes of impairment of any kind so as to render the child unable to perform**” be **substituted**.
13. That at page 4, line 10, for the words “*mentally ill or mentally unfit*” the words “*or mentally ill*” be **substituted**.
14. That at page 4, line 33, after the words “**time being in force**”, the word “**or**” be **inserted**.
15. That at page 4, after line 33, the following be *inserted*, namely:
 

‘(u) whoever commits penetrative sexual assault on a child and makes the child to strip or parade naked in public;’.

*The questions were put and the motions were adopted.*

*Clause 5, as amended, was added to the Bill.*

*Clause 6 was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up clause 7. There are two Amendments (Nos. 16 and 17) by the hon. Minister.

#### **Clause 7—Sexual Assault**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

16. That at page 4, lines 43 to 48, be **deleted**.
17. That at page 5, lines 1 to 10, be **deleted**.

*The questions were put and the motions were adopted.*

*Clause 7, as amended, was added to the Bill.*

*Clause 8 was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up clause 9. There are ten Amendments (Nos. 18 to 27) by the hon. Minister.

**Clause 9—Aggravated Sexual Assault**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

18. That at page 5, line 20, for the words “*when the person is known*” the words “*where he is known as*” be **substituted**.
19. That at page 5, line 35, after the words “*educational institution*”, the words “*or religious institution*” be **inserted**.
20. That at page 5, line 37, the word “*or*” be **deleted**.
21. That at page 5, *after* line 37, the following be *inserted*, namely:

**Explanation:** When a child is subjected to sexual assault by one or more persons of a group in furtherance of their common intention, each of such persons shall be deemed to have committed gang penetrative sexual assault within the meaning of this clause and each of such person shall be liable for that act in the same manner as if it were done by him alone; or”.
22. That at page 5, line 40, for the words “*causing injury*” the words “*causing bodily harm and injury or injury*” be **substituted**.
23. That at page 5, line 42, the word “*penetrative*” be **deleted**.
24. That at page 5, lines 43 and 44, for the words “to become mentally ill or to become mentally unfit to perform” the words “to become mentally ill as defined under clause (1) of section 2 of the Mental Health Act, 1987 or causes of impairment of any kind so as to render the child unable to perform” be substituted.
25. That at page 5, line 47, for the words “*mentally ill or mentally unfit*” the words “*or mentally ill*” be **substituted**.
26. That at page 6, line 18, after the words “*time being in force*”, the word “**or**” be inserted.
27. That at page 6, after line 18, the following be *inserted*, namely:

‘(u) whoever commits sexual assault on a child and makes the child to strip or parade naked in public;’.

*The questions were put and the motions were adopted.*

*Clause 9, as amended, was added to the Bill.*

*Clause 10 was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up clause 11. There are two Amendments (Nos. 28 to 29) by the hon. Minister.

**Clause 11—Sexual Harassment**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

28. That at page 6, line 33, for the words “*or through any means*” the words “*or through electronic, digital or any other means*” be **substituted**.
29. That at page 6, after line 36, the following be inserted **namely—**  
‘(vi) entices a child for pornographic purposes or gives gratification therefor.’

*The questions were put and the motions were adopted.*

*Clause 11, as amended, was added to the Bill.*

*Clauses 12 and 13 were added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 14. There are three Amendments (Nos. 30-32) by the Minister.

**Clause 14—Punishment for using child for pornographic purposes**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

30. That at page 7, lines 5 and 6, for the words “liable for rigorous imprisonment” the words “punished with imprisonment of either description” be substituted.
31. That at page 7, line 8, after the words “**also with fine**”, the words “**also be liable to fine**” be **inserted**.
32. That at page 7, for lines 9 to 11, the following be **substituted**, namely:
  - “(2) If the person using the child for pornographic purposes commits an offence referred to in section 3, by directly participating in pornographic acts, he shall be punished with imprisonment of either description for a term which shall not be less than ten years but which may extend to imprisonment for life, and shall also be liable to fine.
  - (3) If the person using the child for pornographic purposes commits an offence referred to in section 5, by directly participating in pornographic acts, he shall be punished for rigorous imprisonment for life and shall also be liable to fine.
  - (4) If the person using the child for pornographic purposes commits an offence referred to in section 7, by directly participating in pornographic acts, he shall be punished with imprisonment of either description for a term which shall not be less than six years but which may extend to eight years, and shall also be liable to fine.

- (5) If the person using the child for pornographic purposes commits an offence referred to in section 9, by directly participating in pornographic acts, he shall be punished with imprisonment of either description for a term which shall not be less than eight years but which may extend to ten years, and shall also be liable to fine.”.

*The questions were put and the motions were adopted.*

*Clause 14, as amended, was added to the Bill.*

*Clause 15 was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 16. There is one Amendment (No. 33) by the Minister.

**Clause 16—Abetment of an offence**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

33. That at page 7, after line 29, the following be **inserted**, namely:

**“Explanation III.—**Whoever employs, harbours, receives or transports a child, by means of threat or use of force or other forms of coercion, abduction, fraud, deception, abuse of power or of a position, vulnerability or the giving or receiving of payments or benefits to achieve the consent of a person having control over another person, for the purpose of any offence under this Act, is said to aid the doing of that act.”

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

*Clause 16, as amended, was added to the Bill.*

*Clause 17 was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 18. There is one Amendment (No. 34) by the Minister.

**Clause 18—Punishment for attempt to commit an offence**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

34. That at page 7, lines 37 and 38, for the words “punished with imprisonment of either description which may extend to one year” the words “punished with imprisonment of any description provided for the offence, for a term which may extend to one-half of the imprisonment for life or, as the case may be, one-half of the longest term of imprisonment provided for that offence” be **substituted**.

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

*Clause 18, as amended, was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 19. There are five Amendments (Nos. 35-39) by the Minister.

**Clause 19—Reporting of offences**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

35. That at page 7, line 42, for the word “*apprehends*” the words “*has apprehension*” be **substituted**.
36. That at page “8, line 9, after the words “*an interpreter*”, the words “**having such qualifications, experience and on payment of such fees as may be prescribed**” be **inserted**.
37. That at page 8, line 15, for the words “*as may be required*” the words “**as may be prescribed**” be **substituted**.
38. That at page 8, line 17, for the words “**report the matter to the Special Court**” the words “**report the matter to the Child Welfare Committee and the Special Court**” be **substituted**.
39. That at page 8, after line 19, the following be **inserted**, namely—  
“(7) No person shall incur any liability, whether civil or criminal, for giving the information in good faith for the purpose of sub-section (1).”

*The questions were put and the motions were adopted.*

*Clause 19, as amended, was added to the Bill.*

*Clause 20 was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 21. There is one Amendment (No.40) by the Minister.

**Clause 21—Punishment for failure to report or record a case**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

40. That at page 8, line 26, after the words “*who fails to report*”, the words “**the commission of**” be **inserted**.

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

*Clause 21, as amended, was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 22. There are four Amendments (Nos. 30-32) by the Minister.

**Clause 22—Punishment for false complaint or false information**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

41. That at page 8, line 36, the words “*on a child below the age of sixteen years*” be **deleted**.
42. That at page 8, line 41, the words “*being less than sixteen years*” be **deleted**.
43. That at page 8, lines 42 to 46, be **deleted**.



44. That at page 8, line 47, for the bracket and figure “(4)” the bracket and figure “(3)” be **substituted**.

*The questions were put and the motions were adopted.*

*Clause 22, as amended, was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 23. There are five Amendments (Nos. 45-49) by the Minister.

**Clause 23—Procedure for media**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

45. That at page 9, lines 3 and 4, the words “*and without the consent of the child or his parents or guardian, who may be involved in an offence under this Act either as an accused or as a victim,*” be **deleted**.
46. That at page 9, the 5, for the word “*character*” the word “*reputation*” be **substituted**.
47. That at page 9, lines 6 and 7, the words “*without the consent of the child or his parents or guardian,*” be **deleted**.
48. That at page 9, after line 9, the following provision be **Inserted**, namely:  
“Provided that for reasons to be recorded in writing, the Special Court, competent to try the case under the Act, may permit such disclosure, if in its opinion such disclosure is in the interest of the child.”.
49. That at page 9, line 14, for the words “*one year but which may extend to two years*” the words “*six months but which may extend to one year*” be **substituted**.

*The questions were put and the motions were adopted.*

*Clause 23, as amended, was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 24. There is one Amendment (No. 50) by the Minister.

**Clause 24—Recording of statement of a child**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

50. That at page 9, for lines 17 to 37, the following be **substituted**, namely:  
“24.(1) The statement of the child shall be recorded at the residence of the child or at a place where he usually resides or at the place of his choice and as far as practicable by a woman police officer not below the rank of sub-inspector.  
(2) The police officer while recording the statement of the child shall not be in uniform.

- (3) The police officer making the investigation, shall, while examining the child, ensure that at no point of time the child come in the contact in anyway with the accused.
- (4) No child shall be detained in the police station in the night for any reason.
- (5) The police officer shall ensure that the identity of the child is protected from the public media, unless otherwise directed by the Special Court in the interest of the child.”.

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

*Clause 24, as amended, was added to the Bill.*

THE VICE CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 25. There is one Amendment (No. 51) by the Minister.

**Clause 25—Police officer not to be in uniform**

SHRIMATI KRISHNA TIRATH: Sir, beg to move:

51. That at page 9, for lines 38 and 39, the following be **substituted**, namely:

“25.(1) if the statement of the child is being recorded under section 164 of the Code of Criminal Procedure, 1973 (herein referred to as the Code), the Magistrate recording such statement shall, notwithstanding anything contained therein, record the statement as spoken by the child:

Provided that the provisions contained in the first proviso to subsection (1) of section 164 of the Code shall, so far it permits the presence of the advocate of the accused shall not apply in this case.

(2) The Magistrate shall provide to the child and his parents or his representative, a copy of the document specified under section 207 of the Code, upon the final report being filed by the police under section 173 of that Code.”.

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

*Clause 25, as amended, was added to the Bill.*

THE VICE CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 26. There is one Amendment (No. 52) by the Minister.

**Clause 26—Accused not to be in contact**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

52. That at page 9, for lines 40 and 41, the following be **substituted**, namely:

“26.(1) The Magistrate or the police officer, as the case may be, shall record the statement as spoken by the child in the presence of the

parents of the child or any other person in whom the child has trust or confidence.

- (2) Wherever necessary, the Magistrate or the police officer, as the case may be, may take the assistance of a translator or an interpreter, having such qualifications, experience and on payment of such fees as may be prescribed, while recording the statement of the child.
- (3) The Magistrate or the police officer, as the case may be, may, in the case of a child having a mental or physical disability, seek the assistance of a special educator or any person familiar with the manner of communication of the child or an expert in that field, having such qualifications, experience and on payment of such fees as may be prescribed, to record the statement of the child.
- (4) Wherever possible, the Magistrate or the police officer, as the case may be, shall ensure that the statement of the child is also recorded by audio-video electronic means.”.

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

*Clause 26, as amended, was added to the Bill.*

THE VICE CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 27. There are two Amendments (Nos. 53-54) by the Minister.

**Clause 27—Medical examination of a child**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

53. That at page 9, line 42, for the figure and full stop “27” the figures, full stop and bracket “27(1)” be *substituted*.
54. That at page 9, after line 45, the following be *inserted* namely:
  - “(2) In case the victim is girl child, the medical examination shall be conducted by a woman doctor.
  - (5) The medical examination shall be conducted in the presence of the parent of the child or any other person in whom the child reposes trust or confidence.
  - (4) Where, in case the parent of the child or other person referred to in sub-section (3) cannot be present, for any reason, during the medical examination of the child, the medical examination shall be conducted in the presence of a woman nominated by the head of the medical institution.”.

*The questions were put and the motions were adopted.*

*Clause 27, as amended, was added to the Bill.*

THE VICE CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 28. There is one Amendment (No. 51) by the Minister.

**Clause 28—Designation of Special Courts**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

55. That at page 10, after line 2, the following proviso be **inserted**, namely:

“Provided that if a Court of Session is notified as a children’s court under the Commissions for Protection of Child Rights Act, 2005 or a Special Court designated for similar purposes under any other law for the time being in force, then, such court shall be deemed to be a Special Court under this section.”.

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

*Clause 28, as amended, was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Clause 29. There are two Amendments (Nos. 56-57) by the Minister.

**Clause 29—Presumption as to certain offences**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

56. That at page 10, line 10, for the words “*violating any of the provisions*” the words “*committing or abetting or attempting to commit any offence*” be **substituted**.

57. That at page 10, line 11, the words “*land where the victim is a child below the age of sixteen years,*” be **deleted**.

*The questions were put and the motions were adopted.*

*Clause 29, as amended, was added to the Bill.*

*Clauses 30 to 32 were added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up clause 33. There are three Amendments (Nos. 58 to 60) by the hon. Minister.

**Clause 33—Procedure and powers of Special Court**

SHRIMATI KRISHNA TIRATH: Sir, beg to move:

58. That at page 11, lines 9 and 10, the words “*except with the consent of the child or his parents or guardian*” be **deleted**.

59. That at page 11, after line 10, the following proviso be **inserted** namely:

“Provided that for reasons to be recorded in writing, the Special Court may permit such disclosure, if in its opinion such disclosure is in the interest of the child.”.

60. That at page 11, line 15, for the words “*payment of compensation*” the words “*payment of such compensation as may be prescribed*” be **substituted**.

*The questions were put and the motions were adopted.*

*Clause 33, as amended, was added to the Bill.*

*Clauses 34 to 37 were added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up clause 38. There are two Amendments (Nos. 61 and 62) by the hon. Minister.

**Clause 38—Assistance of an interpreter or expert while recording evidence of child**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

61. That at page 12, line 4, for the words “*an interpreter*”, the words “*a translator or interpreter having such qualifications, experience and on payment of such fees as may be prescribed*” be **substituted**.
62. That at page 12, line 7, for the words “*an expert in that field*”, the words “*any person familiar with the manner of communication of the child or an expert in that field, having such qualifications, experience and on payment of such fees as may be prescribed*” be **substituted**.

*The questions were put and the motions were adopted.*

*Clause 38, as amended, was added to the Bill.*

*Clauses 39 to 42 were added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up Amendment (No. 63) insertion of new clauses 42A and 42B by the hon. Minister.

**New Clauses 42A and 42B—Public awareness about Act and Monitoring of implementation of Act**

SHRIMATI KRISHNA TIRATH : Sir, I beg to move:

63. That at page 12, after line 26, the following be **inserted**, namely:
  - “42A. The Central Government and every State Government, shall take all measures to ensure that:—
    - (a) the provisions of this Act are given wide publicity through media including the television, radio and the print media at regular intervals to make the general public, children as well as their parents and guardians aware of the provisions of this Act;
    - (b) the officers of the Central Government and the State Governments and other concerned persons (including the police officers) are imparted periodic training on the matters relating to the implementation of the provisions of the Act.”.
  - 42B.(1) The National Commission for Protection of Child Rights constituted under section 3, or as the case may be, the State Commission for Protection of Child Rights constituted under section 17, of the Commissions for Protection of Child Rights Act, 2005, shall, in addition to the functions assigned to them under

that Act, also monitor the implementation of the provisions of this Act in such manner as may be prescribed.

- (2) The National Commission or, as the case may be, the State Commission, referred to in sub-section (1), shall, while inquiring into any matter relating to any offence under this Act, have the same powers as are vested in it under the Commissions for Protection of Child Rights Act, 2005.
- (3) The National Commission or, as the case may be, the State Commission, referred to in sub-section (1), shall, also include, its activities under this section, in the annual report referred to in section 16 of the Commissions for Protection of Child Rights Act, 2005.”.

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

*New Clauses 42A and 42B were added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up clause 43. There are two Amendments (Nos. 64 and 65) by the hon. Minister.

**Clause 43—Power to make rules**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

64. That at page 12, after line 28, the following be **inserted**, namely:
  - “(2) In particular, and without prejudice to the generality of the foregoing powers, such rules may provide for all or any of the following matters, namely:
    - (a) the qualifications and experience of, and the fees payable to, a translator or an interpreter, a special educator or any person familiar with the manner of communication of the child or an expert in that field, under sub-section (4) of section 19; sub-sections (2) and (3) of section 26 and section 38;
    - (b) care and protection and emergency medical treatment of the child under sub-section (5) of section 19;
    - (c) the payment of compensation under sub-section (8) of section 33;
    - (d) the manner of periodic monitoring of the provisions of the Act under sub-section (1) of section 42B.”.
65. That at page 12, line 29, for the bracket and figure “(2)”, the bracket and figure “(3)” be **substituted**.

*The questions were put and the motions were adopted.*

*Clause 43, as amended, was added to the Bill.*

*Clause 44 was added to the Bill.*

*The Schedule was added to the Bill.*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up clause 1. There is one Amendment (No. 2) by the hon. Minister.

**Clause 1—Short title, extent and commencement**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

2. That at page 2, line 4, for the figure “2011” the figure “2012” be **substituted**.

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

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

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we shall take up the Enacting Formula. There is one Amendment (No. 2) by the hon. Minister.

**Enacting Formula**

SHRIMATI KRISHNA TIRATH: Sir, I beg to move:

1. That at page 2, line 1, for the word “Sixty-second”, the word “Sixty-third” be **substituted**.

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

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

*The Preamble and the Title were added to the Bill.*

SHRIMATI KRISHNA TIRATH: Sir, I beg to move: That the Bill, as amended, be passed.

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

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): This was a very important Bill. I thank all the hon. Members who sat beyond 6 o'clock and have cooperated to get it passed.

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**RECOMMENDATION OF THE BUSINESS ADVISORY COMMITTEE**

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I have to inform Members that the Business Advisory Committee in its meeting held on 10th May, 2012, has allotted time for Government Legislative Business, as follows:

<b>Business</b>	<b>Time Allotted</b>
1. Further consideration and passing of the Educational Tribunals Bill, 2010, as passed by Lok Sabha.	Three Hours
2. Consideration and passing of the following Bills, after they are passed by Lok Sabha:	
(i) The North -Eastern Reorganisation and Other Related	One Hour

Laws (Amendment) Bill, 2012.	
(ii) The National Housing Bank Hours (Amendment) Bill, 2012.	Two Hours
(iii) The Constitution (Scheduled Tribes) Order (Second Amendment) Bill, 2011.	One Hour

**SPECIAL MENTIONS—contd.**

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, we will take up Special Mentions. Those Members who have not mentioned can read their Special Mentions now. Shrimati Gundu Sudharani, not here. Shri Nandi Yellaiah, not here. Now, Shri Kumar Deepak Das.

**Demand to check the illegal activities in Kaziranga National Park  
in Assam to Project the Ecological Balance**

SHRI KUMAR DEEPAK DAS (Assam): Mr. Vice-Chairman, Sir, Kaziranga, the famous National Park in Assam is now facing assault, where various animals, particularly the great Indian one-horned rhinoceros are facing danger, illegal encroachment of the protected forest land, primarily major in some areas, by a group of doubtful Indian nationality, has become a prime hindrance in the maintenance of ecological balance in Kaziranga.

The forest authorities are allowing grazing of cattle within the protected area and also allowing unchecked growth of the hospitality industry in close confines of the park. Above all, there has been the threat of poachers, with occasional cases of rhino killing, which is constantly going on. The Union Ministry of Environment and Forest as well as the State Forest Ministry, have also failed to respond to the allegation of quarrying and mining activities being carried out within the National Park area.

It is high time that immediate appropriate steps are taken to protect the ecological as well as environmental balance of the area and stop such unwarranted activities before they can do further damage. I also request the Government to take proper steps to modernize the Forest Protection Force in the interest of protecting the endangered species like one-horn rhino as, well as tigers and other animals in the forest and take eviction measures to make free the encroached land in the Kaziranga National Park. Thank you.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): The House is adjourned till 11 a.m. tomorrow.

The House then adjourned at fifty-six minutes past six of the clock till eleven of the clock on Friday, the 11th May, 2012.





